



Truro Conservation Area Appraisal

March 2010

This Conservation Area Appraisal was commissioned by Carrick District Council. At the Carrick Cabinet meeting on 10 February 2009 Members resolved to recommend to the Joint Implementation Executive that the Truro Conservation Area Appraisal be adopted. It was subsequently endorsed by Cornwall Council as a material consideration within the emerging Cornwall Council Local Development Framework on 24 April 2010. The recommended changes to the boundaries of Truro Conservation Area were authorised by Cornwall Council and came into effect on 24 April 2010.

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The team for the project, within Cornwall County Council's Historic Environment Service was: Kate Newell (Urban Survey Officer) chief author, Megan Val Baker (Archaeologist) GIS mapping, Bryn Perry-Tapper (Senior Archaeologist (GIS)) GIS mapping supervisor, Pete Herring (Principal Archaeologist (Projects)) was the project manager.

Substantial use has been made of the Cornwall and Scilly Urban Survey report on Truro prepared by Graeme Kirkham. This project (final report December 2003) explores the link between characterisation of the historic environment and the identification of heritage-led regeneration opportunities in order to promote sustainable urban regeneration. More information can be found at the project web site: www.historic-cornwall.org.uk. Graeme also provided valuable advice during the preparation of this report.

In addition to this report, extensive GIS mapping was produced and used as the basis for the figures contained here. This GIS resource also has imbedded database information. A dated intensive photographic audit of the buildings, streets and spaces within Truro's Conservation Area was also undertaken and is presented as a separate volume of images and series of CDRoms. Images from the photographic audit have been hotlinked to the GIS mapping.

Maps

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Abbreviations

CAU	Cornwall Archaeological Unit
CC	Cornwall Council
CCC	Cornwall County Council
CISI	Cornwall Industrial Settlements Initiative
CSUS	Cornwall & Scilly Urban Survey
DCMS	Department for Culture, Media and Sport
DTLR	Department for Transport, Local Government and the Regions
ERDF	European Regional Development Fund
GIS	Geographical Information Systems
HES	Historic Environment Service
HERS	Heritage Economic Redevelopment Scheme
LDD	Local Development Document
LDF	Local Development Framework
LOTS	Living Over The Shop scheme
PPG	Planning Policy Guidance
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
South West RDA	South West of England Regional Development Agency
THI	Townscape Heritage Initiative

1 Introduction

Truro is Cornwall's only city and is now also the county town. It is blessed with a wide range of historic buildings and urban spaces, many among the finest to be found in Cornwall. It is also one of the most dynamic and rapidly changing places in Cornwall. Economic activity is very high and there are increasing pressures on the city's fabric and character from developments throughout the commercial core and its peripheries, and through the increasingly difficult transport and traffic management issues. In the encircling residential areas, smaller scale and incremental pressures are posed by the ongoing process of routine maintenance of the fabric.

It is important then that Truro was one of the first Conservation Areas to be established in Cornwall. Almost inevitably in a city with so many pressures there have been some unfortunate developments in the Conservation Area, but it is nevertheless clear that the local authorities have been able to use the Conservation Area status to good effect in both controlling the impact on fabric and character of inappropriate developments and in guiding the design of both new build and routine maintenance.



Truro – cathedral, rivers and viaduct all prominent features viewed from the north west (CCC Historic Environment Service, ACS 4580)

Conservation Areas are designated by local planning authorities under the Planning Acts. Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 defines a Conservation Area as:

An area of special architectural or historic interest, the character or appearance of

which it is desirable to preserve and enhance.

Cornwall Council, as the local planning authority, has a duty to designate appropriate parts of its area as Conservation Areas. At present there are some 9,080 Conservation Areas in England of which 154 are in Cornwall.

Following public consultation, the centre of Truro was designated as a Conservation Area by Cornwall County Council (prior to the formation of Carrick District Council in 1974) on 20 February 1969. Since then it has been amended seven times, the most recent being an extension in 2001 (see Fig. 2).

In order to justify, define and appraise the 'special interest' being defined through the designation of Conservation Areas English Heritage has advised that local authorities should carry out Conservation Area Appraisals. In addition to the requirement to designate areas, the 1990 Act also requires local authorities to 'formulate and publish proposals for the preservation and enhancement of Conservation Areas'.

The purpose of this Conservation Area appraisal, commissioned from Carrick District Council in February 2004, was, therefore, threefold.

- To analyse the special character and appearance of the Truro Conservation Area.
- To outline the planning policies and controls applying to the Conservation Area and highlight the need for any further provision for the protection and preservation of its special character.
- To identify opportunities for enhancement and celebration of this important resource.

This Appraisal has been produced for everyone affected by, involved with and interested in the Conservation Area. This includes the Council, its elected members and officers, agencies, developers, business and property owners and residents and visitors.

By providing a clear definition of what makes the Conservation Area special the Appraisal allows its users to achieve the following.

- Improve understanding of what it is that should be protected or enhanced.
- Formulate and follow effective policies.
- Make sensitive and appropriate planning applications.
- Make sensible development control decisions.
- Allow the designation to be justified when development control decisions are made, and when required at appeals;
- Make sympathetic proposals for the preservation and enhancement of the area's character and appearance, including the identification of development opportunities.

This Conservation Area Appraisal will assist and inform future strategies and will further aid the authority, and other agencies, in putting together guidance and recommendations for the consideration of development proposals and initiatives. The Appraisal will be an important tool for the general management, protection and potential enhancement of the designated area.

With this wide readership and these various uses in mind, the Appraisal has been prepared to be as readable, understandable and relevant as possible, addressing the very real issues being faced by the city.

The Appraisal is arranged in nine main sections.

Section 1 is this introduction to the Appraisal.

Section 2 provides an introduction to Truro and its Conservation Area.

Section 3 provides an analysis of the city's evolution.

Section 4 provides a summary of Truro's archaeological significance.

Section 5 provides an analysis of city-wide character.

Section 6 subdivides the city into areas of distinct character and analyses and presents the townscape in each of these in more detail. At the end of each subsection a range of key issues affecting the Character Area is presented.

Section 7 discusses the opportunities for enhancing the fabric and character of the Conservation Area.

Section 8 reviews existing policies for the protection and preservation of Truro's special character – it includes recommendations for making Article 4(2) directions.

Section 9 presents thoughts on how the Conservation Area can be better presented and celebrated.

Section 10 considers how the Conservation Area could reasonably be extended to safeguard other important parts of Truro's historic environment

A supplementary volume provides an extensive signed and dated photographic audit of the buildings and streetscapes of the Conservation Area, organised by street.

In addition to this recording and analysis, an extensive computer-based Geographical Information System (GIS) dataset has been created for the city. This digital mapping and data was recorded using ArcView GIS software, and forms the basis for the map-based figures included in this document. The images of the photographic audit are also linked to this electronic mapping (see Appendix 1 for further technical information on the GIS archive).

Together these sources provide comprehensive information on Truro's historic development, urban topography, urban design analysis, surviving historic environment components, archaeological potential, and historic character. They clearly define the special architectural and, historic interest, character and appearance of Truro that it is desirable to preserve and enhance.

Although thorough, the Appraisal cannot be comprehensive. The omission of any particular building, feature or space should not be taken to imply that it is of no interest.

This appraisal has previously been widely circulated in draft form for consultation, and has been revised in light of the range of comments received. (See Appendix 3 for a full list of those who were consulted).

2 Truro and its Conservation Area

Truro is at the head of the tidal Truro River, approximately 14km north of Cornwall's south coast. The river is one arm of a complex of drowned valleys, rivers and creeks draining into the estuary of the River Fal and thence to the large natural harbour of Carrick Roads (see Fig. 1).

Truro is Cornwall's only city, and is the modern administrative focus of Cornwall and *de facto* county town. It contains the County Hall and is the location of the Royal Cornwall Hospital and county court. Two important regional cultural facilities, the Hall for Cornwall and Royal Cornwall Museum, are also situated in the city.

It is a major employment centre with a strong emphasis on the public sector; the largest employers are the Royal Cornwall Hospital, Cornwall Council, and Truro College. It is also important as a commercial, retail and leisure centre for

much of west and mid Cornwall and as a sub-regional focus for secondary and further education. In addition, Truro is a local market town serving a distinct rural hinterland, a role augmented by the arrival of financial and investment institutions and 'high street multiples', which impact significantly on the local economy.

The city is an important transport node, with a mainline railway station and a branch line to Falmouth. Rail services connect Truro to several key towns in Cornwall – Penzance, Camborne, Redruth, St Austell and Liskeard – and the regional centres of Plymouth, Exeter and Bristol, as well as providing long distance links to London and the national rail network. Truro is served by long-distance coach services and is a focus for bus routes covering most urban centres and rural areas in mid and west Cornwall. The city has direct links to the A30 spinal trunk road through Cornwall and lies on locally important routes south to the Falmouth - Penryn area and east towards St Austell.



Truro: Cornwall's only city, modern administrative focus, de facto county town (CCC Historic Environment Service, ACS 5841, 2003)

The city has significant traffic congestion problems, exacerbated at times during the main holiday season by its additional role as a bad weather destination for visitors. Air connections are available at Newquay and Plymouth airports. A ferry link, essentially for leisure, operates on the river between the city and Falmouth. Truro maintains a small working port downstream from the city at Lighterage Quay.

Landscape and setting

Truro developed around the confluence of two minor rivers, the Kenwyn and the Allen, both of which rise on Cornwall's central 'spine' to the north; a small stream descends the valley side from the east to join the Allen close to the point at which the rivers merge (see Fig. 1). These watercourses combine to form the Truro River which flows south as one of a number of tidal creeks making up the Fal estuary. The historic core of Truro is located at the lowest crossing points on the Kenwyn and Allen and at the highest tidal extent on the Truro River, also historically the highest navigable point for vessels of any size.

The river valleys form a moderately steep-sided bowl surrounding the city on the north, east and west, opening to the drowned valley of the Truro River to the south. This bowl is divided by the interfluvial ridge between the Kenwyn and Allen. The city extends over this ridge and across each of the rivers to the adjoining valley sides to east and west.

Underlying solid geology is of slates and sandstones, overlain by clays and with alluvial deposits along the lower parts of the river valleys.

The Cornwall Historic Landscape Characterisation identified most of the area around Truro as Anciently Enclosed Land, a landscape of enclosed fields and dispersed farm settlements with its origins in the medieval period and earlier. Some localised areas of Anciently Enclosed Land were altered in the 18th and 19th centuries, predominantly by the removal or straightening of boundaries. Areas of historic parkland lie to the east and west (Pencalenick and Killiow). Much larger areas of ornamental landscape lie to the south on the Truro River around the major country houses at Tregothnan and Trelissick.



Truro's impressive landscape setting. The Allen and Kenwyn rivers forming the Truro River, itself joining with the River Fal forming the Carrick Roads and on to the sea at Falmouth (CCC Historic Environment Service, ACS 2368, 1989)

A large area to the south east of the city is within the Cornwall Area of Outstanding Natural Beauty (AONB) and the agricultural land and wooded valleys to the north east are designated an Area of Great Landscape Value (AGLV). Several areas around the city have been specified as Protected Open Space (POS) under the Local Plan, with plans to implement further formal and informal Protected Open Spaces.

The Truro River is a candidate Special Area of Conservation and a Site of Special Scientific Interest (SSSI). The area known as Daubuz Moors - a number of fields alongside the River Allen just north of the historic extent of the city - is a Local Nature Reserve.

It should be noted that the small overall scale of the city of Truro influences much of the Conservation Area's character.

This applies as much to the effect of the proximity of green farm land, wood land and creeks to the city centre as to the tight grain and intimate nature of most of the townscape.

The Conservation Area and other historic environment designations

Conservation Area designation and extension

As noted earlier, Truro's Conservation area was originally designated in 1969, following the Civic Amenities Act of 1967. The original Conservation Area protected the central part of the city (Boscawen Street, Prince's Street, the cathedral and Old Bridge street, Victoria Square and Walsingham Place, and, of course, Lemon Street).

It has subsequently been extended a number of times (see Fig. 2).

- 1975 Frances, River, Kenwyn and Pydar Streets, Strangways Terrace and part of Falmouth Road, and the waterfront east of Morlaix Avenue.
- 1978 Carclew and Daniell Streets and adjacent streets.
- 1988 St George's Road, Victoria Gardens, Castle Rise and adjacent streets, George Street, lower part of Bosvigo Road, Carvoza Road and Mitchell Hill and adjacent streets including Agar Road
- 1990 Part of Kenwyn Road and adjacent features, including the graveyard.
- 1991 Truro School and extension along Malpas Road with land between.
- 1992 Chapel and Richmond Hills, Station Road and adjacent streets and parts of the railway station complex.
- 2001 Carvedras smelting works complex.

The Conservation Area now covers the majority of the city centre. Other current historic environment designations within the area are shown on Figure 5 and listed below.

This Appraisal includes recommendations to extend the Conservation Area further (see Section 10).

Scheduled Monuments

There is one Scheduled Monument within the Conservation Area, the medieval wheel-headed cross found by workmen digging at the junction of Victoria Place and River Street and St Nicholas Street in 1958 and subsequently relocated to High Cross.

Listed Buildings

There are some two hundred and eighty Listed Buildings within the Conservation Area.

The three grades indicate the relative importance of listed buildings nationally.

- Grade I: buildings of exceptional interest including only about 2% of all listed buildings. In Truro, the Cathedral is Grade I.
- Grade II*: particularly important buildings and of more than special interest including about 4% of listed buildings. In Truro there are five Grade II* buildings: City Hall, Boscawen Street; Princes' House, the Mansion House and Penhaligon House (formerly Blackfords), Princes' Street; and Lander's Monument, Upper Lemon Villas.
- Grade II: buildings of special interest which warrant every effort to preserve them. There 274 Grade II buildings in Truro (see Fig. 7).

The 'Blue Book', which contains full listing descriptions is available for inspection at District Council offices and in libraries. In addition English Heritage's Images of England website also provides the full description and an image of all Listed Buildings. The site can be found at www.imagesofengland.org.uk

This Appraisal contains a recommendation that a review of Truro's unlisted buildings is undertaken with a view to identifying additional listings. It also recommends that this review also prepares a local list of important buildings (see Section 8).

3 Truro's historic development

Truro has an impressive and important past, reflected in its development and topographical history and surviving historic environment and archaeological potential (see Figs. 3, 4, 5, 6 and 7).

Truro's origins are essentially medieval and intimately related to its distinctive landscape setting. Located within a natural basin surrounded by hills, at the confluence of the Rivers Kenwyn and Allen, where they combine to form the tidal Truro River, the town occupies a strategic position. It marks the highest navigable point for ships and the lowest crossing point for land transport. The convergence of existing land routes and the tidal river provided an ideal location for the development of a local market centre and river-head port. Mining activity in the surrounding area added further trading, processing and administrative opportunities and the resultant wealth generated a splendid town with magnificent townscape set-pieces and elegant town-houses built by



Truro: located within a natural basin surrounded by hills, at the confluence of the Rivers Kenwyn and Allen, view west (CCC Historic Environment Service, ACS 5491, 2001)

well established gentry families and the newly rich. The construction of the cathedral at the end of the 19th and beginning of the 20th centuries sealed the town's claim for county town status and the 20th century saw Truro become the commercial and administrative centre of Cornwall.

Before the town

The topographic importance of the site of the town has long been recognised. Truro and its surrounding area has been a place of settlement for well over two thousand years. Archaeological remains and place-names evidence show a dense settlement pattern of dispersed farming settlements – the defended 'round' sites of the later Iron Age and Romano-British period – remembered in the Cornish *ker* element of Carveth and Carvedras, meaning a fort or round. The *Tre* element of many other settlements and areas of the town, indicate the centres of early medieval farm estates.

Perhaps the first evidence for a nucleated or proto-urban settlement is the very small quantities of distinctive 10th and 11th century 'grass-marked' pottery recovered from archaeological excavations within the city; in Kenwyn Street, Pydar Street, at City Hall in Boscawen Street and in Quay Street. Only at the latter was the pottery found in an original context, that is *in situ*, elsewhere it has been recovered from redeposited material. However, Domesday Book (1086) records only the small manor of Trehaverne, located to the north west on the ridge between the Allen and Kenwyn valleys.

A medieval 'new town'

By the middle of the 12th century a medieval 'new town' had been planted on the site. This town was awarded

borough status in or shortly before 1153 and is likely to have been developed as an economic speculation by the then land owner Richard de Luci. By establishing a town he could raise money through market dues, rents and other obligations from his urban residents and through market, fair and port duties and customs.

A castle built around this period may have been the stimulus for the town. The castle was sited on a prominent and defensive site above the important road and river communication network (today the Law Court car park off upper Pydar Street). Although little is known of Truro castle it probably dates to the early to mid 12th century civil war (Stephen and Matilda). Short-lived, it was described as a vacant plot by the later 13th century, but a castle mound survived until the site was redeveloped as a cattle market in 1840.

The planted town's early form was at least partly determined by its relationship to the castle. The borough bounds took in the area of land enclosed by the two rivers. Bridges crossing these rivers allowed tight control over entry and exit to the town and its quays and their location shaped the morphology of the townscape. Long, narrow burgrave plots were laid out along Pydar Street, itself an ancient route following the spine of a natural ridge leading out of the basin.



Circular form of the cattle market on the remains of the castle and the distinctive medieval burgrave plots along Pydar Street as shown on the first edition Ordnance Survey map of c1880

St Nicholas Street and Boscawen Street (originally both known as St Nicholas Street and named after a guild chapel that formerly stood at the bottom of today's Lower Lemon Street) formed the main east-west axis of the town. Then as now, it is likely that these streets formed the settlement's principal street, its main route with prestigious buildings and market functions of the town located here. The Lord's Hall (An-Hell), where borough courts were held, was located close to the junction with King's Street, with the mid 14th century coinage hall at the east end of Boscawen Street. By the late 15th century the street had been divided length wise by Middle Row. The northern portion was known as Market Street and the Market House of 1615 stood at the west end of Middle Row.

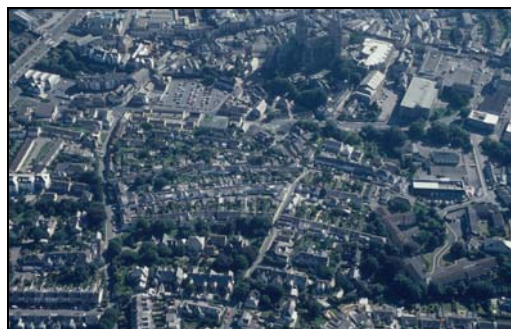
Initially part of the large parish of Kenwyn, by the end of the 13th century Truro had grown in size and importance to justify its own parish (sharing the borough boundaries) and church (initially a chapel dedicated to St Mary by 1259). The chapel was built on the north side of a large low-lying open space between the castle, the planted settlement on Pydar Street, and the main axis of St Nicholas Street and Boscawen Street. This area was probably originally used for markets and fairs but was later infilled by the piecemeal development of plots running north from Boscawen Street, as the market became more established and the stalls more permanent.

As well as having its inland market functions, medieval Truro was an important port. The town quay and landing place lay to the east of the town centre at the convergence of the Allen and Kenwyn rivers (today the east end of the modern Princes Street). In the 14th century Truro's exports were predominantly tin and hides, with imports of wine, salt and grain. The course of the rivers and location of

quays has been considerably altered during the town's development with bridging and crossing points also forming important focal places in the town's changing topography (see Fig 5).

The town benefited from its position close to the Tywarnhaile Stannary (tin mining administrative area) which extended west towards Chacewater and Redruth and north to the coast. In addition to exporting substantial amounts of tin through the port, around the beginning of the 14th century, Truro was designated as Tywarnhaile's 'coinage town', one of four such towns in Cornwall. All tin produced in the area was brought here for assay and taxation. It was also the area's administrative and financial centre, including hosting the stannary courts.

The town soon established itself as one of Cornwall's most significant urban places. It was one of five Cornish boroughs to send representatives to parliament in 1295. Other features of medieval Truro included the mid 13th century Dominican Friary established immediately outside the parish boundaries on the west bank of the Kenwyn. The Friary buildings were located just east of Little Castle Street, set in more extensive lands to the west. Medieval suburbs also developed along the main routes into the town, with a short-lived period of commercial competition from nearby Newham market. Open field systems surrounded the town, subdivided into strips.



The terraces of Mitchell Hill fossilise the pattern of former medieval open field systems (CCC Historic Environment Service, ACS 5838, 2003)

The pattern of these strips have, in places, been fossilised by later development reusing the same boundaries, for example the terraces of Mitchell Hill, Edward Street and Castle Street.

Urban success was not guaranteed. A series of natural and man-made disasters including plague, war and a major decline in tin production during the 14th century left the town being described as 'almost uninhabited and wholly wasted' in 1377. However, it recovered, rebuilding St Mary's church during 1504-18. Certainly by the end of the 16th century Truro was flourishing again; Norden described it in 1584 as a 'pretty compacted town, well peopled and wealthy merchants....there is not a town in the west part of the shire more commendable for neatness of buildings, and for being served of all kind of necessities'.

17th and 18th centuries

From the 17th century onwards the settlement's economy was increasingly dominated by the tin trade. In the early 17th century the town received roughly two-fifths of Cornish tin for coinage; from the 1660s Truro's share rose to 60 per cent. In 1684 three of the top six individuals bringing tin to coinage in Cornwall were Truro based. The area around the town became a focus for tin dressing and smelting from at least as early as the early 17th century. Truro merchants and gentry families were active in all aspects of the industry, from investments in mines to the export of smelted tin.

Wealth generated by tin was reflected in the urban fabric. The major merchants, tin magnates and bankers built impressive town houses, often remodelling or replacing earlier houses. The notable 'Great Houses' of the Robartes and Foote families stood on

the north side of Boscawen Street (both no longer extant). However, during the 17th century Pydar Street remained the major residential area, although this shifted in the early 18th century to Princes Street. Surviving examples of inspirational houses in this area include the brick-built 'Old Mansion House' of 1709 built for Samuel Enys close to the town quay. Two particularly fine houses on Princes Street included private quays on the Kenwyn River: 'Princes House' built for William Lemon in 1739 and nearby 'Mansion House' built twenty years later for the merchant Thomas Daniell.

Truro's prosperity and social prominence in the later 18th century was reflected in new civic and institutional provision. During the 1760s an elegant steeple was added to St Mary's church; an Assembly Rooms and Theatre were constructed (the facade of which survives, close to the cathedral); improvements were made to the town hall (then still located over the pillared market house) in the late 1770s; Middle Row was demolished in the mid 1790s opening up Boscawen Street as an impressive central space in the town; and at the end of the century the Royal Cornwall Infirmary (1799) was constructed on the hillside overlooking the town.

This rise was not without occasional setbacks; the drastic decline in the tin industry in the late 17th century hit the town hard with a period of depopulation leading to descriptions of abandoned houses. By the early 18th century, however, the economy was again recovering but Truro was now in competition with the rising new port of Falmouth.

The Truro River was not navigable for vessels larger than 150 tons and Truro undoubtedly lost a significant part of its former mercantile activity to Falmouth. However, by being located further inland it maintained a major role in



Wealth generated by tin was used to create impressive town houses such as the 'Old Mansion House', Quay Street, of 1709 built for Samuel Enys



The building of the Assembly Rooms and theatre at High Cross during the 1760s demonstrates the vibrant cultural life of the town at this time. Today only the façade survives.



Royal Cornwall Infirmary, 1799. Set above the historic core the original structure resembled a country house on the outskirts of the town

shipping copper ore and smelted tin and importing coal and timber for the mining industry.

Expansion – Truro outgrows its medieval extent

Until the final years of the 18th century Truro developed almost entirely within the framework of its medieval street pattern. The population of the town was expanding, with St Mary's parish – the historic core of Truro – more than doubling during the 18th century to 2400 by its end. Initially much of this increased population was accommodated by infill development and subdivision of rear plots within the town. However, the suburbs were also beginning to expand with the construction of a new East Bridge on New Bridge Street in the early 1770s and the sale of the former Arundell manor of Truro Vean in the late 1770s allowing further development.

The population continued to expand and in the half century or so from the late 1790s a series of bold projects produced major changes in the town's topography and a substantial expansion of its physical extent.

The first change saw the development of Lemon Street and its surrounding area on land owned by Sir William Lemon, a descendent of an earlier notable local mining entrepreneur of the same name. Lower Lemon Street, driven through the south side of Boscawen Street, and a bridge over the River Kenwyn completed in 1798 connected the new street with the historic core. It provided an easier route up the valley side to Penryn and Falmouth and opened up the southern bank of the river for development.

Lemon Street itself was developed piecemeal from the late 1790s over the next two decades, with the overall unity



Lemon Street, developed during the late 1790s. One of the iconic streets of the town

in character ensured through explicit design and material specifications established in the building leases for individual plots. It was conceived as part of a wider development for the whole area complete with integral place of work at Lemon Quay and artisan housing in the surrounding grid of streets that included Carclew and William Streets.

Early 19th century substantial residential development of varying status took place, including the building of terraces, rows, back-to-backs, villas, and large houses set in their own grounds, all constructed beyond the historic core. Associated service facilities were also constructed as part of this urban expansion with additional schools, churches, chapels and shops built amongst the houses. To the south above the River Kenwyn a grid of streets was imposed over the rising terrain (Fairmantle Street and Carclew Street 1820-30s, Daniel Street early 1830s), and to the north east the developments were laid out along the contours off the main historic routes (the Rosewin area developed from about 1805 and probably complete by the 1820s, Truro Vean Terrace and the Campfield area also developed by the mid 1820s). Another substantial new quarter of Truro was developed from the late 1820s in the large area between Pydar Street and Kenwyn Street with



Early 19th century residential expansion. Included buildings of high status such as these villas along the Leats, dating to the early 1830's

And these more modest terraces nearby in Edward Street, leading up to the castle site, now the law courts



City Hall, Boscawen Street

development spreading south of the River Kenwyn from the 1830s. The area around St George's Road and Ferris Town was also conceived as a set piece development with a range of status of housing from impressive town houses to more modest urban cottage terraces.

An important element of these developments was the provision and

engineering of new roads, providing improved land-based communication networks for the town and the basic framework upon which new development was planned. For example River Street and Frances Street provided a wholly new entrance to the town and involved considerable engineering in the diversion and culverting of the River Kenwyn. Elsewhere, as at Chapel Hill, new roads, or reworkings of historic roads were cut through the bedrock to create manageable gradients.

Other substantial changes took place within the historic core. Civic and institutional buildings of the old town were upgraded. The medieval Coinage Hall in Boscawen Street was demolished and replaced by the present 'Cotswold Tudor' style building for the Cornish Bank (c1850). The 17th century market house was demolished with a replacement building constructed in 1809, itself subsequently demolished and replaced in 1847 with the current City Hall. New Public Rooms were also built (now known as Bishop Philpott's Library, Quay Street).

Post medieval industrial Truro

Despite the growing civility of its architecture and urban form, Truro also accommodated a significant industrial and manufacturing presence. During the 19th century Truro's role as a port continued to be important and new quays were constructed along the Kenwyn River. Initially called Merchant's Quay, Lemon Quay was constructed taking advantage of the new links provided by the bridge to Lower Lemon Street. This stimulated related industrial activity.

The river banks were traditionally the focus for this activity with much post-medieval land reclamation and dumping along the river margins enlarging and consolidating the river frontage.



Surviving malthouse located in rear plot of 10 Pydar Street



The railway viaducts are valued townscape features



Worth's Quay one of three new 'island' quays of the late 19th and early 20th centuries

Industries as diverse as carpet factories and associated spinning and dye works, fulling mills, jam making, potteries, saw mills with timber ponds, boat building, lime yards with lime kilns, iron foundries, smelting works and breweries were all part of the local economy. Warehouses lined the river banks and quays. Industries less dependent on river access and use developed within the town; malthouses were located on the rear of plots at Pydar Street and Walsingham Place. Furniture makers and the Furniss biscuit factory also provided employment.

The arrival of the railway in 1859, finally connecting the town with the rest of Britain, also had a substantial impact on Truro. As well as its economic and social influence, it physically altered the townscape; large viaducts (initially of timber on stone piers) carried the line across the two river valleys and the station complex created a new focus on the south-western margins of the town.

By the late 19th century, however, trade was declining, paralleling the downturn in Cornwall's wider industrial economy. The Custom House on Back Quay closed in 1882, but some activity continued including a significant timber trade. Despite this downturn in the late 19th and early 20th century, three substantial new 'island' quays were constructed; Furniss Island, below New Bridge, Worth Quay, below Boscawen Bridge and Garras Wharf at the junction of the Kenwyn River with the Truro River.

The coming of the cathedral

In 1876 Truro was chosen as the seat for the new Anglican see of Cornwall; in the following year it was granted city status. Although the Assizes, county gaol, asylum and major military establishment remained at Bodmin, these designations sealed Truro's status

as Cornwall's *de facto* county town. When the new county council was established in the late 1880s its meetings were held in Truro. This rise in status coincided with, and perhaps to a large extent stimulated, another period of very significant change.

The most visible element of this was the construction of the cathedral, the first to be constructed for a new Anglican diocese in Britain since the medieval period. Designed by JL Pearson, the new building was planned to largely fit onto the constricted site offered by St Mary's church and its graveyards to east and west, requiring the additional demolition of only about 15 buildings on the north side. The south aisle of the early 16th century church was incorporated in the new structure. The cathedral was consecrated for use in 1887 but construction to its present form continued until 1910 when the western spires were completed.

There was also a boom in other building, dispersing throughout the new city the transformation in scale and prominence of architectural form initiated by the cathedral. Much of this work was designed by the Cornish architects Silvanus Trevail and (to a lesser extent) James Hicks, both of whom employed a distinctive flamboyance in form, detailing and use of materials which very substantially – and rapidly – altered Truro's visual 'style'. This effect was emphasised by the prominent locations of many of the new institutional and commercial buildings of this period, for example the impressive bank buildings in Boscawen Street and the Passmore Edwards Library and Central Technical School, Union Place. New retail premises were comparably ostentatious in scale and detailing and the primary retail area of the city expanded beyond Boscawen Street.



The Cathedral sealed Truro's status as de facto county town. Consecrated for use in 1887, building work continued until 1910.



Barclays Bank, 14 King Street, designed by James Hicks. Its list description comments on its 'Roguish Baroque' style



The Passmore Edwards Library (c1896) and Central Technical School (1899), Union Place. Both buildings by Silvanus Trevail.

Truro's role shifted in the late 19th and early 20th centuries; from a market town serving a relatively limited hinterland it was becoming a sub-regional shopping and entertainment centre, particularly for 'special' and 'luxury' shopping.

Public realm improvements and the provision of new green space at Victoria Gardens and Boscawen Park underlined the rise in status of the settlement.

This was a period of major expansion of Truro's suburbs with a surge in building from about 1880 onwards. Development extended over former fields up the valley slopes and filled in areas along and between the major roads from the city. The new housing was predominantly in the form of short terraces, within a mix of modest detached and semi-detached villas; much was in local stone with yellow and red brick dressings and this style forms a distinctive element of Truro's domestic architecture.

By contrast the city's former port and industrial base were sharply declining. Industrial enterprises closed and quays fell out of use to the extent that Lemon Quay was infilled in two phases during the 1920s and 1930s. In place of industry, Truro was increasingly developing a role as an administrative, education, health, service, commercial and distribution centre.

Later 20th century

The second half of the 20th century saw the scale of change in Truro increase dramatically. Housing estates were built to accommodate the rapidly growing population and there were a number of large new institutional developments, including the Treliske hospital complex and New County Hall, subsequently two of the largest employment sites in the area. Other new developments followed the same out-of-town pattern, including



Victoria Park: bandstand and fountain set within planting of mature trees and exotic shrubs and colourful bedding



Yellow stone with polychrome brick dressings and bay windows of The Crescent, typical late 19th and early 20th century suburban architecture



Hendra estate developed as council housing in the 1930s



New County Hall, a grade II listed building

Penair and Penwethers (later Richard Lander) secondary schools, and, more recently, Truro College and the development of industrial estates at Treliske and Threemilestone.

What industrial and port-based activity that did continue was removed from the historic city core by the 1950s opening of Lighterage Quay and development of the Newham industrial area.

Several major retail developments and car parks were inserted into the city centre. There was a significant expansion of the city's primary commercial area, for example into the previously residential and secondary commercial Pydar Street. The introduction of national High Street retailers, such as Marks and Spencer's and Tesco's also had a significant effect on the economy and status of the city.

The greatest 20th century impact on the historic area of the city, however, resulted from a major programme of road changes undertaken from the mid-1960s to the early 1970s. A new bypass was built and the inner road circulation pattern was radically changed. These developments, while beneficial in reducing congestion and removing traffic from the city centre, had at the same time a range of very significant impacts on the city's historic topography and on many areas of townscape. Most obvious and lasting is the severance of the intimate historic relationship between the rivers and the city.

These changes led to the widespread demolition of historic buildings, and in places the wider historic townscape. The former urban hierarchy and its urban design, functioning and logic have all been compromised. The historic core has been isolated from its suburbs; in many places roads and traffic now dominate; and replacement buildings have often been of lower density, poor design and inappropriate form.



20th century road changes have had a dramatic effect on the town. Morlaix Avenue, the bypass to the town centre, severs the city from Truro River



Upper Pydar Street has been highly compromised by late 20th century inappropriate redevelopment. The historic grain and sense of continuity with the rest of the town has been lost



Lemon Quay – a new formal public open area for the town



New developments are changing the face of the waterfront

The most recent developments have seen the reuse of former industrial and quay sites. Lemon Quay has been remodelled as a major public open area with significant retail outlets and development along the waterfront has included supermarket and retail warehouses, retirement and high status residential apartments, and office complexes.

The scale and pace of change during the later 20th century often produced significant public concern. Commercial, residential and transport / traffic demands being placed on the city continue to grow, with the programme of development struggling to keep up. Plans for 21st century redevelopment focus on the upper Pydar Street site and the water front, two areas in which historic character and topography were most comprehensively removed during the 20th century. The redevelopment proposals for these sites and others around the city offer the potential opportunity to repair the damage to the historic townscape resulting from these previous developments. Equally they provide a chance to add new and exciting architecture to the city that is both distinctly of its time and rooted in a strong sense of place and sensitive to its setting. In order to achieve this, the character of the surviving historic environment must be understood and responded to in terms of scale, character and layout. New development offers the opportunity and the challenge to heal the scars of past interventions and celebrate and add to the adjoining areas of surviving historic townscape.

4 Truro's archaeological significance and potential

Truro's archaeological record

Truro's rich and varied historic development has created a rich archaeological record. Its historic origins and evolution has shaped today's city; its roads, lanes and opes, the river courses and leats, the grain of the built environment, building plots, historic structures and open spaces. Truro's archaeological record includes all these visible manifestations of the settlement's past as well as their hidden, buried remains.

Archaeology is potentially a rich asset for the city. There is still much about its history which is obscure and archaeology is almost certainly the only way in which certain key aspects of its historic development can be better understood. Archaeology can also make a significant contribution in cultural and economic terms: remains of the past have important potential for education, tourism and leisure, as well as in terms of local pride and sense of place.

Scheduled monuments

The Conservation Area has one Scheduled Monument, the relocated stone cross head currently remounted at High Cross.



Dressed granite wheel-head cross of 9th – 12th century date, currently grafted onto a tall 20th century shaft

Truro's archaeological significance

Truro's archaeological record contains information relating to a vast array of past activities. As with any historic settlement, evidence of its origins, subsequent growth, periods of stagnation, trade and commerce, manufacture and the everyday life of its inhabitants are all topics that can be elucidated through archaeological investigation. Below are some of the key aspects of Truro's archaeological significance.

Settlement origins

A number of Iron Age and Romano-British defended 'round' sites have been indicated in the area surrounding the Conservation Area. These sites are often suggested through documentary analysis or through the interpretation of landscape and townscape morphology or surviving earthworks. Pre-urban archaeological remains within the Conservation Area are difficult to

predict and may have been destroyed by later activities, but cannot be ruled out.

The chance find of a small hoard of Late Bronze Age axes was found during the construction of Old County Hall and further such chance finds of pre-urban deposits cannot be ruled out elsewhere in city.

Archaeological excavation has provided evidence of the probable origins of Truro as a settlement. The recovery of distinctive grass marked pottery from investigations in Kenwyn Street suggests settlement in this area from the at least the 10-11th century.

Medieval urban core

The core of the historic settlement has an underlying streetscape derived from the layout of the medieval town and its expansion to the mid 19th century. There is significant potential for evidence of sequences of buildings along street frontages and a range of associated structures and activities in rear plots. These may include a variety of former industries, such as seen in the surviving malthouse at the rear of a plot on the south west side of Pydar Street (better address required), and the former residential courts and backlets demonstrated by the late 18th century 'People's Palace' group.



People's Palace court: a surviving late 18th century residential court with adjacent later industrial warehouse (not in image). Such backlet developments would have been common and buried evidence may survive

The central area of Boscawen Street is likely to conceal traces of the former Middle Row, the market building and associated market place, *An Hel* and coinage hall.

The main buildings of the medieval friary complex are believed to have been located immediately east of Little Castle Street.

The main medieval residential area of the town was the burgage plots of Pydar Street and it is possible that archaeological evidence of these survives. Together with remains of the castle, now the site of the law courts, these areas have the potential for deposits of major significance relating to the early development of the town. However, there has been substantial ground disturbance associated with the later 20th century redevelopment; the north-east facing slope between upper Pydar Street and the River Allen, for example, may have been extensively re-profiled, with consequent truncation or loss of archaeological levels. Some areas may have been subject to less extensive disturbance, however, in which case important deposits may remain.

Medieval and later suburbs

Areas surrounding the medieval core may provide evidence of the early suburbs. For example St Clement and Kenwyn Streets are likely to have such remains. There is documentary evidence for the existence of a medieval chapel, likely to be in the vicinity of Old Bridge Street and St Clement Street. A further medieval chapel and leper hospital is suggested through documentary sources in the vicinity of Chapel Hill, although their precise locations are unknown.

Further expansion of the town was laid out over green field sites. There is potential for evidence relating to these earlier landscapes. This includes medieval strip field boundaries and buried soils. For example substantial



Damaged and decaying burial monuments, St Mary's cemetery, Kenwyn Road. Such monuments deserve better care and respect and hold important information and artistic merit

banks representing the fossilised boundaries of medieval strip fields survive between terraces on the hillside above Parkvedras Terrace.

Burial Grounds

The dead of Truro were originally buried in the graveyard adjacent to St Mary's Church. This was relatively full by the 18th century and the alternative sites of St Mary's cemetery on Kenwyn Road (late 18th century) and the cemetery on St Clement's Hill were created as alternatives. Elsewhere in city potential burials may be present in graveyards associated with the non-conformist chapels. As well as the human remains the city's burial grounds also contain burial monuments which offer a fascinating source of information and are often significant in terms of art history.

Medieval Manors

As well as the medieval settlement of Truro the Conservation Area also includes the formerly separate and distinct medieval manorial centre of Trehaverne. The area focuses on a small cluster of distinctive earlier houses, representing the former manorial centre and pre-urban settlement. Fossilised strip fields associated with the manor run north east from the road and have

shaped the layout of later development. Its place-name evidence (the Cornish element *tre*) suggests an origin in the early Christian period, if not earlier, and there is therefore the potential for a long sequence of evidence relating to settlement in the area, enhanced by its proximity to the historic churchtown of Kenwyn.

Medieval Routes

Many of the roads currently in use today have medieval and earlier origins. Figure 5 indicates such routes. As well as evidence of the routes themselves, such as surviving road surfaces and drainage ditches, these routes are likely to have attracted roadside activity which may have left some physical remains. Blacksmith's often traded at the roadside for obvious reasons, refreshments were provided etc. In general development tended to follow defined routes.

Rivers, estuary, riverside industry and bridges

Truro has significant archaeological potential along the rivers and estuary for important evidence relating to Truro's port, trading functions and the industrial processes and manufacturing dependent on the water courses.

Throughout the city evidence has been found during excavation of former courses of the rivers. The evidence suggests that as well as the courses altering naturally there has also been intentional re-channelling of the rivers. Therefore sites currently not located along the riverside may hold evidence of earlier bank-side activities and river channel locations. This fluctuation in river channels has important implications in terms of how areas of the city were used throughout different periods and would suggest that areas changed their use depending on their proximity to the river channels.

The evolution of the quays, waterfronts and the water courses themselves,

associated industrial processes and riverside structures along the changing banks are all topics of interest likely to be represented in the archaeological record, as well as the remains of historic vessels. Significant palaeo-environmental remains are also likely including waterlogged wood, environmental deposits and preserved former land surfaces and artefacts relating to earlier extents of the river courses, subsequently protected by the made ground laid down in the process of manipulating the course of the rivers. In the estuary there are also likely to be significant deposits in the intertidal area.

The archaeological remains of Lemon Quay, its quay walls, steps, moorings, structures and deposits are known to survive under the modern day piazza.

There is further potential for evidence and remains of former crossing points over these rivers and watercourses. Such crossing points were crucial in shaping the layout and functioning of the city and are still to some extent determining how the city functions today. For example the bridge at Victoria Square is said to remain under the modern road surface. As is the 1862 Boscawen Bridge, part of which survives alongside the Allen at Princes Street.

The leat system running through the city is likely to have evidence of its associated engineering.

Industrial Truro

The historic development section above outlined the diverse industrial activities that until the 20th century were so much part of the character of the settlement. There is archaeological potential for the physical remains of many of these activities. For example the site of Moresk corn mill, may retain surviving structures and standing fabric, including its leat system extending into Daubuz Moor and the mill pond off St Clement Street. The late 18th century carpet



The quay structures themselves contain archaeological sequences of material of interest which could benefit from further investigation



Remains of 1862 Boscawen Bridge crossing the Allen at Princes Street. There is potential for the archaeological remains of earlier crossing points, an important topographical feature in the development of the town



Carvedras tin smelting complex has the potential for significant industrial archaeological remains, both standing and buried deposits

factory, just to the north, may also have left archaeological remains.

Mining associated activity

The group of buildings associated with the Carvedras tin smelting complex in St

George's Road represent a now rare survival of a key aspect of Cornwall's history and the site may preserve evidence for the development of the smelting industry over much of the 18th and 19th centuries.

A further tin smelting complex formerly stood in the vicinity of the Fairmantle Street – Morlaix Avenue roundabout and may survive as archaeological evidence.

The site of a further smelting complex is situated just outside the Conservation Area close to the junction of St Austell Street and Tregolls Road.

As noted previously evidence of the coinage hall may survive in Boscawen Street.

The railway

Several structures and sidings associated with the railway are shown on historic mapping but are no longer extant; remains of these may survive within the former extent of the station complex.

Quarries

A number of quarries are shown on the historic maps covering the Conservation Area. Much of the stone making up the cities structures would have been locally quarried. For example a quarry is documented on the present Iceland premises, Fairmantle Street and is potentially the source of stone for structures on the adjacent Lemon Quay and residential areas.

Large houses and their ornamental grounds

The Conservation Area contains and is surrounded by large houses sitting within ornamental and formerly ornamental grounds and landscapes. Elements of lost ornamental grounds and structures associated with these large houses, and indeed the below ground remains of demolished houses, may survive as part of the archaeological

record. For example Mansion House on Princes Street, the former town residence of the Daniell family, originally had a landscaped garden set behind the house running down to the River Kenwyn and the family's own quay (now absorbed into Back Quay).

Truro's archaeological potential

A number of investigations have been carried out in the Conservation Area and the surrounding city which have led to a better understanding of the historic development, character and archaeological potential of Truro. Equally important is information embodied in standing buildings and other 'above ground' features. Building surveys have important in gaining a better understanding about the historic development of the city. Further information will be gained through future investigations, excavations, surveys, building analysis and documentary research.

Indicators of archaeological potential

Figure 6 indicates the potential extent of archaeological remains, although it must be emphasised that this depiction of potential is indicative, not definitive, and future archaeological investigation and research will test and refine its value.

An understanding of potential is broadly derived from the historic extent of the settlement itself. In simple terms, any location within the urban area which had developed by the early 20th century (as represented on the 2nd edition 1:2500 Ordnance Survey map of 1907; Figure 3) is regarded as having potential for standing or buried urban archaeological features. The historic core of the settlement is of particular archaeological interest and sensitivity in that deposits are likely to provide valuable information on its early form

and development. Urban archaeological remains are likely to be more complex in such areas.

Figure 6 also identifies a number of sites and areas of known historic significance: that is, those places where the presence of a significant structure or feature has been demonstrated by archaeological investigation or can be identified from historic maps or documentary sources but does not now survive above ground. It also records the approximate location of several chance finds of artefacts.

Figure 7 indicates the survival of historic fabric which offer potential for archaeological investigation. As well as showing all the Listed Buildings in the Conservation Area this figure also shows other Historic Buildings that, for these purposes, are defined as surviving buildings shown on the second edition Ordnance Survey 1:2500 map of c1907.

Standing buildings often incorporate surviving elements of earlier fabric. For example, some standing buildings are likely to have been re-fronted in the past and may incorporate evidence of structures significantly earlier than their apparent date.

Future opportunities and recommendations

In order to further the understanding of Truro's historic development and preserve (often through record) threatened elements of the archaeological record opportunities for investigation and recording should be sought as part of redevelopment and refurbishments of areas and structures.

Archaeological remains are an important and non-renewable resource and as such are protected by national and local planning legislation. One component of future investigation of both buried archaeological remains and standing buildings may be through more

extensive targeted implementation of PPG15 and PPG16 guidance as part of the development control process.

The Carrick District Plan includes policies (4S and 4T) related to archaeological remains which are set out in Section 8. However, it is recommended that an additional policy be added recognising the importance of considering archaeological potential in the development process, preferably at the pre-application stage, so as to inform the scheme, allow for the early engagement of specialist contractors and the development of mitigation strategies if necessary.

For an example, the New Forest District Council Local Plan has the following policy.

'Archaeological field assessment

If there is evidence that archaeological remains exist on a site whose extent and importance are unknown, the District Council will require developers to arrange for an archaeological field assessment to be carried out before the planning application can be determined including a desk top assessment and trial trenching where necessary. Wherever possible such remains shall be preserved in situ'.

In order for this development-based investigation to have maximum effect a research strategy for the city should be developed, providing a framework of research questions for investigators to be guided by and attempt to answer. This appraisal goes some way to shaping such a strategy.

Archaeological research also has scope for community based projects with non-destructive investigations and surveys likely to yield much of interest.

5 The character and appearance of Truro

Truro is a small city. Its entire commercial core is within five minute's walking from Boscawen Street and its entire historic extent is within twenty minutes of the central area. Parts of the skyline above the valley sides are either wooded or undeveloped open farmland: the countryside seems near and the city's edges close by. Its compactness gives the city a particular concentration and focus; the historic area has an intimate and contained atmosphere. Each of its separate 'quarters', while distinct, is relatively small and lies in close proximity to the others. Truro is, in effect, a city in the footprint of a medium-sized market town: both elements are strongly present in its character.

It has been a regionally dominant centre for only a relatively short period. Only since the later 19th century has Truro been more than just one of several centres in Cornwall. It remains only the fifth largest Cornish settlement in terms of population.

Nevertheless, the qualitative change that took place in Truro from the later 19th century cannot be underestimated. The cathedral, in particular, had a major impact and continues to be a defining element of the city, an impressive and popular piece of architecture. The deliberate and successful imitation of medieval forms allowed the building to settle quickly into the medieval scale and layout of the old town, or new city. It has had a significant influence on the subsequent development of the character of Truro's historic core. 'Instead of being a newcomer, it looks as if the city might have grown up around it,' observed J H Wade in 1928. It is Truro's key landmark, its three spires prominent from most approaches, not least the river and railway.

Its successful insertion into the historic townscape, its architecture appropriate to the historic setting and its physical dominance and visibility combine to make the cathedral a popular icon of Truro. It has become a symbol of pride and aspiration for many and, crucially, a symbol which encourages expectations of the city as a place of quality and significance.



The compact core of the city sits within the natural basin, with green fields and woodlands close by. The 19th century cathedral forms the most prominent building within the townscape. (CCC Historic Environment Service, ACS 5424)

Physical topography and settlement form

As noted earlier, the city lies within a steep-sided and irregularly shaped 'bowl', with rising ground and limited views in all directions except to the south down the valley of the Truro River. This situation focuses attention on the centre, but also offers striking views into, out of and across the city, giving particular prominence to roofscapes, large buildings, landmarks, groups of trees and the natural setting.

The physical topography of terrain and rivers broadly shaped the initial layout of the settlement. The medieval town developed along two principal axes, one running along the spine of the ridge between the two rivers (Pydar Street) and the other, now represented by Boscawen Street and St Nicholas Street, between their lowest crossing points. The bridges and fords crossing the two rivers provided tight control over access to the town and its quays and influenced the settlement morphology. Landing places developed along the banks of what were initially wide creeks with extensive mud flats.

The majority of the medieval burghage plots laid out along Pydar Street have largely been lost during the wholesale redevelopment of the area for offices and 'warehouse' commercial units during the later 20th century. However, some of these distinctive long, narrow, slightly curving plots do survive in the lower half of the street on its southern side and are an important reminder of the tight urban medieval grain that was lost during the redevelopments further up the street, which have dislocated the area from the rest of the city.

The intricate network of minor streets that developed around this basic framework provide high levels of permeability within the city and provide a wide choice of routes for moving around the city. A notable aspect of this connectivity is the network of ope ways



The 'bowl' setting of the town creates impressive enclosing views. Large buildings, roofscapes and trees are prominent features.



Coombes Lane. The network of ope ways within the town is a distinctive feature.



Boscawen Street. Its impressive width and sense of space is most obvious after the activity of the day

running between property boundaries, providing pedestrian access through islands of development.

Historically the focal points of the town would have included High Cross and the church, later cathedral, the market place and Boscawen Street — the main street — and the quays and busy riversides. Today the city has a growing number of important focal points and open public spaces but most of these were not conceived as large open areas. Instead they have developed into focal points through a process of evolution.

Still of primary importance is Boscawen Street, the heart of the settlement but the impressive width of this street was not created by design but rather as a result of the demolition of Middle Row which formerly ran down its middle. This wide, busy shopping street is generally full of activity, buses and traffic during the day, only revealing its full dimensions and sense of space after the rush of the day is over.

High Cross forms a more secluded and restful open public area providing an impressive setting for the west front of the cathedral. Lemon Quay piazza is a more recent creation for the city. Formerly a working quay and subsequently a car park, this area has been recently regenerated as one of the major forces for change within the city with the accompanying development of a flagship Marks and Spencer's store on the far side of the plaza.

The natural constraints that shaped Truro's early development have been progressively masked and altered in subsequent periods. The steep medieval routes out of the town — Infirmary Hill, Chapel Hill, Kenwyn Road, Mitchell Hill and St Clement's Hill — all show evidence of works to reduce the gradients. All have been superseded to a significant extent by later, easier routes: Lemon Street, Tregolls Road, Richmond Hill and Station Road, and, in the later

20th century, by Morlaix Avenue. The rivers and estuary have also been significantly altered with reclamation of their banks narrowing their courses and the creation of artificial made ground such as at Garras Wharf and further down stream and outside the Conservation Area at Boscawen Park. The Kenwyn has been conduited and realigned. It has been infilled at Lemon and Back Quays and its bridges have been buried, at Victoria Place and Lower Lemon Street.

Successive phases of urban expansion followed the radiating routes out from the centre and infilled the spaces between them. Beyond the relatively level core, therefore, buildings either step up the slopes along the principal roads or follow streets laid out along the valley-side contours. These stepping terraces with their stacked rooflines and the tiered layers of development laid out along the hillsides are key features of the internal townscape views. Some of this valley side development was set within the pattern of medieval strip fields and some streets retain the typical slightly curving linear form, for example the streets on the hillside between Moresk Road and Tregolls Road.

Standing historic fabric

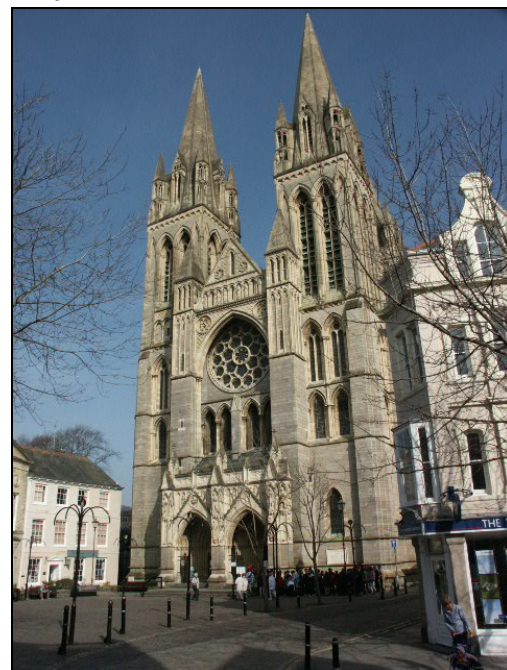
Truro has a wealth of standing historic fabric in a range of architectural styles and materials. The majority dates to the 19th and early 20th centuries, and the redevelopment of the commercial core and the expansion of the terraced suburbs. However, survivals from the 18th century are also well represented and are significant in the townscape and in establishing the character of the city. These include the early 18th century 'Old Mansion House' (1709), 'Princes House' (1739) and 'Mansion House' (1759), and from later that century, the former city hospital (1799), the elegant terraces of Lemon Street (1790s



Large 18th century town houses - Mansion House 1759 built for Thomas Daniell



Impressive churches and chapels - St Mary's Methodist Church



The cathedral

onwards) and the façade of the Assembly Rooms (1770s).

Truro's built environment includes some major 'showpiece' elements such as the City Hall, St Mary's Methodist church, St John's church, several large 18th century townhouses, and, of course, the cathedral.

Equally important for Truro's overall character, however, are the number of individual streets and larger areas that retain a high proportion of, sometimes relatively modest, historic fabric and where the historic topography remains essentially intact (see Fig 6).

Much of the central area may be characterised in this way, with places such as Boscawen Street, St Nicholas Street and River Street, owing their particular sense of quality and unique identity to the prominence of the historic elements in their streetscapes, despite some later 20th century replacements. Elsewhere there are almost complete historic urban 'quarters' such as Lemon Street and the area around Frances Street and Ferris Town.

The rise of multi-national businesses in the primary retail core of the city has led to the loss of the majority of the historic shop fronts in this area. However, in the secondary commercial fringes, where smaller, independent and local businesses trade, many historic shop fronts survive adding richness, ornamentation and individuality to the streetscape.

A high proportion of the buildings of the city centre are listed, but many of the non-listed buildings are as important to Truro's overall character and townscape. For example the 19th century suburbs surrounding the central core maintain the same high survival patterns in their standing historic fabric and consequently enjoy the same feeling of completeness and integrity.

There have, nonetheless, been significant losses of both individual buildings and wider townscape topography, generally occurring during the later 20th century. Among the most notable examples of lost buildings is the church of St Mary's (although its ornate south aisle is incorporated into the cathedral that replaced it), the 17th century Red Lion Hotel and Great House in Boscawen Street and the Silvanus Trevail-designed Post Office at High Cross and Penrose building on Enys Quay.

In particular many buildings associated with Truro's industrial and maritime history have gone. Those that survive are not prominent in the built environment but have a particular significance in the cues they provide for an understanding of Truro's former character. These include maltings behind Pydar Street and Walsingham Place, the Carvedras smelting works complex and, around the waterside, the warehouse now used as Blewett's bakery, Town Quay (with the harbour office) and Worth's Quay and the early 20th century HTP steam mill on the eastern shore of the Truro River (now converted to residential use).

Areas of the city have not only lost their historic structures but also the wider sense of their historic topography and grain. Although generally outside the current Conservation Area, they form its setting and impact negatively on it. Much of the north-east side of lower Pydar Street and all of its upper length was redeveloped in the 1970s resulting in the loss of historic buildings and plots. Several important buildings were lost here, including the almshouses complex of 1631, and a number of buildings retaining fifteenth, sixteenth, seventeenth and eighteenth century fabric, together with the majority of the town's medieval burgh strips. Elsewhere in the street other structures have been substantially rebuilt or retain



Modern shopfronts dominate the primary retail core



Historic shopfronts survive better in the secondary retail areas



Areas with good historic integrity are important to Truro's character and interest even when individual buildings are not listed. For example Daniell Road



Many of Truro's industrial and maritime related structures have been lost. Surviving structures are all the more important: warehouses along the riverside

only their façades. Calenick, Charles, City, Fairmantle and Tabernacle Streets have also seen a very high level of replacement of historic structures.

The most substantial impact on Truro's historic fabric, greater than has taken place in any other large settlement in Cornwall, however, was the construction in the early 1970s of the Morlaix Avenue by-pass and the inner ring road. Subsequent redevelopment has focused on the same areas, with the consequence that there is now a substantial belt between the centre and the suburban periphery in which there has been very extensive removal of historic buildings and significant alteration or masking of the historic topography. This area of loss is prominent in almost all approaches to the city - the degree to which, despite this loss, Truro retains an overall sense of being a significant historic city emphasises the very high quality of what remains.

Materials, architecture and details

Truro's built environment is characterised by the wide chronological range of distinctive and high quality architecture. The central area is especially diverse, its small extent giving a particular prominence to the wealth of significant individual buildings and the diversity of form and choice and use of materials. What unifies this variety is an overriding sense of quality; it runs through the grey slated roofs, the copper covered turret of the cathedral, the robust granite facades of the municipal and civic structures, the magnificent architectural set piece of Lemon Street, the classical detailing of the plain stuccoed buildings on River Street, the curving sash windows of Ferris Town, the ornate iron railings of the leat-side villas, even the granite paving and open leat system under foot.

Although at first glance Truro may be perceived as a town built of stone, on more detailed examination the true



Granite ashlar typically used in civic structures, for example the Hall for Cornwall former City Hall & Market House



Local killas stone used faced and squared and as irregular rubble. Mortar mixes and application technique are as important in the final appearance as the stone itself. Carclew Street.



Imported brick and terracotta, Wear House, Prince's Street



Surface treatments and textures are important to the character of the town. Colour washed stucco with classical detailing, River Street

variety of its palette of materials can be appreciated. Its high status structures are always of stone, often of granite ashlar but also Bath Stone ashlar. Local killas stone quarried locally, such as at Newham, is used both as squared and faced rubble on houses and elevations of some pretension, and as irregular rubble on more modest structures and side and rear elevations. Later 19th century structures, both the residential terraces of the expanded suburbs and the large commercial emporiums of the town centre use imported bricks and terracotta. Yellow, white, red and grey bricks are often used in polychrome pairings to accentuate architectural details. Red brick chimneys and ridge tiles top generally grey slate roofs, often with red or yellow clay chimney pots. Equally important to the character of the city are the structures of stud constructed upper floors, often above stone ground floor walls. These buildings are finished in plain stucco with colour washed finishes generally of neutral and pastel tones. Surviving in the residential areas are a number of buildings with slate hung surfaces over studwork, a finish likely to have been more prevalent in the streetscape historically.

A series of building types recur within the surviving historic buildings.

- **Prominent significant religious and secular institutional buildings, predominantly of 19th century date.** Most obviously the cathedral, Truro's single most iconic landmark, but also notably St Mary Clement Methodist church and schoolroom, St Mary's Sunday school, City Hall, the former Cornish Bank (on the earlier coinage hall site at 1 Boscawen Street), Truro Savings Bank (Royal Cornwall Museum) and the adjacent Baptist chapel, and the public rooms of 1869 (now known as Bishop Philpott's Library). The churches of St George, St John and



Royal Cornwall Museum, formerly Truro Savings Bank



Early 18th century Penhaligon House, formerly Blackford's, town house of the Gregor family

St Paul form significant landmarks within the streetscape as do the numerous non-conformist chapels seen throughout the city (some are still in religious use while others have been converted to alternative uses). There are also notable survivals from the 18th century symbolising the prominence of the pre-cathedral town as an elite social centre. These include the impressive facades of the Royal Cornwall Infirmary of about 1799 and the fine elevation of the former Assembly Rooms and theatre in High Cross dating from the 1780s. Their size, grand conception, high quality stonework and formal architectural design (classical, Italianate, medieval and Tudor Gothic) make these structures distinctive landmarks in the townscape.

- **Early and mid 18th century townhouses.** Located close to former quays these houses were built for important merchants, mining magnates and landowners, the Gentry and aristocracy of the time. The Old Mansion House of 1709, built for Samuel Enys, the early 18th century façade of Penhaligon House (formerly Blackford's) for the Gregor family, Prince's House, completed in 1739 for William Lemon and the Mansion House of 1759, for Thomas Daniell. The later two are Grade II* listed and together they form one of the finest surviving groups of large 18th century urban houses in Cornwall. A similar broadly classical style is shared by other more modest 18th century townhouses in Pydar Street, Old Bridge Street and Boscawen Street.
- **Late Georgian and Regency planned urban villas.** Some of the city's most distinctive areas derive from the flowering of Late Georgian and Regency architectural forms in the series of planned suburban expansions from the late 1790s to the 1840s. Many of Truro's better known streetscapes are of this period, including iconic elements such as Lemon Street and the stuccoed ensembles of Upper Lemon Street, Strangways Terrace, Frances Street and Ferris Town.
- **Plain fronted 19th century townhouses.** The central area includes a significant 'background' of plain fronted (often stuccoed) early and mid 19th century two and three storey vernacular urban buildings, many built as townhouses but now shops, in areas such as King Street, Lower Lemon Street, St Nicholas Street and River Street. Many of these structures have upper storeys of stud construction.
- **Late Victorian commercial buildings.** These structures are a notable feature of the commercial core. Remarkable for their eclectic design and use of a range of 'exotic' materials and detail elements, several are prominently sited on corners or facing into important spaces. Their scale and flamboyance make them highly visible in the urban scene, not least through the elaborate roof lines, often with corner turrets, domes, balustrades, decorated gables, dormers, pinnacles and other features. Overt statements of aspiration, pride and prosperity which make a major contribution to the character of Truro's central core, most are designed by Cornish architect Silvanus Trevail, sometime mayor of Truro and a local entrepreneur, with others from James Hicks of Redruth. Examples include Hicks' Barclays Bank, ('roguish Baroque' in its listing description), the Lloyds TSB building, the premises occupied by Boggia and H Samuel in Boscawen Street, Evans in St Nicholas Street, Specsavers in River Street and by ETS, Cheltenham and Gloucester, the Woolwich at High Cross, the Old Ale House in Quay Street (built as retail premises) and the Wear House in Princes Street. Trevail was also responsible for some institutional buildings showing elements of the same taste for elaboration and display, notably the library and technical schools in Pydar Street and Union Place and Bosvigo School between Bosvigo Road and Chapel Hill.
- **19th century stone-built terraces.** Stone-built terraces rows of artisans cottages form extensive suburbs around the central core. These terraces were often built as an integral part of wider planned developments such as the grid of streets including Carclew and

Fairmantle Streets which were part of the wider Lemon Street and Quay complex and St John Street and Richmond Hill that form part of the St George's Road, Ferris Town and Frances Street development.

- **Late 19th – early 20th century stone and brick terraces.** Truro's later 19th and early 20th century suburbs comprise a mix of terraces and villas in a distinctive combination of materials. These centre on frequent use of local freestone whose colour varies around a dominant yellow-grey hue. It is complemented by brick dressings; predominantly yellow or cream, occasionally red, with the two sometimes used together to create a 'striped' effect around openings. There are a few examples of terraces entirely in red brick (which was almost certainly all brought by rail from south Devon). Many 'middling' houses feature steeply pitched front gables and decorative bargeboards. Window and door openings tend to be headed by cambered arches, although there are examples of round headed door openings with fanlights, the style 'borrowed' from the earlier 19th century developments, and there is a significant incidence of bay windows, occasionally carried to the first floor.
- **Large late 19th and early 20th century town houses.** Extravagantly proportioned and architecturally enriched structures, such as seen in upper Falmouth Road.
- **Industrial structures and warehouse buildings.** These structures relate to the quays and maritime past of the town and are often situated close to the former waterfronts.



Late Georgian and Regency planned urban villas; Falmouth Road



Late Victorian commercial buildings; The Old Ale House originally built as retail premises



19th century stone-built terraces; Daniel Street



Large late 19th century and early 20th century town houses; upper Falmouth Road

Distinctive local details and features of the Conservation Area include the strong architectural unity seen in set-piece developments and the architectural influence these developments have on their surroundings. For example, much of Truro's earlier 19th century suburban development shows continuity with Lemon Street. Genteel developments such as Union Place, the Parade, Walsingham Place and Truro Veian Terrace show a concern for creating architecturally unified 'ensembles' within Truro's growing suburban extent; Strangways Terrace and Upper Lemon Street convey the same message on a larger scale.

This architectural unity is visible in even relatively modest rows such as Carclew and Daniell Street and Albert Place; with the round-headed door openings and low arched windows with prominent voussoirs in elevations of broadly 'classical' proportions. Detailing and unity such as this demonstrates that most streetscapes from that period on were the subject of a degree of design, emulation and architectural fashion.

The only other attempt to create a complete new urban 'quarter', comparable in scale and impact with Lemon Street, however, was the development of Frances Street, Ferris Town and St Georges Road, beginning in the later 1820s. Here there is a wide social range represented, from detached villas and townhouse rows in the main streets to the terraced workers' housing of the side and back streets. Part of the overall design for the area appears to belong to the Truro architect Philip Sambell, who was also responsible for St John's church in Lemon Street, Strangways Terrace, St Mary Clement Methodist church, the Truro Savings Bank and neighbouring Baptist chapel in River Street (both now incorporated in the Royal Cornwall Museum), the

Lander Monument and perhaps also Walsingham Place. Sambell is another of



Local details and features add much to the character of the town. Including doorways,



Windows



Railings



Colours. Union Place

the small number of individual architects who had a significant impact on Truro's built character.

The stucco elevations and late Regency architectural form that characterises much of Truro's suburban architecture at this period is less 'local' in character than some other styles which appear in Truro: some buildings in the Ferris Town area, for example, or Strangways Terrace, could as easily be part of similar planned quarters in towns like Cheltenham. The style flourished rather later in Cornwall than elsewhere and is distinctive in the notable contribution it makes to the streetscapes of Truro and of several other Cornish towns. It also frequently takes on a modest, domestic form and is associated with a particularly lush 'Riviera' quality in the small gardens which often provide its setting.

Late 20th century and early 21st century buildings have been of mixed success. In places a lack of understanding and sensitivity to the historic urban form, architectural design and character of the city have led to townscape breakdown, erosion of character and some poor buildings. Examples include Littlewoods and Nat West in Boscawen Street, and wider townscape areas (generally just outside the Conservation Area) such as Upper Pydar Street, Calenick Street and Moorfield Carpark and the Fairmantle and Tabernacle Street area. However, the city also has some excellent recent developments in which design is of the highest quality, the buildings responding intelligently to their historic context even when materials, colours and functions are modern. Consequently they maintain the Truro tradition developed in the last two centuries of high quality architecture. An example of this are the new large architect-designed buildings along the eastern waterfront which work well as an exciting group integrated with surviving historic structures. Other successes were celebrated in the Cornish Buildings



The Littlewoods building, Boscawen Street, an unsympathetic 20th century addition to the Conservation Area



Lemon Street Market, an example of exciting 21st century architecture that enhances the special character of the Conservation Area

Group annual awards of 2004. The recently completed Lemon Street Market, and the new West Briton offices, Cornwall and Devon Media Ltd, Harmsworth House, located on the Malpas Road waterfront were awarded recognition in the 'Best new commercial buildings' category and the Royal Hotel Coachhouse was awarded 'Best new renovation'.

Streetscape

Many streets within the central area and the historic suburbs offer distinctive and memorable streetscapes. However, modern provision, signage, traffic management measures and general street clutter threaten to reduce this underlying source of quality.

A key additional element of character in many streetscapes is the quality of



Runnels set in ceramic pavior pavements record the names of local foundry manufacturers



Impressive granite pavements and quality detailing is a feature of many streets



Pydar Street poor public realm treatment



More sensitive recent public realm works, granite textured surfacing, River Street

historic surfacing. Substantial granite kerbstones appear in many areas and some parts of the later 19th century suburbs feature unusual ceramic pavior surfacing. Set within these units are iron water channels featuring the names of several former local foundries who cast them – a truly locally distinctive element in the streetscape.

Many of the central areas of the city and those outside the centre developed up to the mid 19th century are notable for their footways of granite paving: Boscawen Street, River Street, King Street, Frances Street, Ferris Town and Richmond Hill, and, of course, Lemon Street. There are also examples of surviving slate paving, such as at Victoria Square.

Some of the best examples of this historic surfacing are not prominent. In Coombes Lane, off Pydar Street, it occurs in association with a leat and on the corner of New Bridge Street and St Austell Street, it follows the Round House's curving façade. There has been much erosion and loss: slabbed surfaces are often gapped and discontinuous and there are frequent instances of cracked, uneven and poorly patched paving. Pavement widening and traffic engineering has resulted in some incongruous accretions to the paved surfaces.

These high-quality historic components of the public realm are not generally matched by modern provision, which is frequently marred by poor design, quality of materials and maintenance, and by the overcrowding and cluttering of distinctive spaces (for example, High Cross and Lower Lemon Street).

Modern surfacing and street furniture generally fails to emulate the character and distinctiveness of its historic predecessors. In the pedestrian-priority area of Pydar Street, for instance, is a haphazard mix of non-traditional herringbone, rectilinear brick paving and

inappropriate mass concrete paviers, with the width of the former carriageway indicated in the surface detail but not by a change of level; in one area, granite paving slabs and kerbs have been reused to create the surface but in a haphazard way which fails to give any sense of the street as an historic thoroughfare. The area also has a number of rectangular brick or block-built planters and forests of poles for suspending hanging baskets. The overall effect is of clutter, masking the sense of a thoroughfare and painting the character of a post-war purpose-built shopping precinct – there is little here to indicate that this is an historic street in an historic city in Cornwall. More recent schemes, however, have sought to be more sensitive. Enhancement works along Princes Street and part of Quay Street have incorporated the removal of inappropriate concrete slabs and paviers and replaced them with new granite paving. Other more limited interventions such as build-outs, have attempted to reflect the traditional local palette with the use of setts in St Mary Street and granite slabs in River Street. A further example of modern streetscaping works that have demonstrated sensitivity is the provision of textured surfacing to assist accessibility for those with partial sight. In River Street textured granite slabs have been used rather than standard coloured concrete units.

Street lighting in some areas of the city is appropriate to the scale and character of streetscapes, such as at Lemon Street, Strangways Terrace and the Rosewin area, for example. However, elsewhere lighting is frequently provided by tall lamp standards of utilitarian design resembling those encountered on major roads or as basic utilitarian units actually fixed to buildings at a high level. These are certainly inappropriate for the character of historic inner urban areas and are in several instances jarringly intrusive and incongruous, the clearest



Over-large traffic management signage has a negative effect on the special character of residential areas of town

instances being in the Frances Street, Ferris Town and Richmond Hill area. Associated switch boxes and Christmas light connections also add to the general clutter threatening to obscure the quality of the buildings and streetscape.

Signage is a further crucial element within the streetscape. A number of traffic management signs relating to car parking provision and availability have a negative effect on the Conservation Area. These large, internally illuminated signs are set within sensitive historic residential areas and bear little relation to their setting, and instead threaten to turn these historic areas into edge-of-town no-man's-land.

Several areas of the city suffer from public – private conflict where the division between public access and private land is unclear. A good example of this is the terminus of the Leats. This open space in the centre of the city is criss-crossed by open ways and therefore busy with pedestrians cutting through. However, it also functions as the service area for shops fronting onto both Pydar Street and River Street. As a result the environment open to public view and access is dominated by large skip-bins, loading points with pallets and by delivery vehicles.

Truro prides itself on its urban soft landscaping. Key gateway points, such as Trafalgar roundabout, are planted with



Impressive soft landscaping is a feature within the town



Furniss Island Park - an important public green space with potential for enhancement

striking bedding displays during the summer months and some streets are lined with planters and hanging baskets. Indeed in places the size and close spacing of the baskets threatens to obscure rather than enhance the streetscape as a whole, eroding quality with poor siting, design and materials.

Street trees are important features in certain streets giving a sense of permanence and longevity. Central Truro has fewer open green spaces than most other Cornish towns. However, its potential for such spaces is high with the two rivers, the estuary and a number of existing and underused and under-celebrated green spaces including the wonderful hillside Victoria Gardens, the playing fields at Hendra, St George's Road, the Cathedral green and mill pond, Furniss Island park and St Mary's cemetery, Kenwyn Road. Truro is currently failing to make the most of its assets in this regard and potential for

enhancement will be discussed in Section 7.

Leats, opes, rivers and bridges

All historic towns have distinctive historic features particular to them, which help establish that place's sense of identity. Truro's character is to a degree determined by its response to two rivers, the Kenwyn and the Allen. In addition the network of streets in the central part of the city is supplemented by further criss-crossing networks of leats (artificial water channels) and opes (alleys).

The leats, mainly granite walled and floored channels but of varying styles and dates, were originally cut and constructed to power watermills (notably that in Victoria Place, destroyed in the 1840s). Some were used in other industrial processes, but eighteenth century Borough Council Order Books contain several references that indicate a further more domestic or sanitary use of the leats.

- In 1771 people were obliged to pay five shillings to have the water run through their curtilages and yards from the leats. Hatches to control such flow into individual properties were regulated by Edward Bartlett, Sergeant of Truro.
- The town mills were to be taken into hand in 1785. It was agreed that as much water should be turned into the streets of this borough as could conveniently flow through the 'gutter' in Coombe Lane, the remaining water to be let with the mills.
- In 1787 the surveyors of 'Tregear Water' (ie the leat) were given power to bring the leat into Truro and to conduct it through the borough in such a manner as they may thought would 'most conduce to the health and convenience of the inhabitants'.

In addition to the principal leats there was a system of smaller subsidiary gutters or 'kennels', often beautifully cut runnels in granite paving stones, used for street cleaning and more general public health. The city's leats system now extends through a significant part of the central area, including Pydar Street, Coombes Lane, King Street, Cathedral Lane, Boscawen Street and Lower Lemon Street.

As well as the urban leat system a mill leat (still surviving in Daubuz Moor) also served Moresk Mill.

Much of the system has now been culverted and lost to the townscape and today the flow of water is controlled by a small sluice on the River Kenwyn between Victoria and Waterfall Gardens. Responsibility for the maintenance of the system rests with Truro City Council and Cornwall Council when part of the highway. Disabled access, pedestrian access and bus dismounting points all threaten the form of the channels, mainly by the provision of coverings, sometimes with utilitarian large iron sheets. There is scope to make these bridges, where they are necessary, more of a feature of the city; the commissioning of more decorative pierced grilles may be a possibility.

Carrick's Local Plan contains a policy (4W – see Section 8) relating to the leats that sets out to ensure that they are both protected and remain uncovered wherever possible. The leats should also be considered for Listing (as they already are in Helston).

Opes, a Cornish dialect term for alleyways, are typically sinuous and narrow passages running between plots to link main streets and back streets. They are likely to have medieval origins and likely to have been more numerous historically. As plots have been merged, the opes marking the original boundaries have been lost.



The distinctive leat system, The Leats



Open 'Kennels' run through a number of city centre streets, Coombes Lane

By being sinuous people cannot normally see what is at their further end and so they bring mystery as well as interest to the townscape. They provide shortcuts, but just as importantly they allow pedestrians to enter a world without cars and enjoy adventurous exploration of the city in opes with colourful and distinctive names such as 'Squeeze Guts Alley'

Most of Truro's opes are now scruffy with various forms of paving and wall surfacing, the latter usually blank. They tend to be used for servicing adjacent properties and have outdoor bins and delivery doors. But this has always been their use and scruffiness their character – they were never either principal or pretty routes.

Any treatment of opes should seek to make them safer without diluting their character. Surfacing, lighting and discrete signage (naming the ope rather than its destination) are all important, as

is reducing graffiti and the leaving of rubbish bins. Security can be significantly improved by use and the consequent increased passive surveillance levels.

Increasing the permeability of Truro's centre through reuse of opes, linking core streets with surrounding areas, can lead to increased economic activity in the rear buildings and first floors reached by the opes. LOTS-type schemes would encourage such use and aim to achieve improved values, occupancy and out of hours vitality.

Truro's two freshwater rivers, the Kenwyn and the Allen take their names from the parishes where they rise. Their tidal nature in Truro means they are drained and muddy for large parts of the day, but they do form valuable wildlife arteries. Near their mouths, where they merge to form the Truro River, there are numerous historic quays, most now overwhelmed by more recent development (Worth's Quay, Lemon Quay, Back Quay, Town Quay, Garras Wharf etc). The Allen also contains a small island (Furniss Island) and a mill pond (Old Mill pond).

The Kenwyn is culverted along much of its passage through the city (from Castle Street to the east of Walsingham Place). There are records of it being 'vaulted' here as early as 1613. This is why River Street now has no apparent river, despite its curving east end being presumably defined by its course. Even when the river is open the surrounding buildings are turned away from it, reminiscent of when it represented industry and squalor and was a stinking drain.

The Allen is more open but is edged with poorly landscaped car parks, private apartment developments and busy roads. Although there is a 'Riverside Walk' from the Truro River and along the Allen, this is currently poorly way-marked and suffers from

generally poor public realm provision. It is a major regeneration opportunity for the city.

With two rivers running through the city Truro also has many bridges. Old Bridge existed by the 13th century, very early for Cornwall, though the present bridge here is modern, and West Bridge on the Kenwyn and now lost beneath Victoria Square was recorded in 1434. Lemon Bridge is early 19th century and Boscawen and Moresk Bridges even later. Boscawen Bridge was largely lost to the Morlaix Avenue road development. However, like the rivers, bridges are largely unnoticed. Opportunities to pause and ponder are only provided by Old and New Bridges, both on the Allen, with many of the others now blighted by fast roads.

Celebration of leats, opes, rivers and bridges could enhance appreciation of the city.



Glimpsed view of the River Kenwyn, close to Lower Lemon Street



River Allen. Although its banks are already more accessible than those of the Kenwyn, there is much scope for increased appreciation

Landmarks and Views

Truro's bowl-like natural setting is crucially important to its visual character, creating a variety of striking views within, into and across the city and reinforcing the importance of the enclosing skyline (see Fig 10). It emphasises the visibility of landmarks and prominent sites, such as the cathedral and City Hall in the centre when looking in and of a number of important features that define the 'rim' of the bowl and animate the skyline when looking out. Among the latter are Truro School, the Lander monument, the former Infirmary and its chimney, Kenwyn church, the Courts of Justice and the railway viaducts.

The topography makes areas visible not just in their own locality and immediate setting but also from across the other side of the city. Roofscapes and general scale and massing are important features in the overall texture of cross-town views. Some later 20th century developments have not observed the requirement for good and appropriate design that this high visibility demands, notably around upper Pydar Street and in the larger office buildings on Calenick Street and Infirmary Hill.

Views to the city from the Truro River and Malpas Road, frequently hailed by past topographical writers as its finest aspect, have been significantly eroded. Views to the river from the wider central area have been compromised by Morlaix Avenue and the Tesco supermarket and Staples / Currys buildings. Open views are now publicly accessible only from a vantage point in the car park for the Tesco supermarket on Garras Wharf. However, recent riverside development along Malpas Road has been of a higher architectural quality, picking up on the bulk, textures and colours of the mixed range of warehouses that formerly flanked the river here, and slotting in well with the surviving 19th century buildings.



Truro School forms an important feature on the city skyline



The underlying topography makes Truro's townscape highly visible throughout the city. Roofscape, massing and scale of buildings is all important



Views to the city from the river are still impressive despite the impact major 20th century redevelopment has had



Views within the central core are more restricted due to the density of development and high enclosure levels

The physical topography also contributes to several valued vistas within the city, up and down Lemon Street and Richmond Hill, for example. There are views to the centre, particularly focusing on the cathedral, down approach roads (Kenwyn Road, Chapel Hill, Falmouth Road, etc) and from many suburban areas. There are also notable views of the two railway viaducts crossing the Kenwyn and Allen valleys.

Those who enter Truro by train from the east enjoy some of Cornwall's most spectacular urban views, the cathedral seen as a vast vessel serenely floating across a choppy roofscape. Although the viaducts were rebuilt a century ago in 1904, their predecessors were there by 1859 so passengers in the 1880s, 1890s and 1900s would have patiently watched the great cathedral rise from among the dense pattern of streets. Unfortunately modern travellers also experience the less satisfying foreground views to be had from the train, particularly those across the modern upper Pydar Street complexes.

Views within the central core, at the base of the topographical bowl, are generally smaller in scale, limited by the generally strong enclosure. These views are sometimes fleeting and constrained; along Union Place to the façade of St Mary Clement chapel, for example, or into the People's Palace 'backlet' from Pydar Street, or along the Allen to Old Bridge. Again, the cathedral is an important focal point, with frequent glimpses to its spires above rooflines, and striking views to it along Cathedral Lane and Quay Street.

Setting of and approaches to the Conservation Area

The immediate setting of the Conservation Area includes some of the most damaged elements of Truro's townscape – the lost burgage plots and continuation of Pydar Street to the



The setting of the Conservation Area includes some of the most damaged areas of townscape, for example Fairmantle Street



Views are an important asset of the town and need to be respected during redevelopment

north west, the severance caused by Morlaix Avenue to the east and the inner ring road clearance along Fairmantle Street, Charles Street and City Road. The bus and coach station sites in Tabernacle Street, Moorfield car park and Calenick Street form further areas of damaged townscape that negatively impact on the Conservation Area.

Routes into Truro through its historic suburbs are for the most part positive in the initial impressions they offer, with trees, greenery and distinctive historic fabric the dominant elements of important views. Such views form first impressions, and should be considered important assets to be protected. Previously dramatic views of the cathedral, visible when descending Morlaix Avenue, have been lost through the siting and form of the Marks and Spencer's development on Lemon Quay.

Access to the city centre, however, is largely via the poor quality areas described above and associated with the inner ring road and Morlaix Avenue. The clear exception is the Falmouth Road – Lemon Street approach, which provides an almost uninterrupted high quality route direct to the heart of the city. The damaged zone also accommodates almost all the city's major car parks – vehicle passengers are therefore confronted through the latter stages of their approach to the city and the Conservation Area with some of its least successful streetscapes.

The railway station forms another key arrival point to the city and its Conservation Area. The public realm and signage provision fail to recognise this first impression.

Threats to the Conservation Area

The integrity, survival, completeness and character of the Conservation Area is threatened by both incremental loss, such as the replacement of windows and doors with inappropriate fittings, and through more extensive change, such as large scale redevelopments, but also piecemeal infill.

Although there are no structures within the Conservation Area registered on the English Heritage Buildings at Risk register (which only contains Grade I and Grade II* listed buildings), there are several unlisted and Grade II listed structures that can be viewed as 'at risk' due to their poor state of repair and vulnerability due to lack of use and long term dereliction. In particular the former Royal Cornwall Infirmary is currently one such building, although future plans for its reuse are in the process of being prepared. Other structures include 15 and 16 St Clement Street a pair of stone-built cottages, a rare survival in this part of Truro. It is recommended that a systematic Buildings at Risk survey be

commissioned for Truro's Conservation Area.

6 Areas of distinct character within the Conservation Area

Having outlined the history and defined the character of the city as a whole the appraisal now moves on to examine the different areas of character that combine to form Truro's Conservation Area. Each Character Area has its own individual biography that has determined its present character. In other words, the Character Areas are differentiated by their varied historic origins, functions, resultant urban topography, built environment and general streetscape and by the processes of change which have affected each subsequently (indicated, for example, by the relative completeness or loss of historic fabric, or significant changes in use, activities and status), and the extent to which these elements and processes are evident in the current townscape.

Character Areas are used as a means of examining character in closer detail and of defining different areas within a settlement. They define the general differences in character and their boundaries should not, necessarily, be viewed as absolute, but more usefully as indicative or 'fuzzy'. There may be anomalies within Character Areas that better fit other defined areas, but what is important in this methodology is the over-all generality of character that is based on specific details and features.

The Appraisal has identified six distinct areas of character within the current Conservation Area (see Figure 8).

- 1 **City core** – the primary commercial core, secondary commercial fringes of the city and the cathedral precinct.
- 2 **Working waterfront** – area around the convergence of the Rivers Allen and Kenwyn.

- 3 **Artisan housing** – areas of 19th century workers housing to the north, south and west of the commercial core.
- 4 **Planned elegance** – Lemon Street and Strangways Terrace area to the south of the Conservation Area; Truro School and residential development along the estuary; and St George's Road area including Victoria Gardens
- 5 **19th century 'Middle-class' terraces** – Residential suburbs of stone and brick terraces, area around the station; Kenwyn Road; at the top of Mitchell Hill; and Daniell Road
- 6 **19th century town villas** – grand, mostly late 19th century houses, Falmouth Road; Crescent Road and Chapel Hill; and The Avenue and Agar Road

1: City core

This is a compact area in the historic city centre, extending from Castle Street in the west to St Clement Street in the north, Morlaix Avenue in the east and Lemon Quay in the south.

The public face of the city, this is the place most experienced by visitors. It is an area of daytime crowds, activity and movements and has a developing evening economy with the Hall for Cornwall, pubs, clubs and restaurants. Although a product of Cornish history this area has recently developed some of the appearance and atmosphere of a typical small European city centre.

The functional central commercial area largely overlaps with the historic core of the city but has significantly expanded in the recent past. The area is strongly differentiated from the rest of the city by its commercial and civic functions, architectural diversity, scale and high levels of detailing. Although unified by these features it has a number of distinct component sub-areas.

- a. The historic commercial core centred around Boscawen Street.
- b. Nineteenth and twentieth century expansion of the primary commercial core into medieval and post-medieval streets, including Pydar and Kenwyn Streets, and onto formerly wharfed riversides, including Lemon Quay and Quay Street.
- c. The cathedral quarter; a high Victorian adaptation of a medieval street pattern and imposition on it of a relatively refined ecclesiastical character. This area also includes some important 18th century surviving structures
- d. Surrounding fringes that were originally residential, industrial and institutional, but which now provide secondary shopping and servicing for the primary core.



View of the city core taken from the cathedral

This is a dynamic city centre and the edges of its core are fluid and changing. They could reasonably be mapped to include the south side of Frances Street, the lower part of Lemon Street, and (through Tesco's and Penrose's) parts of Character Area 2 (the Working Waterfront), but this appraisal judges that those areas retain sufficient integrity with their host Character Areas to differentiate them and therefore to keep them separate.

Situated on the floor of the river basin the area is generally level. Indeed the only noticeable relief is at the northern end of Pydar Street where the ground rises to the north of High Cross. This flat topography is in marked contrast to the steep slopes of the rest of the city set on the enclosing rising valley sides. It fosters a contained, nested and enclosed character to the townscape of the commercial core. The two river valleys and the tidal estuary framing this Character Area were originally dominant features although, as noted earlier, this significance has been eroded through twentieth century developments. It is remarkable how little impact the two rivers now make on this central area. The Kenwyn is largely culverted and out of sight and, despite having a riverside walk, the banks of the Allen have been extensively developed. Where these rivers are visible and accessible their public realm treatment has generally not been sympathetic and their potential as a positive asset for the city has not been recognised.

The historical topography of this part of the city has been shaped by the need to bridge the Kenwyn and Allen rivers and the need to maintain access to the tidal estuary, historically one of the principal thoroughfares to and from Truro. Medieval river crossing points shaped the layout of the roads and streets and today's city still maintains and works around the resulting irregular street pattern.



Crossing points of the rivers have shaped the urban form of the town. The 'new' bridge of New Bridge Street



Boscawen Street, Truro's principal street



Lemon Quay, a new formal urban open space



Some twentieth century buildings are unsympathetic to the character of their surroundings. Former Marks and Spencer building Union Place

This character area contains the most important public open spaces of the settlement. These open spaces generally occur naturally at road junctions, rather than as planned features of the townscape. Indeed several of the most important open spaces of today's townscape (Boscawen Street and Lemon Quay) were never conceived as grand open spaces but have become such places through redevelopments and changes of use.

Boscawen Street, is Truro's most important formal open space. Acknowledged as the heart of the city, it forms the focal point of the Character Area. Converging roads emphasise that this is the centre of the city, the place of urban primacy. From here all other parts of the city can be easily reached.

High Cross, Victoria Square, Union Place and the spaces at the east end of The Leats and the junction of Quay Street, Prince's Street and Morlaix Avenue are other important (though small) open spaces in a city where generally narrow and curving streets are the norm. Lemon Quay, originally a working quay and industrial area, has recently been made into a piazza-type open public space whose scale and activity can rival Boscawen Street.

This area displays the most variety of building materials and the most consistency in the use of high quality materials seen in the city. Numerous types of local and exotic stone are used, including granite both as ashlar, in a rough form and as dressings and plinth details. Local killas generally used as rubble stone (sometimes treated as ashlar) and Bath stone are also visible. Other materials include colour washed stucco, slate-hangings, and extravagantly used brick, terracotta and even glazed ceramics. Original roofs are almost always of Cornish slate.

There are several prominent late 20th century buildings within the city centre

that form negative elements within the streetscape. This is primarily because of their poor participation in the character of the area, particularly evident in the lack of vivacity in their design (compared with their 18th and 19th century neighbours), resulting in flat inactive facades. Some also have poor quality finishes on their main elevations. Some of the large modern rectilinear units have a strong horizontal emphasis which sits uncomfortably alongside the strong vertical grain of the historic streetscape. Examples include Littlewoods, Nat West, the travel shop on the corner of Boscawen and Lower Lemon Street, Argos / Somerfield premises at Victoria Square, and the post office and former Marks and Spencers store at High Cross. The new Lemon Quay development has also been criticised on similar grounds. Here there was particular concern at the partial blocking by the new development of important views to the cathedral from Morlaix Avenue, the principal route through the city.

The impact shop fronts and fascia signs have on the streetscape cannot be over emphasised. People's experience of the street is generally dominated by the ground floor and this is the area that has suffered more loss than upper floors. As previously mentioned, the presence of multi-national businesses in the primary retail core has led to the significant loss of 19th and early 20th century commercial frontages in this area. The modern replacement shop fronts display a mix of success and appropriateness, with poor examples eroding the quality of the Conservation Area, streetscape and the integrity of the historic buildings in which they are set.

In the secondary commercial fringes which are more dominated by smaller, independent and local businesses, many historic shop fronts survive adding a richness, ornamentation and individuality to the streetscape.



Inappropriate shop-fronts can dilute special character. Phones 4U, High Cross



Surviving historic shop fronts, Cathedral Lane



High quality elements of the public realm, such as granite pavements and kennels, are mixed with lower quality materials and clutter. Lower Lemon Street



Urban planting and street trees are often positive features. Care is required to ensure that such features do not become negative clutter. Pydar Street

The historic public realm in the centre is generally attractive including granite setts on Boscawen Street, at High Cross and in King Street and cobbles in some of the back lots such as The People's Palace. The large area of granite setts in Boscawen Street contributes substantially to the sense of it as the historic centre. Many pavements have original large granite flags and most have granite kerbs. Some of the back lanes, like Coombes Lane and Cathedral Lane have impressively robust granite surfacing with either leats or 'kennels' (drainage runnels cut into the granite slabs). More unusually timber block paving survives under modern surfacing in St Mary Street. This was recently uncovered and recorded as part of a highway resurfacing exercise.

The main weaknesses of the public realm are the ageing seats, light fittings and cycle stands, which do not sit easily with their historic surroundings. Much of the modern public realm provision is poor, cluttering distinctive spaces and utilising materials and components which do not contribute to the overall sense of quality in the area. Integration of modern surfacing with existing granite paving is generally poor, for example in Pydar Street, High Cross, and Lower Lemon Street. However, as discussed in section 5, more recent works have been more sensitive to setting and are therefore more successful.

Other clutter in the public realm is the proliferation of projecting signs and 'A' frame signs as part of shop advertising. Whilst these can be distinctive and a valuable part of the character in some areas, in others places they are simply masking the inherent quality of the historic buildings and streetscape.

Waymarking signage in general is a further source of proliferating clutter, be it pedestrian fingerpost signage, cycle ways, car parking provision or traffic management related.

Other issues currently having a negative impact on the traditional commercial street scene are increased security measures, including the introduction of internal and external window grilles and shutters, alarm systems, stallriser upgrading to protect against ram raiding, enhanced door designs and CCTV provision.

Because of the physical and urban topography, views within the Character Area are often limited to immediate streetscapes. The curving layout of many of the streets provides a gradual opening up of views and vistas and promotes continued interest during pedestrian movement. Particularly notable are views along Boscawen Street, along River Street, down Pydar Street and Lower Lemon Street and into Walsingham Place and Union Place. Glimpses of distinctive buildings are characteristic features of views here, in particular the cathedral and its spires, but also the Coinage Hall, City Hall, and Barclays Bank. Skyline views are generally limited within this centre core by the density of build in the foreground, but there are important glimpses out to the viaduct, Truro School, the Infirmary and up Lemon Street to the Lander memorial. Lemon Quay offers good vistas of the green hillside above Poltisco and the distinctive skylined profile of Truro School, with the wider natural topography providing a sense of the tidal river partly concealed by Morlaix Avenue and the buildings on Garras wharf.

There is limited greenery in the city core, which is generally appropriate for an historic Cornish town. However, street trees, planters and hanging baskets all feature in the streetscapes here. Existing trees act as significant focal elements in the townscape, for example at Pydar Street and High Cross. Unfortunately planters and hanging baskets often add more to the general

street clutter that obscures the quality of the historic buildings and streetscape rather than enhance it. The planting on Lemon Quay, while shown as part of the integral design in early perspective views and proposals, fails, in reality, to reflect the scale and proportion of the open space. Instead the planters tend to look marginal and small. The last minute addition of exotics in half barrel planters to further define the road cutting through the open space also directly work against the area's basic design principle of being one large open area.

There are several green open spaces including the area to the north of the cathedral. As well as the enclosed lawn immediately adjacent to the building, the mill pond area, further to the north, also provides an area of open space with some planting and further potential. Furniss Island park is a good example of how the city currently turns its back on the rivers. Although this park area is sited on an island between two split courses of the River Allen the river banks and all views of the watercourses have been screened off by hedges.

Traffic levels within the core are relatively low (thanks to the by-pass and inner ring road), but the narrowness of the streets emphasises the impact of both parking and the movement of through vehicles. There is no parking on the central streets, but significant opportunist use of the peripheral areas for short stops.

The edges and setting of this character area are negatively affected by a number of damaged townscape areas (mostly outside the current Conservation Area boundary). The outer edges of the area are marked by a sharp transition in character from the high quality environment that defines the area itself. To the north the central core is severed from its residential suburbs by the unenclosed car park where demolition have led to the loss of the historic urban grain, by areas of dereliction,

unsympathetic new build (eg Halfords on Trafalgar roundabout) and by the busy St Clements / St Austell Road. To the east Morlaix Avenue and the associated 'edge-of-town' developments sever the city from the waterfront and to the north west the 20th century development of upper Pydar Street has led to the loss of the integrity of the medieval topography. All routes running out from the city centre emerge onto the poor townscapes of the inner ring road or Morlaix Avenue with the exception of the Lemon Street / Falmouth Road route.

a. The historic commercial core

The commercial core of this Character Area has a markedly diverse historic built environment. Buildings come from a wide range of post-medieval and modern periods, and wide ranges of architectural styles, materials, building forms and heights. This has created a highly detailed built environment with closely textured streetscapes that offer a wealth of visual interest, but with an overall sense of quality, value and significance. The area holds the greatest concentration of Truro's most distinctive and prominent historic structures. Many of the major institutional buildings are located here – the cathedral, assembly rooms, library and technical school, Royal Cornwall Museum, St Mary's Methodist church. Of course, the large 19th and early 20th century banks and shops are also here, marked out by their flamboyant design and use of a diverse and eclectic range of materials and detail elements. Less individually prominent buildings also contribute to the overall sense of quality in the area's character and provide a relatively 'plain' context for the more elaborate structures. Even these plainer buildings usually have some form of ornamentation of their own, such as plaster pediments over first floor windows, pilasters, string courses and raised quoin details.

Very high quality individual buildings are found on the edge of the area in Quay and Prince's Streets, such as the fine group of 18th century town houses built for local landowners and businessmen: Old Mansion House, Prince's House and Mansion House. In High Cross is the famous later 18th century Assembly Rooms. There are also scatterings of fine 18th and early 19th century ashlar-fronted town houses (now shops) in Boscawen and Pydar Streets, the Royal Hotel in Lower Lemon Street and groups of well proportioned early 19th century stuccoed buildings in Lower Lemon Street, King Street, St Nicholas Street and Victoria Square. River Street has another fine series of three-storey town houses (again now shops) which are variously in stucco over studwork, coursed killas with granite dressings, and granite ashlar. Several red brick buildings dating to the 1930s - 1950s (14 and 15 Boscawen Street (Burton's and Hawkshead), Stead and Simpson and Bristol and West in St Nicholas Street, the Back Quay elevation of 13-15 Prince's Street (Woolworths), and Harmsworth House also contribute to the diversity of streetscapes – maintaining the vertical emphasis and use of detailing which characterises much of the earlier built environment.

The tight grain and sense of enclosure are enhanced by the area's many tall buildings. Mostly of three storeys, but some (in St Nicholas Street, Boscawen Street and River Street) of four, and set tight to the pavement on the predominantly narrow streets, these buildings produce an intensely urban environment. Their strong vertical emphasis accentuates the narrow plot widths. Even where buildings have a wider footprint the enclosed spaces onto which they face emphasise their height and their varied architectural design subdivides them into strong vertical bays. Exceptions to this pattern are the cathedral – dating only from the

later part of the 19th century, in part replacing the medieval parish church, but adding immeasurably to the townscape both in long distance and local views - and St Mary's Methodist church. Both front onto small open spaces. Also, the former Truro Savings Bank and neighbouring chapel in River Street (now the Royal Cornwall Museum and restaurant) both appear to have been set back from the street to allow better appreciation of their facades. The same is true of the rather earlier grand town houses in Prince's and Quay Streets.

Plots are generally long and thin, maximising the accommodation attached to relatively small street frontages. Remains of the original burgage plots can be seen on the western side of Pydar Street, their pattern on the eastern side has been largely lost through amalgamation due to the pressure for buildings of larger retail floor space.

Ope ways form an important element in the permeability of this central core area. Running between plots, they provide pedestrian access through blocks of development. Rather than following the sometimes circuitous routes of the roads the ope network provides quick access throughout the city. Pathways beside the Leats also provide alternative pedestrian routes. Narrow lanes through blocks of development are also important – Cathedral Lane is probably the most attractive of these.

Because of the high levels of permeability in the area side and rear elevations of buildings and premises are often visible. Sometimes these were not designed with this in mind (and are therefore not carefully finished); others are poorly maintained, or are used for service functions that can have a negative impact on the perceived quality of the environment.



The impressive architecture of the Passmore Edwards library and Technical School, Union Place



Less individually prominent buildings still display high quality detailing and architectural enrichment, Pydar Street



Three-storey former town houses, River Street



Interesting mix of architectural forms, Victoria Square

b. Nineteenth and twentieth century expansion of the primary commercial core

The cathedral quarter is considered separately below. Here we draw attention to those parts of the city that were until the second half of the twentieth century dominated by small scale residential, industrial activity, and minor institutional buildings like schools and chapels, but which have now been drawn into the commercial heart of Truro.

Unlike the adjacent badly modernised and compromised Calenick Street (not in the Conservation Area), Kenwyn Street remains an historic streetscape, with a relatively high survival of historic buildings. Modern interventions, while generally not distinguished, do tend to be of more appropriate scale and form. The street is narrow and sinuous with a tight grain based on narrow plots. Buildings are almost all set tight to the pavement with a consequent strong sense of enclosure; they are of either two or three storeys and have a marked lack of uniformity in their roof heights. The William IV, a late 19th century pub, is one of the street's larger buildings and the dressed granite and ornate Gothic styling of the former Primitive Methodist chapel close to Victoria Square makes it a notable landmark.

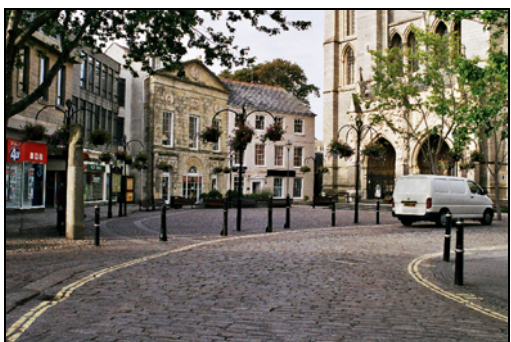
Little Castle Street and the south side of Frances Street were built as small terraced town houses with corner shops; all are now in retail use (with some residential accommodation above) and form a distinctive group. Around the edges of the commercial core are small suburbs and industrial areas of the medieval and post-medieval town. Set along and between historic routeways and river crossing points, these are mainly narrow and sinuous axial streets and connecting lanes. They are still generally mixed use areas with residences alongside industrial and storage buildings and institutional buildings such as nonconformist chapels

and schools. This is also the area with most of the city's pubs and inns.

Pydar Street has an unusually poor quality public realm with a preponderance of artificial stone pavings, unsympathetic concrete bollards and planters, and hanging baskets. This street, while an important element of the medieval settlement, was a mix of residential and secondary commercial activity for much of the 19th and 20th centuries and only became part of the core retail area with a series of developments from the early 1970s.

Lemon Quay, despite its proximity, is an even more recent extension to the area; the open Kenwyn River along which the quays were ranged was filled in during the 1920s and 30s and the space used until the mid 1990s for parking, minor retail, and industrial and service activities and some post-war office development. Although some structures – Harmsworth House, the Market Inn, Bishop Philpott's Library and the Back Quay elevations of the former Market House and Woolworths (13-15 Prince's Street) – hinted at its proximity to the historic centre, it only became part of the commercial core in 2002 with the completion of a major retail development and the creation of a new urban public space. As yet it remains distinct from the rest of the Character Area and the success of attempts to better integrate it is dependent on the extent to which it more fully participates in the character of the centre rather than that of the adjacent bypass and out of town shopping character of Morlaix Avenue and Trafalgar Square area.

Along Back Quay, to the east of the Hall for Cornwall, is a good group of mid-20th century buildings with varied facades, including Woolworths and the Pannier Market.

*Kenwyn Street**Little Castle Street, former town houses
now in retail use**Back Quay elevation of 13-15 Prince's
Street. Part of a good group of mid 20th
century buildings.**The cathedral quarter, High Cross*

c. Cathedral quarter

One of the more distinctive sub-areas of Truro is on the northern side of the medieval town, with its routes out via Old and New Bridge Streets and piecemeal infilling of intervening spaces, creating lanes and opes, some giving access to the Town Quay and the banks of the Allen. It included a mill and small-scale industrial activity. The coming of the cathedral saw the demolition of a number of buildings and the displacement of traditional activities carried out here. However, the successful insertion of the cathedral into this context in the later Victorian period added an additional layer to this quarter's distinct character, which now combines – among other elements – the atmosphere of a cathedral precinct, of medieval back streets and of a prosperous 18th century mercantile quarter.

The area fringes the present commercial core and complements it with a mix of secondary uses, predominantly specialist retail, professional, leisure and residential, and with a significant evening economy component. There is bustle and activity here without the congestion and crowds of the main commercial core.

Features include the maze of sinuous narrow streets, lanes and alleys, with bridges over the narrow river channel. They create, on a small scale, something of the atmosphere of medieval cathedral cities such as Canterbury or York, welcoming intimacy. It is one of those areas of Truro that is extremely permeable (lots of opes, alleys and lanes) but not immediately legible for the stranger. Its dimensions, qualities and special features may not be evident at first; they have to be sought out and explored.

The inner part of the area is generally strongly enclosed but there are a few open spaces including the cathedral garden and millpool and at the junctions

of Duke Street and St Mary's Street and of Princes Street and Quay Street. The historic open space at the Green is now occupied by the bus station.

Landmarks include the cathedral, 18th century merchants' houses on Prince's and Quay Streets, the former grammar school, St Mary's Sunday School, Bishop Philpott's library, the former cathedral school, the Roundhouse, the Old Ale House (originally a draper's, with early 20th century terracotta by Alfred Cornelius (one time assistant to Silvanus Trevail) and Wearhouse, 10 Prince's Street. There is also a wealth of other less prominent 18th and 19th century buildings which have a diversity of building materials, heights (generally lower than in the commercial core) and architectural styles, combining to create a strongly textured and detailed built environment. The area includes some of Truro's most photographed scenes.

The outer edge of this sub-area is marked by a sharp transition in character as all routes emerge onto the poor townscapes of the inner ring road or Morlaix Avenue. Its fringe is much eroded and gapped – Old Bridge Street car park, St Mary's Methodist church car park, derelict cottages on St Clement Street and an adjoining gap site, Furniss Island park.

There are some poor later 20th century buildings within the area, but although these do tend to have a negative impact on the sense of quality in their immediate locality, the tight grain and small scale of the streetscapes reduces their wider effect.

The area along the Allen between New Bridge Street and Morlaix Avenue, however, can be distinguished by the almost complete removal of historic fabric and its recent replacement with tall apartment developments, presumably intended to hint at the form of waterside warehouse structures. Security gates restrict pedestrian access



Duke Street and St Mary's Street junction, sinuous narrow streets



Old Bridge Street: 18th century red brick house, St Mary's Sunday School and the Barley Sheaf public house



Old Bridge Street car park, dramatic loss of enclosure



Recent apartment developments along the Allen have effectively 'privatised' the area

to these developments and this, with the extent to which they overlook and utilise the Furniss Island park as setting, has had the effect of 'privatising' much of this area.

d. Surrounding fringes

Much of the setting of this part of the Conservation Area has suffered through 20th century road developments and large-scale clearance and redevelopment of areas edging the by-pass and the inner ring road. As a result much of the area fringing this Character Area is of poor townscape value, with many important historic connections and relationships with surrounding Character Areas either damaged or lost. Important approaches to the centre pass through this damaged townscape and allow negative perceptions of the city and the Conservation Area to develop. As with the individually damaging modern buildings identified in the streets, these fringe areas fail because they appear to pay little respect to their sense of place and the formerly coherent surrounding character. Instead of the relatively organic, small scale and finely grained development that characterises the city's core, these areas are rigidly laid out in numerous large blocks, the buildings often having unattractive standardised facades, poor quality materials and finishes and bland public realm surroundings. Places with architecture and urban design like this include the office developments of Upper Pydar Street, the industrial units and multi-storey car park off St Clement Street, the out-of-town industrial shed development around the Morlaix Avenue bypass, the service area and car park developments along the inner ring road including Fairmantle Street and Charles Street. There are significant gap sites here which do provide opportunities for regeneration that can help repair the historic environment and so enhance the Conservation Area.

Issues, opportunities and recommendations

Strengthen connections with the rivers and waterfront

- There is a need to strengthen the connection of the main city centre with the rivers that run through it and the waterfront area (Character Area 2). This link was once much more dominant in the character of the city and is part of its distinctiveness that requires re-emphasis.
- In order to achieve this, rivers, bridges and water in general (for example the leats system) should be emphasised and celebrated in the townscape. This could involve enhancement works to these areas and features, such as along the existing riverside walk, and increasing access and visibility of the rivers, such as with refurbishment of Roberts ope (the ope that runs along the river from Lower Lemon Street to Boscawen St).
- Connections between the core area and the waterfront can be strengthened through the protection and enhancement of views between the areas. New development in the transition area between the two should not take on the character of the out of town stores on the south-east side of the bypass. There should be more references to the area's former maritime use, potentially through public art such as the proposed sculptures and water features on Lemon Quay.
- Furniss Island park, historically, a quay, should technically not be in this area, but in the Working Waterfront (Character Area 2). This space offers the potential to extend the character of the waterfront into the city and strengthen its maritime links. A similar extension could be applied to Lemon Quay; certainly the Compton

Castle or a similar vessel and its basin should be retained and more actively used in this way.

Address underuse in the evenings

- The management of evening activities appears to be uncoordinated, missing the opportunity to enjoy the area's quality historic environment at the quieter times of the day.
- Main evening activity areas are peripheral to the centre (Calenick and Charles Streets, west of Victoria Square; between the cathedral and the east end of Boscawen Street; the lower end of Lemon Street), drawing people away from it.

Enhance open spaces and focal townscape points

- Few of the commercial core's open spaces are wholly successful. To promote the success of the city and its ease of use and legibility these spaces should be enhanced.
- Boscawen Street works well as the heart of the city, but the other public spaces are less effective. Even Boscawen Street has been made less welcoming by the recent rerouting of much of the city's bus traffic through it, although the removal of most cars has been beneficial. Its urban primacy should be asserted through ensuring it is the best urban space within the city.
- Victoria Square is dominated by traffic and parking and merges formlessly with the junctions with River, Kenwyn and Calenick Streets. Further definition of this area as a 'Square' would be beneficial, with greater emphasis on its form and containment, the quality of its buildings through appropriate improvements, the

addition of a focal point and possible improvement to parking provision.

- The open space at the east end of The Leats is enclosed by the uninspiring and poor rear service elevations of properties and is again dominated by turning and parked vehicles. This is already a well enclosed space but suffers from the conflicting public/private use demands. However, even the simple addition of street trees in this area would enhance it as a space.
- High Cross is nicely enclosed by the cathedral on its east side, the Assembly Rooms to its north and the fine shops along High Cross to its south, but is compromised by the relatively brutal architecture of the post office and the former Marks and Spencer's to its west.
- Similarly, Union Place has wonderful structures forming its north and east sides (the Library and St Mary's Chapel respectively), and has bustling Pydar Street to its west, but is marred by the former Marks and Spencer's building to its south.
- The grassed enclosure immediately north of the cathedral is a valuable retreat in the heart of the city but is under-provided with benches and so seems a little unwelcoming.
- The widenings along Quay Street are again dominated by traffic management.
- Lemon Quay is poorly defined by recent developments on its south side and by Morlaix Avenue on its east end, as also where it merges with the bus station (on the former Green). It still lacks focus and apart from when there are street markets and other organised events it also lacks significant



Potential for enhanced public space at the east end of the Leats



The cathedral garden, a valued sanctuary



Unsympathetic shop front treatment and partially blocked and grilled first floor windows erode the architectural integrity of this historic building, 2 King Street

activity. The sense of the Quay as a major designed public space has been eroded by intrusive traffic management measures and insertion of a confusing clutter of street furniture and other public realm elements. The raised by-pass (Morlaix Avenue) and the back of Tesco beyond, provide an unattractive terminus to Lemon Quay. Prominent bus station

buildings and the movement of buses reduce the contribution that the imposing Bishop Philpot's Library makes to the adjoining Lemon Quay area. There are opportunities here to enhance and improve the frontages to Lemon and Back Quays with both existing structures and the opportunities that adjacent redevelopment proposals represent.

Conserve and protect historic buildings and architectural integrity

- Commercial properties are subject to great pressures for change and even the residential properties within the core area are subject to the same pressures for incremental degradation as those elsewhere in the Conservation Area. Piecemeal alterations, removals, and accretions are gradually damaging the historic fabric and diluting the historic character of the area. These include the loss of original roof and wall coverings, windows, doors and other detailing, as well as enclosing railings, walls etc.
- In general there is a need for ongoing and constant general maintenance of historic buildings in order to reduce the need for costly repairs. Where works are required there should be sensitivity to the historic fabric including the use of traditional materials, techniques and the use of skilled contractors.
- There is an increasing issue that different parts of buildings are being treated in different ways, for example ground floors are generally dominated by shop fronts (see below), with works to upper floors introducing different windows and different colour schemes. It is important to ensure that buildings can still be read as a whole and that they retain their architectural

integrity. Works should always be sensitive to the building's form.

- Shop fronts within this central area are a key issue. Surviving traditional shop fronts could be better celebrated and used as exemplars to encourage the sympathetic design of new frontages. Shop fronts are an integral part of any building and should reflect the character and architectural style of that building. New shop fronts therefore need to be sympathetic both to the building in which they are set and the general streetscape. Carrick have adopted 'Shopfronts, Signs and Blinds in Falmouth, Penryn and Truro Conservation Areas' (January 1997) as Supplementary Planning Guidance. However, this document could usefully be revised and expanded upon. In order to be of maximum use for the enforcement of policy it needs to include information detailing the consultation and participation processes it went through during production.
- The pressure for internally lit fascias and shop fronts is having a growing effect on the Conservation Area. To reduce their potentially negative impact, application and enforcement of the existing policy is required. This states that illuminated signs should be limited to pubs and late-night establishments and that their signs should be lit in a manner which is in sympathy with the character and appearance of both the buildings to which they are attached and the Conservation Area.
- In order to better inform new shop front design it is therefore recommended that Policies and Supplementary Planning Guidance are prepared for Shop Fronts, Signage and Illumination.
- To minimise the negative impact on historic buildings of clutter in the

form of signs and security devices such as CCTV cameras, shutters, grilles and alarms, there is a need for careful consideration of the design and location of these features.

- To achieve all of these Cornwall Council should be encouraged to make full use of all the policies set out in Section 8. Their enforcement is of paramount importance for the upkeep, protection and enhancement of the special character of the city.

Address negative townscape issues within the setting of the Conservation Area

- The poor quality of the townscape immediately beyond the Conservation Area affects the city core more than any other part. Opportunities exist in St Austell Street, Fairmantle Street, Tabernacle Street, Charles Street, Calenick Street, Pydar Street and St Clement Street to enhance the setting and experience of the city core and reconnect the centre with its surroundings. In particular existing local plan policy 4M needs to be applied and enforced as part of this process (see Section 8 for further discussion).

Address negative buildings and sites

- A number of buildings, mainly modern, are of inappropriate form, design quality and scale for their setting in the Truro Conservation Area and opportunities should be sought to replace them with better designed structures. These include 19 Boscawen Street (Littlewoods), 2-4 St Nicholas Street (National Westminster), 9-11 Victoria Square (Argos), 26 Boscawen Street (Co-op), Halfords, 4 Kenwyn Street (Burger King), 6 Boscawen Street (currently a travel agents), all three Marks and Spencer's shops (Pydar Street and Lemon Quay), and the former Tesco store in Pydar Street. Characterisation provides the means

of identifying what does and does not 'work', in terms of scale, form, complexity, detailing, colour and use. It should inform design for future replacement buildings in this core area.

- Several sites and areas have potential for enhancement including the area north of the Allen, between Old and New Bridge Streets; The Leats; Lemon Quay; St Austell and St Clement Streets.

Enhance the public realm and general streetscape

- Perhaps the most fundamental potential improvement to the public realm is through the 'decluttering' of streetscapes, that is removing extraneous street furniture and other components (traffic management signage and hardware etc) to allow the quality of buildings and spaces to be made manifest again, for example in Pydar Street and in Lower Lemon Street. Signage throughout the area, be it fascia signs, projecting signs, 'A' frame signs, pedestrian finger post signs and traffic signs is proliferating and is threatening to obscure the quality of the historic environment and clutter the streetscape. To this end it is recommended that a thorough audit of street furniture and signage, both historic and more recent, be carried out to inform a 'decluttering' programme. Following such a programme the need for strong townscape management and coordination between agencies, local authorities, shop owners and other users is required to ensure that future clutter does not reappear.
- Public realm enhancements – in this core area, there should be an insistence that the quality and workmanship of public realm materials be immediately evident. It should emulate and draw inspiration in terms of design and materials from

surviving historic public realm work. Use of Cornish granite (rather than over-machined imported granite) should be encouraged wherever appropriate.

- Carefully planned and designed urban greening in the central core could greatly enhance the character and enjoyment of key places and meeting places. For example street trees could be introduced at the terminus of the Leats, in Victoria Square and on the Green (now the bus station). Other underused and undervalued spaces could be enhanced by greening, such as the mill pond. Existing urban green spaces such as the Cathedral garden could be more effectively used.



The mill pond area offers scope for enhanced appreciation of the river

2: The working waterfront

This Character Area, located at the convergence of the Rivers Allen and Kenwyn, contains the surviving remnants of once much more extensive working waterfronts. Ships and barges would load and unload a wide variety of materials here. Its distinctive historic fabric and topography still engender a sense of the city's historic links with maritime trade. Historically, into the early part of the 20th century, this trade and associated industry dominated the waterfront and river courses and was a key element in Truro's prosperity. It was also extremely significant in the development of the fabric and character of the whole city. The Character Area would once have extended into Lemon Quay, Furniss Island and along the tidal stretches of the rivers into the heart of the city.

With the decline in maritime trade this area's extent, its waterways, quays and associated buildings have been reduced, eroded and in some cases lost. As part of this process this Character Area has become isolated from the historic core of the city. What was once a crucially important element of the city has been severed from it, most notably in the early 1970s by the Morlaix Avenue dual carriageway bypass. The area is currently an under-utilised asset; its future reclamation, reintegration with the rest of the city, and treatment of its fabric and character are all likely to be very important for the future success of Truro.

This area is obviously dominated by the courses and convergence of the two rivers. The ebb and flow of the tides create an ever-changing scene. At high tide the water surface is alive with reflections of sky and cloudscape and the mirror images of the flanking building elevations. Water movement, ripples and swells enliven the area and emphasise its maritime character. At low

tide the estuary drains, exposing the deeper cut channels (which retain water) and mud floor of the rivers. Whatever the tidal conditions this area attracts birdlife, their swooping landings and soaring take offs adding to movement and activity and their plaintive calls adding characteristic 'seaside' sounds that help to tie this part of the city to its historic roots.

The urban topography of the area has historically been dominated by the river courses. Historic buildings, functionally tied to the river and its vessels, flank and face the waterfronts and align with the flow and form of the channels. Twentieth century elements, however, pay less regard to the river. The bypass and Tesco superstore and its surrounding car parks do not effectively address their stunning locations and so have become negative factors here.

The area retains some distinctive historic structures, but there has been a rapid erosion of these in recent years. Blocks of offices and flats have replaced many of the former warehouses and quayside buildings. In fact some of the most exciting and inspiring new architecture in the city has been created here in the recent phase of building. To some extent these have followed the basic elements of mass, scale and colour of their predecessors and they do have main facades against the river edge. At the same time, and partly because they perform modern functions (residences, offices etc rather than warehouses), they have also introduced a significant element of contemporary design, materials, colour and detailing to the area, successfully raising its profile within the city and confirming the area's potential for contributing to Truro's vitality. Nevertheless many locally distinctive elements in the area's built environment have been either lost or significantly eroded.

As noted above, buildings on the eastern bank of the Truro and Allen

Rivers rise up from the very edge of the quaysides. Although many of the buildings are dual aspect, spanning plots from the waterfront to Malpas Road, their principal elevations face onto the water. These are active facades with multiple window forms, extensive balconies and broken rooflines. The towering elevations enclosing the narrow and winding Malpas Road behind tend to be in comparison rather plain and uninspiring, being dominated by service functions. There is a variety of building widths, masses and architectural design from the mid 19th century warehouse bulk of Blewett's bakery with its plain painted rendered elevation with an emphasis on the horizontal to the narrow, colourful, strongly vertical tower of the early 20th century HTP mill building a little further down the river.

Blewett's Bakery and the waterside elevation of the HTP mill are the last major buildings relating to Truro's historic trading functions to survive in the area. The Harbourmaster's building on Town Quay is also important in maintaining a sense of its former working character.

The new buildings on the east bank have introduced a surprising range of materials with the timber cladding of the West Briton offices, reminiscent of the river's timber clad vessels, timber yards and timber clad warehouses. The group as a whole is colourful, with themes of creams, whites, greys and most notably brick red inspired by the façade of the HTP mill building. Forms also vary, with the multiple gables and vertically divided façade of the new West Briton offices contrasting with the rounded silo or funnel inspired forms of the residential building that now forms the southern limit of the group. The high quality detailing and moulding of the HTP mill have stimulated complex frontages to the new buildings. There is a consistency of scale and an effective



South side of Town Quay



Award winning West Briton offices



Surviving early 20th century HTP mill and new residential development it inspired



Harbourmaster's office, Town Quay, an important historic survival

rhythm of complementing forms here that works well.

The western bank is dominated by car parks and Tesco superstore. In their current forms Tesco and the adjacent 'out-of-town' type warehouse stores do not enhance the character of this important Character Area and do not do justice to this prime location. Tesco forms an unattractive functionalist block terminus to views from Lemon Quay and is also a nondescript or negative feature in views from the river to the city. It makes no reference to or positive use of its beautiful location, having a largely inactive elevation along the river side of its plot. There is clearly potential for considerable enhancement of the Conservation Area and the city as a whole in future treatment of this site.

The historic fabric of the quays themselves is of interest and of importance in terms of contributing to the maritime character of the area. It makes this area comparable to other Cornish harbour towns. The listed Town Quay incorporates elements of probably early 18th century walling of vertically set killas.

The concrete bridge with bleak galvanised railings and highway standard lights that carries the Morlaix Avenue bypass is startlingly functionalist. Its low parapets do allow views onto the river and into Lemon Quay and Quay Street, but the relentless flow of traffic minimises any pleasures these views may offer travellers. For pedestrians the bypass forms a major obstacle to movement, barrier to views and (through the constant noise and fumes) a significant disincentive to move between the river and the city.

Boats are a crucial element of the character of this area; moored vessels, the arrival and departure of the Enterprise ferry services, and other boat movements are all points of interest. A paddle steamer, the *Compton Castle*, has

been converted to commercial use as a florists and a coffee shop / restaurant and is moored in a small basin off Lemon Quay. It is the only element of this Character Area to survive to the west of the bypass and is the place where the commercial core and the waterfront Character Areas come closest to connecting.

Pedestrian access to the waterfront area from the commercial core is via unattractive subways and routes with poor public realm and legibility qualities. There is a public right of way along the western bank of the Truro River, passing the inactive façade of the Tesco superstore. This footpath provides spectacular views of this Character Area but its surfacing, boundary treatment and street furniture and fittings are currently missed opportunities to enhance the character of the area and encourage use of the route. Despite their proximity to the busy bypass, Town Quay and Worth's Quay have an oddly secluded air. Activity levels have been boosted by the construction of the West Briton offices and the apartment buildings with their balconies overlooking the river, but the historically appropriate way they have been built up to the water edge does mean that they effectively privatise this bank of the river.

Important views from the river to the city centre focus on the cathedral's spires. This was the crucial historic approach to the city and this view can still be of great importance.

This is an important transition area between the city and its surrounding countryside with dominant views to surrounding fields. Soft landscaping within the area makes a positive contribution to the environment of the Conservation Area. Mature trees along the western side of the waterfront, adjacent to the Tesco car park overhang the footpath, creating a near tunnel of branches and leaves giving a dappled



Malpas Road elevation of former warehouses



The Compton Castle, Lemon Quay. Important in connecting the town centre with the waterfront, a once much stronger connection



Subway approach to the riverside



Enhancement of the riverside walk offers great opportunities

light when in leaf. Also the growing maturity of planting within the Tesco and Garras Wharf car parks is having an increasingly important impact on breaking up the sea of cars and providing some enclosure in an otherwise wide open space.

Issues, opportunities and recommendations

Strengthen connections with the city centre

- This area needs to reconnect with the city centre following the artificial severance that took place during the 20th century. The following recommendations could actively reclaim this Character Area, extend its geographical scope and reconnect it with the city centre.

- Reclaim this Character Area through better use of the waterfront, especially around the Tesco store.
- Extend the area through better maritime references on Lemon Quay, Furniss Island park and along the courses of the rivers. Visual and actual connections between the *Compton Castle* and the rest of Lemon Quay could be improved. The proposed public sculpture planned for installation on Lemon Quay could express more clearly maritime linkages of the public space and the city itself, including the use of water.
- Improve accessibility and connection between the two areas through general enhancement of the existing river walk, including better signage and public realm (see below). Better solutions to the approach routes, the subways, ramps and steps should be sought. Preferably this pedestrian route should run alongside the river channel from Lemon Quay emphasising the topography and

natural connections between the two areas. The potential of a footpath passing under Morlaix Avenue could be examined.

Strengthen and promote connections with the surrounding landscape

- Enhance links between Truro city centre and its surrounding countryside through this area with improved links to Boscawen Park, Malpas and the Newham waterfront. Places like Pencalenick and St Clement are both within walking distance. Potential links could include development of a river taxi, provision of dedicated cycle routes and perhaps a circular route linking the city to the park promoting the health and exercise potential of the area.

Protect and conserve historic industrial buildings

- Protect the few surviving historic buildings in this area, none of which is currently listed.

Ensure new build opportunities positively enhance the character of the area

- Ensure that the designs of new developments on the eastern bank of the Truro River continue to be of high quality and make proper reference to the surviving historic structures. These include the extant warehouses and the high quality architecture of the Parade and other adjacent streets.

Increase the positive and appropriate use of Garras Wharf and the Tesco site

- The Tesco area was historically an open working quay and industrial area. There is potential for improving the present use of the space by the superstore and its extensive parking area. At minimum, the current building could be altered to provide an active edge against the river,

enabling increased enjoyment and acknowledgement of the spectacular setting. Future opportunities for new build on this site require careful handling. The quality of design and materials should respect the importance of this site within the city as a whole and its setting in particular, and should not be guided by the present poor quality of the Tesco store. Any new building should respond directly to the river and enhance rather than compromise the historic character of the area. With the east side of the waterfront being increasingly privatised it is vital that the western bank is open and inviting to the public. Scale, massing and height of any new build are all sensitive issues. Although the building should respond to the scale of the site and setting, care is required so that significant views are not compromised between the site and the city, and from the city to the site and beyond. A negative implication of introducing taller buildings on the site is the increased overshadowing effect they could have on the channel, moored boats and the general environment. But equally a building that enclosed and celebrated the waterfront more effectively could enable people looking out from the city centre to more immediately appreciate that they were looking towards a winding river.

Enhance the public realm and general environment

- Many of the publicly accessible spaces and routes in this Character Area are undermined by their poor public realm. The potential quality, excitement and enjoyment of this area should be expressed in its public realm provision. Street furniture, signage, surfacing and approaches to the area provide the opportunity for the rivers to be celebrated as an

integral part of Truro's character. The restrained, subtle and understated use of public art could also be a means of bringing the spirit of this area to life.

- Worth's Quay could be upgraded as a continuation of Furniss Island park. There is great scope here for additional soft landscaping to screen the noise and pollution of Morlaix Avenue and provide a visual connection with the greenery of Malpas Road and Boscawen Park.

3: Artisan housing

Surrounding the core of the city centre are several areas dominated by terraces and rows of modest, 19th century, industrial workers' or artisans' housing. These buildings flank narrow streets and are set hard to the pavement edge creating a tight grain and strong sense of enclosure within the townscape - a distinctly urban character. These are areas of great charm and considerable historic interest. Because of the basin form of Truro's topography these hillside areas are highly visible in townscape views and also offer striking views across the townscape and down into the central core below, focusing on the cathedral, large public buildings and varied roofscapes.

The Character Area as defined for this appraisal comprises five geographically separate sub-areas that share similar characteristics.

- a. Campfield and lower Mitchell Hill area
- b. Edward Street and Castle Rise area
- c. Richmond Hill and Bosvigo Road area
- d. Daniel Street
- e. Carclew and Fairmantle Streets area

Within these geographical areas there are two sub-groups with notable distinctive characters. One is the maze-like development of terraces set around a network of footpaths (rather than roads) on the hill rising from the north of the Allen (sub-area a. Campfield and lower Mitchell Hill area). For some, this area represents an important element in the city's historic character, retaining a hint of an older Truro pre-dating the major changes of the later 20th century. But it is little known and little visited, other than by locals and intimates. The other takes in the remaining sub-areas and follows a more standard Cornish

pattern of terraces of artisan housing flanking roads.

The development of the Character Area spans the 19th and early 20th centuries, but most is of the first half of the 19th. The lower part of the Campfield – Mitchell Hill terraces and Daniell Street and Carclew Street areas were developed in the 1820s and 30s, the latter associated with the construction of Lemon Street.

The streets and housing in the Campfield - Mitchell Hill area differ from the others in their response to the underlying topography. Here the terraces are set along the contour with distinct tiers of development stacked in layers up the valley side. The resulting townscape with clearly differentiated lines of houses is highly visible in views across the city. Knitting these terraces together are the historic routes of Campfield Hill and Mitchell Hill which run through the area and have discontinuous terrace development along their lengths. Most of the artisan housing, however, is laid out in an intricate and irregular grid between these routes and rows and terraces are linked by connecting alleys and steps running up and down hill. Road access was not a priority during the laying out of this area. Indeed some of the terraces have no road access at all and are instead served by footpaths alone. Long, narrow gardens are a noticeable topographical feature that adds a distinctive grain to the area. These are sometimes separated from their houses by communal access footpaths and back service lanes. At the roadside edges of the gardens garages, sheds and hard standing for car parks have been developed creating a slightly ramshackle feel to the back lanes. This maze of development is not easily legible to the casual visitor but this apparent confusion is a key element in the area's distinct sense of place.

Elsewhere, mainly in the western half of the city, the artisan housing is largely in



Stacked terraces and rows of the Campfield and lower Mitchell Hill Area



Terraces lining Richmond Hill



Paul's Row, killas rubble ground floors with slate-hanging or stucco first floors



Surviving slate-hung houses, Kenwyn Street

the form of terraces on the ground rising from the city centre towards the residential suburbs. They line the historic routes into and out of the city and also fill up additional grids of streets hanging off the framework of these roads. The two storey terrace houses built against the gradient climb the slopes with stepped eaves and ridge lines and display prominent gable ends. The roads running with the contour have contrasting uniformity in window, eaves and roof levels even though some streets such as Bosvigo Road were obviously developed through piecemeal building on individual plots. Short cottage rows also bring a degree of variation. Nevertheless, these are ordered streetscapes, highly structured and essentially regular in terms of scale, building material and repetition of fenestration patterns.

The terraces also make a significant contribution to the roofscape of the city with their strong lines highly visible and contrasting with the more organic or irregular roof patterns of the central core. Back lanes between blocks allow access for service activity and rear outbuildings on the backs of plots. Again in some locations, such as Carclew Terrace and Chapel Row, gardens are detached from the house by narrow access paths running the length of the rows.

The overriding dominant architectural form of the area is of modest two-up-two-down units with two windows upstairs and one downstairs on the street-side facades. In the Campfield and Mitchell Hill area there are notable differences in terms of materials used. Here, as well as the normal killas rubble stone, there are numerous examples of slate-hanging over stud or cob on the first floors. Generally very little slate-hanging now survives in the other parts of this Character Area, although there are some noticeable examples in Kenwyn Street and on side elevations in

Daniell Street. It is likely that this was originally a more prevalent material.

In the rest of the area materials include a mixture of roughly dressed and coursed rubble killas, occasionally rendered or partially rendered (to the first floor). There are some examples of upper floors of rendered cob. Round headed door openings, with shallow arched windows with key stone details, both with brick dressings, are almost universal and are a strong unifying feature found across the distinct geographical sub-areas. Often the brick dressings are painted, with neutrals and soft colour tones adding a degree of personalisation within the uniformity of the architectural form. This regularity is also tempered by the warmth, texture and good design proportions of the elevations of local killas stone.

There are some divergences from this general pattern such as in William Street which has houses of a distinctly different style with rendered and plainer elevations with rectangular openings.

Within the earlier rows in the Campfield and Mitchell Hill area the rows have a greater degree of individual distinction within them. Occasional double-fronted buildings are set within terraces and rows of predominately single-fronted buildings.

Despite the modest nature of the architecture of this area its integrity and significance have been recognised. Although most buildings in this Character Area are not listed some individual properties and several groups are. The listing description for the Carclew and Daniell Street terraces describes them as 'among the best and most complete examples of planned early 19th century terraced housing in the south west'.

Although essentially residential, the area was provided with a number of corner shops, chapels, pubs and originally a school (now demolished, on the site of

the Iceland superstore in Fairmantle Street). The Friends Meeting house on Paul's Terrace completed around 1825 is a notable building within the area.

The fringes and setting of this Character Area have been adversely affected by some of the surrounding 20th century redevelopment, particularly the establishment of the inner ring road and associated demolition and new build. This is especially noticeable in streets such as Fairmantle Street where the facing terrace on the north side was demolished leaving the character of the street overly open to the negative effects of the service elements of the Lemon Quay development.

Significant changes have also affected St Clement Street with the creation of the 1970s inner ring road and the introduction of new forms and scale of residential buildings, many of which no longer directly address the street. Because of the effect of the inner ring road, St Clement Street now forms a decisive dividing line between this Character Area and the adjoining commercial core, but historically the division was much less clear-cut. The presence of the former Bible Christian chapel and the surviving historic terraces on the western, city side of this axis indicates the extent of the former transition zone.

Historic fabric has been lost and character eroded along St Clement, St Austell and Kenwyn Streets, and at the apex site at the junction of Bosvigo Road and Chapel Hill. Outside the Conservation Area, but having a negative impact upon its character, Tabernacle Street and City Road have also been severely affected by loss. George Street saw former terrace housing demolished as part of the easing of the inner ring road through former residential areas. The over-standardised design, plain materials and finishes, scale (some three storeys) and setting of the modern replacements are generally

inappropriate to the historic character of the area. As noted above, many do not clearly address the roads on which they sit.

Elsewhere new build has been more successful such as at Kenwyn Street where the recent interventions, while not distinguished, are generally of appropriate scale, material, form and position in relation to the pavement.

The inappropriate treatment of facades and plots has eroded character and are negative elements within the Character Area. For example the application of modern external claddings and finishes and the replacement of doors and windows with inappropriate designs not only damage individual buildings but also compromise the whole row and surrounding streetscape.

Where historic surfacing survives in the area it is of very high quality, made up of granite flags which include particularly large examples, for example on Richmond Hill.

The treatment of gardens is a crucial factor in the character of the area. The terraced houses on the north side of Richmond Hill now open directly onto the pavement but originally had small front gardens similar to those on the south side. These were removed in the later 19th century to widen the route to the station creating a much harder, urban character to this main approach route to the city. Elsewhere less dramatic change has still had an effect on the character of the area. In places boundary walls have been lost and gardens replaced with hard standing for off road car parking. This results in the loss of the tight enclosure characteristic of the area and the loss of the green element of the streetscape. Railings and gates are also elements of the streetscape that have been removed, degrading the richness of the historic environment of the Conservation Area and introducing an unfortunate variety



Typical details of round headed doorways and shallow window arches with key stone details, St Dominic Street



Double fronted properties of Truro Vean Terrace in foreground



Surviving historic terrace on St Austell Street. Many similar buildings have been lost in this area



Front gardens, surviving granite pavements and street lighting all shape and effect the special character of the area, Richmond Hill

to an area characterised mainly by uniformity.

As some roads in this Character Area are main approaches to the city centre and others are parts of the inner ring road system, traffic levels are high and to some extent blight the area and help erode its otherwise striking character. Related noise, fumes, the obtrusive impact of constant vehicle movements and poor provision for pedestrians moving through the area are all factors in this. Recent obtrusively large signage relating to car parking opportunities around the city have been introduced which fail to respect the small-scale, residential character of this area, treating it instead as the edges of the commercial core. Similarly the over-large streetlamps installed on the main approach and ring roads are inappropriate for the quality of the built environment and the residential nature of the area.

On street parking is a constant feature in this area, restricting and naturally controlling the speed of vehicles but also forming a dominant element in the experience of the streetscape.

In contrast and largely because there is very difficult vehicular access, the Campfield Hill and Mitchell Hill area has a quiet atmosphere, with low traffic levels.

Issues, opportunities and recommendations

Guard against piecemeal incremental loss

- The residential properties in this Character Area are subject to incremental degradation, as are those elsewhere in the Conservation Area. Piecemeal alterations, removals, and accretions are gradually damaging the historic fabric and diluting the historic character of the area. These include the loss of original roof and wall coverings, windows, doors and other detailing, as well as enclosing railings, walls etc. In Section 8 this

Appraisal recommends the implementation of an Article 4(2) directive for the residential properties of the Conservation Area which would protect such features and better ensure the character of the Conservation Area is safeguarded.

Address negative sites

- Erosion of character has been substantial in several locations within and on the edges of the Character Area and the Conservation Area. At Fairmantle Street, where this process has been particularly severe, redevelopment of the bus depot offers an opportunity to re-enclose the road. Originally the majority of this street was developed with terraces and rows identical in character to those that survive on the southern side of the road within the Conservation Area. New build here should respect the residential scale and detailing of its setting. It could usefully be used to shield the street from the service side of the Lemon Quay development. It could also usefully provide a mixed use development including affordable housing provision. The scale, massing and position of any new building in relation to the inner ring road are particular issues here.
- On St Clement Street the need is again to re-enclose the road through appropriately designed development in the Old Bridge Street car park. When the opportunity arises, the modern buildings on the north side of the street could be reviewed and replaced where appropriate with better designed structures of a more sympathetic scale and design. These could be informed by the uniform and traditional residential and small commercial form that this area still retains in places.

Ensure new build opportunities positively enhance the character of the area

- Developers need to be acutely aware that because of the topography of this area changes within quite enclosed streetscapes also have an impact on wider townscape views. Such views are particularly sensitive to mass and scale anomalies, especially highly visible in the resultant roofscapes.
- New build should be mindful of the character of its immediate surrounding area and be informed by it. Such neighbourliness can be expressed, for example, in terms of scale, simplicity of design, plot boundaries, build line, garden provision and common detailing. An example of the importance of this sensitivity and the lasting negative effects that can result if such an approach is not taken is a recent development on St Aubyns Road. Here the historic terraces that flank the road respond to the rising terrain of the hillside by stepping up the slope. This gives the characteristic stepped roofline, breaking up the mass of the collective roofs with small areas of exposed gable ends. The new terrace built on the western side of the road has ignored the topography of its setting choosing instead to build off a level platform. This design decision has resulted in an unattractive ramp effect running along the front of the terraces and an inactive, blank wall fronting onto the roadside. In addition the roofscape of the terrace is now an unbroken mass and highly visible in townscape views. In short, the new development has eroded the special architectural character of the Conservation Area.

Mitigate the erosion of character caused by change of use

- Pressures for change of use in this area have already affected the

character of the buildings. Although change of use is often inevitable, care, sensitivity and skill is required to minimise the impact on the character of the buildings and their settings. In particular the impact of parking on the grounds of these houses should be minimised by good use of soft landscaping and subtle choice of surface materials.

Enhance the public realm and general streetscape

- Public realm provision in this area should respect the small scale and residential nature of the area and match the quality of the surviving historic items. In particular streetscapes throughout need more appropriate signage and street lighting.

4: Planned elegance

This Character Area includes several parts of Truro's Conservation Area that contain residential, recreational; and institutional structures and areas of the highest architectural quality and historic importance. Among them is the iconic Lemon Street, the fine terraces along Strangways Terrace, Malpas Road and St George's Road, Victoria Gardens, Truro School and the Infirmary. These areas provide a record of the civic aspirations of the city and reflect Truro as an 18th and 19th century cultural focus in west Cornwall.

There are four separate geographical areas within this Character Area.

- a. Lemon Street, Strangways Terrace, Infirmary Hill (including the Infirmary itself), Walsingham Place.
- b. St George's Road, Frances Street and Victoria Gardens.
- c. Union Place.
- d. Malpas Road and Truro School area.

Most of the streets are in good condition with few gaps or inappropriate accretions. The detail of the historic fabric is generally also well-preserved (windows, doors, roofs, wall finishes etc) and despite the introduction of the motor car, these streets and terraces retain an air of elegance and quality. The houses and the streets have a genteel character, the builders of the often surprisingly modestly proportioned buildings being clearly of some social standing. The good levels of survival emphasise the unity of form and the high quality of the architectural styles, the Regency and early Victorian mix of stucco finish and fine ashlar elevations both providing smooth textures.

In many parts of the area the houses are very urban, dominating the street by being set close to the pavement, often behind small basement yards. Many



Ashlar façades of Lemon Street



Basement yards are common features enclosed by ornate railings with stepped bridges to front doors



Curved façade responding to Ferris Town junction



The Lander monument, an iconic landmark of the town

have bridges to front doors and steps to the basement below with the basement wells protected by ornate iron railings of a diversity of design.

Street junctions are often responded to architecturally, accentuating their townscape importance. Corner plots are used for relatively elegantly finished shops or buildings which address the angle with unusual curved elevations or angled doorways (as on Frances Street, where Strangways Terrace meets Lemon Street and either side of the Charles Street and Lemon Street junction). The important junction of Lemon Street and Strangways Terrace is also marked by St John's church and the Lander monument.

The area's sloping terrain allows views across Truro, the eye settling on the cathedral and its surrounding roofscape before moving on to the variety of residential and institutional structures on the opposite slopes. Conversely the topography also makes elements of this area visible from the centre of the city. It forms another important aspect of the green backdrop to the city's core. Topography also makes the area's 'landmark' features – the Lander monument, the City Hospital chimney and the Royal Cornwall Infirmary building – more prominent, enhancing their civilising effect.

The streetscape is also generally of very high quality; there is much use of granite flags on pavements, and dressed granite kerbs, steps and street gutters. Compared with other parts of Truro, some effort has been put into ensuring that there is a minimum of clutter in the public realm. Detailing is also generally discreet, such as the black 'heritage' lighting in Lemon Street, appropriate in such a sensitive setting.

This is another area with considerable greenery, in both the back gardens and yards of the private houses and in the public open spaces. Victoria Gardens,

within this area, is still the main urban green space for central Truro, with Boscawen Park being a little way out of the city. There is usually some colour in front gardens, yards and basements, often from plants in pots and other containers. But there is generally quite an urban feeling to the street fronts.

While the original use of these areas was purely residential, some are now under pressure to change – most are at the edge of the city's commercial core and properties at the lower end of Lemon Street and the east end of Frances Street are now desirable to those interested in establishing commercial or office premises close to the centre. There has been some change of use from residential to office space, professional premises, and quiet guesthouse and hotel use but apart from one or two premises in the lower part of Lemon Street and in Frances Street there have been few conversions to shops.

Traffic levels are fairly high as many of the streets are on main approach routes into Truro. Incorporation of George Street, Ferris Town, Frances Street, Castle St and Edward St into the inner ring road system and Richmond Hill's role as a main route into Truro from the west results in high levels of traffic. On-street parking constricts two-way traffic flows and in the process slows the overall traffic speed through the area. However, noise, fumes, the obtrusive impact of constant vehicle movement and poor provision for pedestrians moving through the area blight it and erode its otherwise very striking character and sense of quality. These problems are particularly noticeable on Richmond Hill, and Frances, Edward and Castle Streets and pedestrian crossings are probably required on Frances, Edward and Castle Streets, though at what cost to the quality of the public realm and street character? On street parking is also a major feature of

the area, leading to a significant loss of streetscape integrity.

Lemon Street is generally a little quieter, except in the central part where the inner ring road cuts across from Fairmantle to Charles Street. Although this is a busy section, the traffic has so far been accommodated without causing excessive damage to the fabric of the street. What is disturbed is the serenity of the street, but it is difficult to envisage any less intrusive way of taking a major flow of traffic across Lemon Street. The permanent presence of on-street parking, stopping and waiting is a significant intrusion on the quality of the setting of Lemon Street. Malpas Road is set below the main Georgian terrace and the Truro School area is generally quiet (except at school drop off and pick up times).

a. Lemon Street, Falmouth Road, Strangways Terrace and Infirmary Hill area

Lemon Street, one of the most striking townscapes of Cornwall, provides Truro with a distinctive street of the highest quality. It is a defining symbol of the city and contributes substantially to its overall image as a place of character, quality and significance.

This remarkably wide street, begun in 1797 to form a new road to Falmouth, is set on sloping terrain and provides an impressive approach to the city centre. It is of largely uninterrupted high quality throughout its length from the southern end of Falmouth Road, via Lemon Street and Lower Lemon St, to the heart of the city at Boscawen Street. Views up and down provide some of the defining images of the city. The Lander monument and St John's church mark the junction with Strangways Terrace and create a visual focus in views up the street and in wider townscape vistas. Views down it incorporate the city centre roofscape and spires of the cathedral. But it is the



Lemon Street, one of Cornwall's most important streets



Architectural quality and unity



Stuccoed elegance of Strangways Terrace



Walsingham Place

neatness of the maintenance of build line of the ranks of gold, cream and yellowy grey houses, coupled with the sharply drawn lines of roofs, parapets, sash windows, railings, stringcourses and ashlar stonework that please the eye. Closer inspection of the buildings also rarely fails to satisfy, with much high quality work in the doors, windows, stonework and railings. Several buildings have carriage arches to yards behind.

The houses show in their architectural uniformity the planned nature of the development, although even a cursory inspection reveals a surprising amount of diversity in the buildings. But the uniform and continuous build line and the near completeness of the historic fabric add to the 'set-piece' nature of the townscape and underline the importance of the original urban planning and the tight control applied to the scale, form and quality of materials of individual buildings during the initial early 19th century development. Lemon Street may be modest in comparison with developments of this period elsewhere (for example in Bath or Exeter), and in this it reflects Truro's own compact scale, but no other town in west Cornwall was provided with such a street at this time.

The mix of town houses, all of some social status, are of two and two and half storeys (with dormers), but there is also a cluster of three storey structures towards the lower end; string courses between the storeys are a particular feature here. Roofs are generally partly concealed by parapets but dormers and brick chimney stacks create a busy roofscape, particularly when viewed from the upper end of the street.

There is also variety in the use of materials despite the impression of a unity created by the widespread use of local Newham stone ashlar. This is because the Newham stone has a range of colours - pale gold to cream to grey –

and so the street happily accommodates other stones. Some Bathstone may be present and granite ashlar is also used in some elevations, but granite is more frequently used for dressed plinths or basements. A small number of buildings have stuccoed facades.

Diverse architectural detailing to elevations has also added a degree of personalisation and variety to the streetscape. Generally classically inspired, common features include the round arched doorways with fanlights, and projecting porches; and low arched window openings with key stone detailing.

The Lemon Street area also has a number of other notable buildings including St John's church (1828) by Philip Sambell, determinedly oriented and so set at an angle to the street, several fine stuccoed villas, a range of warehouses and stables adjacent to the Kenwyn at the lower end, and the Plaza cinema (1920-30s, designed by WH Watkins), the first 'supercinema' in Cornwall (not Listed). A number of other 20th and 21st century structures are also located within the street. The buildings on the corners of Charles Street, No 22 and Nos 74-5 have been rebuilt in facsimile with reconstituted stone facades.

The very recent replacement Lemon Street Market (set back from the street itself) retains much of the shape and character of the original but introduces a mix of new materials with the more traditional and a bold but sensitive use of colour. Its use of glass and pleasing proportions emphasises the qualities of light and air imbedded in the architecture and the range and variety of shops now trading here provide a sensory experience of perfumes, sights and sounds for a wider cross-section of Truro's public.

Many of the buildings at the lower northern end of the street are now used

as office space, and there is an increasing presence of upmarket retail, arts and leisure uses here. The redevelopment of Lemon Quay has increased public use of this area and activity levels have risen increasing the pressure for further retail use at this northern end; it is doubtful whether such can be accommodated without diluting the elegant character of the street. Daytime levels of activity are moderate with opportunist on-street car parking, but there is a growing evening economy based around the cinema, wine bars and restaurants.

The public realm of Lemon Street equals the high quality of its buildings. Paving is of granite flags and street furniture is restrained, avoiding the cluttering that afflicts other areas of the city. Street lighting is also appropriate to the character of the area. Greenery is a significant feature only at the upper end of the street in the gardens of the detached and setback villas.

Approaches to Lemon Street from Lower Lemon Street, from Falmouth Road and from Strangways Terrace are all exciting, drawing one in to the Lemon Street experience with enthusiasm. The same can be said for the approach from the wide spaces of Lemon Quay. But many people experience Lemon Street when travelling on the inner ring road, from Fairmantle and Charles Streets. Here the setting of the street is poor; both areas have at present blighted and degraded streetscapes whose condition is inappropriate to their proximity to one of the Conservation Area's most important landmark streets. The ring road's dogleg passage across Lemon Street provides only glancing views up and down the street, though these are usually sufficient to lighten the heart of a traveller oppressed by the urban damage recently experienced.

Despite its close proximity to the city centre, Infirmary Hill has a distinctly

rural feel, in contrast to most other parts of this Character Area, with the exception of the St George's church and Victoria Gardens area. The road was the medieval route out of town towards Penryn and Helston and its dramatic hollowing as it ascends the steepest part of the slope bears witness to the passage of centuries of traffic and the efforts of the later road engineers to ease the gradient. Trees alongside the road and the high boundary walls of the Lemon Street detached villas give it a tunnel-like character.

The hospital itself is also half-hidden by boundary planting. This fine late 18th century building, originally the Royal Cornwall Infirmary, is the earliest component of this Character Area. Its institutional mass shares the grand scale and architectural quality of the nearby buildings of this Character Area. The hospital complex and its chimney are distinctive landmark features across the city highlighting the high visibility of this site in wider townscape views. Empty and boarded up, the hospital and its surrounding site have been identified as a regeneration opportunity for the city.

Regeneration of the site should take its lead from the quality, scale and colour of the original hospital building. It should certainly also learn from the negative impact of the Inland Revenue building on the other side of Infirmary Hill (not in the Conservation Area but impacting on it). This building is highly visible from the inner ring road and the city centre and affects the foreground views of the Character Area. It is large, rectangular and standardised, built of utilitarian modern materials and dominated by glass. It lacks the design quality seen elsewhere in its historic surroundings and even its green setting does not soften the effect of its mass.

Strangways Terrace provides one of the most elegantly urban townscapes in the city. The stucco of the imposing

Regency three-storey buildings has deeply incised banded rustication at ground floor level, mimicking ashlar work. Rectangular porches are reached by bridges over basement wells. The whole is set above a raised pavement, an unusual feature within the city, that further emphasises the scale and status of the terrace's houses. The mass of the terrace is relieved by its subdivision into pairs of buildings with set-back links. This architectural detailing gives the terrace a regular rhythm strengthened by its constant parapet height and storey bands. The stucco finish and simple restrained detailing of the banded rustication gives the group an austere character, softened by the pastel shades of the colourwash finish to the elevations and the survival of some iron railings and balconies.

Barrack Lane, the service lane to the rear of Strangways Terrace, originally held the mews buildings associated with these fine houses. Little of the original architectural detailing and character remains as the majority of the former mews buildings have been converted to residential use. Some carriage arches survive and are a unifying element and a link to the original function of the area. The southern side of this street forms the boundary of the Conservation Area - a hedge enclosing the lane and screening the 20th century bungalow development beyond.

At the lower end of Falmouth Road, before it veers from its original medieval line (which linked it with Infirmary Hill) and runs into the top of Lemon Street, there is a group of smaller-scale terraces of houses of great charm and quality. Most have stucco finishes including stuccoed stringcourses, frames to windows and doorways (where they do not have more ornate pedimented wooden frames), and rusticated pseudo-quoins. Bay windows carried up to the first floor are also an occasional feature. The buildings are set behind small front

gardens with low walls, railings or hedges.

To the west of the lower end of Lemon Street and linked to it via Lemon Mews Road is another of Truro's urban gems, Walsingham Place, a curving street built on marshy ground near the West Bridge over the River Kenwyn, and possibly designed by the Truro architect Philip Sambell (active around the 1820s). The street which also opens into Victoria Square and so can be stepped into direct from the bustle of the city centre is lined with restrained stuccoed houses. There are distinctive lion head details to the corbels of the porch hoods to the doors of the houses on the eastern side of the street. The stucco has been removed from the houses on the western side. A rare survival of an industrial structure, (originally a maltings, later a store and printworks), stands at the southern end of Walsingham Place, and like the Carvedras smelting works behind St George's Road, reminds us that these elegant streets were built cheek by jowl with industry, and probably to house the families of the captains of that industry.

The southern end of Walsingham Place formerly ran into another residential street, but is now abruptly stopped to the south by the massive Moorfield multi-storey car park, not an appropriate context for one of Truro's most peaceful and delicate streets.

b. St George's Road area

An area of suburban growth to the west of the city centre planned and built during the 1820s and 40s with significant contributions from local architect Philip Sambell. It has the same elegant distinctiveness and high quality Regency and Early Victorian style seen elsewhere in this Character Area. The St George's Road area has a planned mix of genteel and modest terrace housing. It also has later nineteenth century elements including a mid 19th century church, chapel, school and vicarage, the

monumental western railway viaduct and the beautiful designed and planted municipal Victoria Gardens. Although later than the main streets, these elements all add to the sense of this area being a carefully ‘designed’ urban quarter.

A strong architectural unity is provided by the dominant painted stuccoed finish of many of the buildings. Corner plots are emphasised in their architectural treatment with wedge-shaped shop units (The Cheese Shop) and curved facades of terraces complete with curved sash windows (3 Ferris Town). Houses have varying amounts of classical detailing, depending on the social status of the building. High quality sash windows and panelled doors survive in many of the buildings but there have been some poor and obtrusive replacements. Round-headed doors are a feature of the area which ties it in neatly to the adjacent artisan housing (Character Area 3, above). Textures are smooth with colour washed renders dominant. Painted brick elevations provide some variety. Colour is an important factor in determining the present character of the area, with the colourwash finishes on the rendered buildings showing a growing diversity and depth of colour – replacing an air of elegance with a rather more exotic character. Details such as window frames and panelled doors are also increasingly being treated with strong splashes of colour.

As noted above, the area has a mix of social scales from the town houses on the main axial roads and the villas along the Leats, to the more modest terraced rows on the minor gridded street network.

Many of the large town houses are now utilised as commercial office space, as professional premises or as guesthouse or hotel accommodation. Frances Street in particular has become a secondary retail fringe to the commercial core of the city centre.

The later 19th century St George’s church, former vicarage and school building form an impressive almost rural group, especially when viewed with the massive and sombre engineering of the railway viaduct arches behind, the viaduct with its country analogies through out the length of the Cornish line and its promise of movement away from the city. The lush greenery of Victoria Gardens on the opposite side of the Kenwyn valley also suggests escape, even though many of the trees and bushes would be out of place in Cornwall’s countryside. The Methodist Chapel of St George (1881) opposite the church is an impressive structure in sneaked grey stonework with yellow stone dressings and surviving stained glass panels.

The area also includes the remains of Carvedras smelting complex, now hidden behind St George’s church and its accompanying cluster of buildings. The smelter (the most recent addition to the Conservation Area) is a valuable reminder that the area was not entirely sylvan and peaceful, but had a seriously choking industrial past (the works not closing until 1898). It is also important in a more city-wide way, reminding us Truro’s importance in the mining history of the surrounding area.

In 1893 the linear ornamental planting of Waterfall Gardens was established alongside the Kenwyn where a natural cascade was transformed into a noisy waterfall. Then five years later on the diamond jubilee of Queen Victoria the municipal gardens of Victoria Gardens were laid out above Waterfall Gardens on the slopes of Castle Hill. The park’s steeply falling ground adds drama to its planting of now mature trees; well maintained planted beds provide year-round interest. Pathways provide circuits around the area and numerous benches and areas of mown lawn make it a good meeting place or relaxing oasis. A high Victorian cast-iron bandstand

with leaded roof forms the park's centrepiece, with regular concerts still performed during the summer months.

Victoria Gardens is interspersed with ponds, cascades and small waterfalls that eventually drain into the leat below. This leat formerly served the Town Mill at Victoria Square and now feeds water into the 'kennels' (stone lined gutters) that form such a feature of the city centre. It runs parallel with and ultimately rejoins the River Kenwyn which is closely channelled through the area, in places hidden behind a high killas rubble wall. A footpath between the river and the leat provides a quiet traffic-free pedestrian route to the city centre.

Although the public realm has much of quality, such as the granite flags and pavement kerbs, the streetlamps on the main roads are overlarge and inappropriate for the quality of the built environment and the residential nature of the area.

c. Union Place

Union Place to the north of the cathedral complex is another jewel in the townscape with its terraces of early 19th century houses with round arched doorways and colour washed stuccoed surfaces pierced by large multi-paned sash windows within raised frames. The street has unfortunately been crudely truncated by the inner ring road that also brought a loss of enclosure through the demolition of further terraced houses to the north-east. This street would originally have been as impressive as Walsingham Place.

d. Malpas Road and Truro School area

The main elements that define this Character Area are also seen on the eastern side of the city along the early 19th century Malpas Road overlooking the estuary and above it on the treed slopes of the hill that has the imposing



Ferris Town



Impressive former Methodist Chapel, St George's Road



Union Place



The Parade, Malpas Road

mass of Truro School at its crest. Modestly genteel suburban terraces, Trafalgar Row (1818) and the Parade (1830s and 40s), together with the larger houses known as Waterloo are set high on the bank above the Malpas Road. As in Strangways Terrace, these residences are accessed via a raised pavement which removes pedestrians from the narrow and busy Malpas Road below and provides views over the waterfront and commercial areas opposite.

The houses on the Parade are typically of stucco with slate roofs, and are set back behind long front gardens. Elaborately detailed porches and verandas are common features adding elegance to the buildings. Their raised positions and long gardens provide them with privacy, as does the boundary treatments of ornate railings and some planting. Unfortunately the desire for increased privacy is leading to the damage and erosion of appropriate treatments. Original railings and gates are being replaced with the introduction of inappropriate walling materials, designs and finishes. These changes are significantly adversely affecting the character of the area.

Truro School, a Methodist foundation of 1882, whose chapel's large arched western window dominates views to it, forms a key feature on Truro's eastern skyline. The main school building's tall steeply roofed tower and its row of neatly gabled dormer windows lend a darkly exotic air influenced by austere European gothic to the building. This harshness has been scarcely diminished by the more functional rectangular block of the recently built sports hall to the school's rear.

Issues, opportunities and recommendations

Understand, respect and respond to the sensitivity of this area

- This Character Area includes some of the most sensitive parts of Truro. Due to the completeness, quality and distinctive character of these places they are very sensitive to change.
- Barrack Lane demonstrates this sensitivity through its loss of character due to change of use and insensitive new development. The remaining coach houses, enclosing walls and gardens in this Character Area are now all the more important due to the level of loss suffered. Such features should be safeguarded and enhancements sought where loss has been suffered, for example poorly landscaped and unenclosed car parking areas.
- Lemon Street is under growing pressure for change of use. It is important that this does not impact negatively on the integrity and quality of the street, nor on individual historic buildings in terms of original architectural design, fenestration pattern, and overall character. Extreme sensitivity, skill and understanding will be required to achieve this but the successful 20th and 21st century buildings that have been highlighted in this appraisal show that it is possible.

Guard against piecemeal incremental loss

- The properties within this area are subject to the pressures of incremental degradation as are those elsewhere in the Conservation Area. Piecemeal alterations, removals, and accretions are gradually damaging the historic fabric and diluting the historic character of the area. These include the loss of original roof and

wall coverings, surface treatments, windows, doors and other detailing, poor repairs and maintenance such as repointing with inappropriate mortars. Issues such as the loss of appropriate boundary treatments, of enclosing decorative railings and walls etc have also been highlighted here. In Section 8 this Appraisal recommends the implementation of an Article 4(2) directive for the residential properties of the Conservation Area which would protect such features and better ensure the character of the Conservation Area is safeguarded. In addition reinstatement of such traditional details should be encouraged.

Retain the distinctive granite kerbs and paving slabs, and local cast iron gutters.

Address the negative effects that poor settings are having on the character of the Conservation Area

- A number of Conservation Area setting issues were highlighted in this Character Area, such as the southern end of Walsingham Place and its relationship with the multi-storey car park, and the northern end of Union Place and its relation with the inner bypass. The introduction of street trees at these locations would be a relatively easy way to mitigate these negative impacts in the short term.
- These streets are at the interface between a reasonably well-preserved Conservation Area and the often insensitively developed land immediately beyond it. In the medium and longer term it is important that opportunities are taken to greatly improve their setting and more imaginatively link them to the rest of the city.

Enhance the public realm

- Ensure that streetscape features such as signage, street lighting etc respect the residential nature of this area.

5: 'Middle-class' terraces – Truro's 19th century urban suburbs

This Character Area includes four geographically distinct suburban residential areas within the Conservation Area that share the same overall character.

- a. The area south of the railway station that includes The Crescent.
- b. Part of Kenwyn Road and adjacent side streets.
- c. Daniell Road.
- d. The upper parts of Carvoza and Mitchell Hills.

These areas were developed in the late 19th century and early 20th century and are dominated by stone and brick detailed terraces. Built to house the growing middle-classes of the town, this Character Area represents the burst of suburban expansion that paralleled the building of the cathedral and Truro's emergence as the *de facto* county town.

The area includes a number of important historic approach routes such as Station Road, Kenwyn Road and Mitchell Hill all of which descend into the city and ascend away from it, underlining the sense of arrival and departure. The sloping topography provides extensive views of the city below and the surrounding hills and estuary. It also adds interest to streetscapes, with most terraces and their rooflines stepping down the hillside. Several of the approaches, including Kenwyn Road, Chapel Hill and Station Road have been cut through the underlying bedrock to ease the gradient.

Descending from the approach routes is an irregular grid of residential roads along which terraces of houses are set. Some follow the layout of medieval fields, such as the alignment of Trehaverne Lane and adjacent street. Some substantial field boundary banks

survive between the terraces on the north side of Chapel Hill.

The terraces and villas front onto the roads and are generally set behind small front gardens, occasionally yards. Variety in planting reduces and softens the uniformity of the houses' architectural detailing and plays an important part in the character of this area. Coronation Terrace, opposite the station forecourt and part of its impressive townscape group, occupies a distinctive raised terrace. The railway station itself is set on a wide levelled platform. There is some pressure in the area for the conversion of these important front gardens for use as off-road parking spaces. This practice erodes character as it results in the loss of original boundary walls and treatments, and breaks the uniformity of enclosure along the street. It should be resisted.

The dominant build form here is of late 19th century and early 20th century residential short terraces with some suburban villas. Buildings vary in detail but are almost all in the distinctive 'killas with brick dressings' style that defines Truro's suburbs of this date. Exceptions include a few buildings entirely of brick and a pre-First World War terrace in the Crescent in brown elvan ashlar with substantial granite lintels, closely resembling the materials of the nearby and directly contemporary Old County Hall. Projecting bay and sash windows are a common architectural feature in this area. Coronation Terrace is well preserved with its houses retaining original sash windows, architectural detailing, front doors and boundary walls to front gardens. This survival makes it a very valuable asset for the area and a suitable candidate for listing.

Although predominately residential, the area also incorporates a number of institutional buildings including the handsome late 19th century Silvanus Trevel designed school on Bosvigo

Lane, the former Catholic church and presbytery in Dereham Terrace, the chapel associated with Kenwyn Road cemetery, the single storey Truro railway station building of about 1900, functionally designed and constructed in engineering brick but with ornamental wrought iron work incorporating the Great Western Railway Logo on the roof; and the imposing classically styled mass of Old County Hall (1912), set back from the road, as a landmark building on the route into the city.

As well as the 19th century terraced housing, this area also includes the medieval manorial centre of Trehaverne, recorded in Domesday Book and probably pre-dating the establishment of Truro. Here is a small cluster of distinctive earlier houses, representing the former manorial centre and pre-urban settlement and including the late 18th or early 19th century Trehaverne House and Trehaverne Cottage, both painted rubble with slatehanging to the first floor, and Higher Trehaverne House, a stuccoed Regency villa. Fossilised strip fields associated with the manor run north east from Kenwyn Road down to the River Allen and have shaped the layout of later street development. The road itself is hollowed out and strongly enclosed with high boundary walls, hedges and overhanging trees. Houses here are mostly set above the level of the carriageway with stepped approaches through the front gardens. There is an important group of substantial late 19th century houses here whose gables are highly visible across the valley.

This Kenwyn Road area includes St Mary's cemetery, laid out in the later 18th century, and its mid 19th century chapel and mortuary (noted above). The cemetery forms another large green open space for the city, incorporating several mature evergreen oak trees, important features within the area and in views to the area. There are also a



Coronation Terrace, good architectural integrity but pressure to convert important front gardens for off-road car parking



Avondale Road, typical of the 'killas with brick dressings' style



Old County Hall



Prominent gables of a substantial late 19th century house on Kenwyn Road

number of interesting tombs, some of which are listed. However, this space is little known or used, partly due to the high boundary walls that shield it from view. Even the mortuary chapel turns its back to Kenwyn Road. Nearby are other urban green spaces, such as the Hendra playing fields.

Closer to the city centre the City Inn and St Mary's Terrace, the latter in red brick with surprising classical detailing, date from the early 1870s and represent expansion of Truro along one of the axial routes. The group is overshadowed by the massive railway bridge in dark engineering brick that carries the main line over the road and forms such a strong break between the leafy, modest gentility of this area and the dislocated 20th century townscape of upper Pydar Street.

Notable in this Character Area is a group of late 19th century villa terraces with arched doorways, and brick detailing on bays taken though the first floor and into gabled dormers, that run down the west side of Daniell Road. This group forms an exceptional townscape vista descending the slope into the city. Also, on the other side of the road, is a collection of terraces and semi-detached villas in brick and local killas.

This Character Area has a significant amount of historic surfacing and historic street detail surviving. Distinctive surviving original public realm elements in the area include the brick pavior surfacing on some of the pavements of the area, for example in Harrison Terrace. These are laid in combination with cast iron channels carrying water from downpipes to roadside gutters. The channels carry the names of the local foundries that produced them, including several Truro-based concerns. Impressive high quality granite flags are also seen throughout the area. The period railings and lamp standards on Coronation Terrace are



Killas and brick detailed terrace, Agar Road



St Mary's Terrace, Kenwyn Road. An unusual red brick terrace with classical detailing



Coronation Avenue is set on a distinctive raised terrace with robust iron railings. Niches for advertising panels were conceived as part of the design of the retaining wall. Standard highway street lighting fails to recognise the surrounding special character

other features of quality. Elsewhere, however, modern highway style lamp standards, such as on Station Road, are inappropriately tall for their suburban residential context. Large, electronic signage relating to free car parking space available in the city's car parks, recently erected on Station Road and Kenwyn Hill, also fails to respect the residential, suburban character of the area. Large advertising hoardings at the upper end of Richmond Hill and on the approach

to Kenwyn Road in Pydar Street car park are also intrusive and erode character.

Surrounding these areas are substantial later 20th century residential developments, often set around close and cul-de-sac forms with little reference to local materials, architectural forms and details.

Issues, opportunities and recommendations

Guard against piecemeal incremental loss

- The residential properties within this area are subject to the same pressures of incremental degradation as those elsewhere in the Conservation Area. Piecemeal alterations, removals, and accretions are gradually damaging the historic fabric and diluting the historic character of the area. These include the loss of original roof and wall coverings, windows, doors and other detailing, as well as enclosing railings and boundary walls etc. In particular in this Character Area damage caused by off road parking in front gardens has been identified.
- The terraces in this area are especially sensitive to loss of this kind due to their original uniformity of design and detailing. It only takes inappropriate changes to one house to negatively affect an entire terrace or street.
- Section 8 of this Appraisal recommends the implementation of an Article 4(2) directive for the residential properties of the Conservation Area which would protect such features and better ensure that the character of the Conservation Area is safeguarded.

Enhance the public realm

- Historic streetscape features, such as the distinctive paving, locally

manufactured cast iron gutters and railings etc, should be respected and maintained.

- New public realm elements should respect the residential nature of the area, its character and quality.
- The desirability of retaining large advertising hoardings should be reviewed.

Mitigate the erosion of character caused by change of use

- Pressures for change of use in this Character Area have already affected the character of the buildings. Although change of use is often inevitable, care, sensitivity and skill is required to minimise the impact on the character of the buildings and their settings. In particular the impact of parking on the grounds of these houses should be minimised by good use of soft landscaping and subtle choice of surface materials.

Ensure St Mary's cemetery is maintained and utilised as a positive asset

- St Mary's cemetery is currently an undervalued green space. Its mortuary chapel is boarded up and derelict and can therefore be identified as a building at risk. Many grave monuments have been damaged and others require urgent maintenance. This area requires an action plan to address these and other issues and bring it back into good repair and active use. Research into the gravestones and monuments could lead to an interesting monument trail. A tree and shrub planting and maintenance programme could enhance the space and provision of further benches and possibly also discreet public art could help bring this site back into cherished use.

6: 19th century town villas: the leafy suburbs

This Character Area includes three geographically distinctive areas of large, ostentatious late 19th and early 20th century urban show houses. Most have fairly extensive gardens, even grounds, and many are still maintained in the style established in the Victorian and Edwardian periods.

- a. The Avenue and Agar Road to the north
- b. The Crescent and a group on Chapel Hill to the west
- c. The upper part of Falmouth Road to the south.

The villas are found both on quiet residential roads (indeed even on an unadopted road in the case of The Avenue) and on busy approach routes such as Falmouth Road and Chapel Hill. They are generally set back from the roadside, sitting deep within their plots and so displaying extensive front gardens. Many have tree and shrub planting that partly obscures views to the house, but the glimpses that are caught satisfy passers-by that these are houses intended to be admired as well as to provide comfortable living. The planting nevertheless provides the houses with a degree of privacy not often seen elsewhere in the city. The mature trees and shrubs of the gardens also provide a sense of solidity and longevity to the area; they take one back to images of comfort maintained by servants and families such as are encountered in the works of E Nesbit.

The upper part of Falmouth Road is dominated by a series of large later 19th and early 20th century villas, perhaps the most ostentatious within this Character Area. Originally residential, some of these buildings have since been converted to hotel and guesthouse use, subdivided into flats and apartments and used as offices for private businesses.

Colchester Villas is a fine example of the flamboyance of the buildings in this Character Area. Architectural features (loggias, verandas, ornate window and door surrounds, ornately gabled dormers above shallow bays that themselves have robust bay windows, end towers with steeply sloping and shimmering slate château-like roofing) are piled on top of each other in an almost unbearable way and yet by maintaining a rigorous symmetry the building retains a coherence and unity. Truro High School at the top of Falmouth Road shares the same large-scale, grandiose ostentation as these villas.

Due to change of use, there is pressure to convert originally soft landscaped front gardens into hard standings for car parking and this loss of the once softening influence of the garden landscaping has made the robust Victorian mock gothic even more overpowering. The sheer scale of the buildings and their ornate and often heavy architectural detailing is impressively overwhelming. Most of the houses are of well-dressed stone, with some use of stucco, but all of these buildings utilise high quality materials.

Elsewhere, buildings are on a slightly more modest scale than those on Falmouth Road but still share the same grandeur and quality. Their gardens are also often a little smaller.

Issues, opportunities and recommendations

Guard against piecemeal incremental loss

- As elsewhere in the Conservation Area these buildings are vulnerable to incremental loss of detail and therefore character. Piecemeal alterations, removals, and accretions are gradually damaging the historic fabric and diluting the historic character of the area. These include the loss of original roof and wall

coverings, windows, doors and other detailing, as well as enclosing railings, walls etc. The Article 4(2) direction proposed in Section 8 of this Appraisal will help ensure that such details and richness are not lost but retained.

Mitigate the erosion of character caused by change of use

- Pressures for change of use in this area have already affected the character of the buildings. Although change of use is often inevitable, care, sensitivity and skill is required to minimise the impact on the character of the buildings and their settings. In particular the impact of parking on the grounds of these houses should be minimised by good use of soft landscaping and subtle choice of surface materials.

Mitigate the negative impact of infill development

An issue within the Character Area is the subdivision of these large plots, and the development of infill and additional structures in the former gardens of these grand houses. This is particularly relevant given the perceived pressure on such spaces stimulated by government guidance for brownfield development and increasing densities in urban areas, as for example in PPG3 issued by the Office of the Deputy Prime Minister. Such developments should be resisted where possible as the size of plots, planting in gardens and general space and scale of these areas are very fundamental elements of the significant character of the area. Recognise and respect the importance of mature trees within this area and wider cityscapes

- The mature trees and shrubs that are characteristic features of this Character Area are important both in their immediate setting and in wider cityscape views. Mature trees should be maintained and replanting

schemes initiated with regard to the characteristic species common to the area.

Enhance the public realm

- Historic streetscape features, such as the distinctive paving, locally manufactured cast iron gutters and railings etc, should be respected and maintained.
- New public realm elements should respect the residential nature of the area, its character and quality.



Falmouth Road, villas set behind front gardens. Planting and mature trees are important character features



The architectural flamboyance of Colchester Villas, Falmouth Road



The Avenue

7 Issues and opportunities for enhancing Truro's Conservation Area

A number of specific local issues are identified in the foregoing section on the Conservation Area's component Character Areas. This section identifies opportunities arising from those issues, from the Urban Design Strategy and more widely from the resource represented by Truro's Conservation Area.

In the wider context, as Cornwall's county town, Truro has much expected of it in terms of its commercial, economic and administrative role, as well as in terms of its symbolic significance as the county's only city and centre of the Truro diocese. At the same time, the city is facing significant development pressures. These arise from commercial expansion, particularly in the retail sector, enhanced leisure provision including a developing evening economy, increased accommodation and affordable accommodation demands, office provision and related traffic management measures. Incremental change is ongoing with individual sites being developed constantly. However several large-scale redevelopment projects have been identified and more are likely in the future. Such schemes have the potential to change the city radically and rapidly unless carefully planned and designed with a neighbourly attitude to the rest of the city and their immediate surroundings. Some of these developments are within either the existing Conservation Area, or within extensions proposed in this Appraisal; in a number of cases they offer an opportunity to amend substantial damage wrought to Truro's townscape in the later 20th century.

The Truro Urban Design Strategy identified seven major areas of opportunity for future beneficial change in the city, with associated actions for further development. Several of the themes highlighted have implications for the Conservation Area and these are outlined below; additional comments reflect the particular perspective of the Conservation Area and historic environment.

Theme 1: the waterfront

The waterfront is a major underused asset in the city centre and could be utilised to further distinguish Truro as a place to visit. It is at present blighted by the A39 Morlaix Avenue dual carriageway that severs it from the centre. The Strategy proposes a number of interventions in the area which could transform it into a new focus of activity and a major asset to the city.

Recognition of the waterfront as a potential asset is welcome but it is important to recognise that the area's attraction and future potential significance lies substantially in the distinctive fabric of quays and associated buildings, the historic topography, views across open water and the sense of bustle and activity associated with marine activities. The surviving historic fabric in this area contributes a substantial element to its authenticity as an historic place, differentiating it from 'anywhere' waterside developments in many other cities and towns. Surviving historic buildings and structures should therefore be maintained as far as possible in further redevelopment and should provide the basis of characterisation to inform future design. The proposal for a new 'landmark' building on Town Quay, for example, site of the harbour office, should be weighed against the fact that this is one of the small number of historic structures now remaining, located in a particularly prominent position for perceptions of the area as a whole.

Theme 2: upper Pydar Street

The Urban Design Strategy noted the potential importance of the large redevelopment site on upper Pydar Street in further expanding Truro's role as a sub-regional retail centre.

It must be recognised, however, that development here could, if not carefully designed, have a very negative and detrimental impact on Truro's distinctive character, itself based on a compact core with a fine grain built environment with small building footprints and a strong sense of proportion, scale and enclosure.

The challenge will be to ensure that development on the site reinforces Truro's distinctive character and integrates with the existing urban form to make the city centre as a whole a better and more cohesive place.

It is crucially important that new development is planned in a way that maintains and reinforces Pydar Street's historic position as the major linear axis and commercial frontage in the area, retaining the existing business area above High Cross as a key component of Truro's historic topography. New development at upper Pydar Street and Lemon Quay should be perceived and presented as secondary within the historic hierarchy in the city, specifically secondary to the historic centre around Boscawen Street, St Nicholas Street, King Street and High Cross.

Theme 3: improving pedestrian linkages and priority areas

Truro's central area is highly permeable, offering distinctive routes and spaces for pedestrians. These links are rendered more important, and their use more attractive, by the significant levels of vehicle-pedestrian conflict experienced elsewhere in the city and particularly around the key Boscawen Street - St Nicholas Street - Victoria Square axis. However, many of the opes and other pedestrian linkages, particularly the

modern subways to the waterfront and Garras Wharf under Morlaix Avenue, currently present problems in terms of their lack of visual attractiveness and perceptions of threats to personal safety.

Proposed actions include enhancements of the physical environment of opes, subways and other links and measures to improve their visibility and legibility, together with improved CCTV surveillance and promotion of more active building elevations along their routes. The focus of these pedestrian routes on the historic core means that enhancement of opes and other links will potentially further emphasise the primacy of this area within the city.

Improved pedestrian access to the waterfront area is clearly crucial for the success of actions to enhance the waterfront area and increase integration with the city core. If a new crossing is provided on Morlaix Avenue it would be preferable to link Quay Street with Town Quay, reinstating the historic connection between the commercial heart of Truro and its major quay, rather than the link between Furniss Island and Worth's Quay.

Opportunities have also been identified for creating new 'green' routes following the city's river corridors, enhancing amenity and leisure provision and again emphasising Truro's links with the river and maritime environment. The Allen provides a connection to Daubuz Moor that could be strengthened and the Kenwyn could be used as an artery to better link sites including Hendra Playing Field, Victoria Gardens and the Cemetery. A continuation of the Kenwyn pedestrian route has been suggested which includes restoration of the former printworks in Walsingham Place / Lemon Mews and then a riverside walk from it to Lemon Street and Lemon Quay.

Potential sites for enhancement along a possible Allen green route would include

Halfords, Old Bridge Street car park and the eastern side of the upper Pydar Street redevelopment site. Future redevelopment of these and similarly situated sites should be designed to include elevations which address the river, encourage access and promote natural surveillance along the river corridor; further 'privatisation' of riverside access, as has occurred around Furniss Park, should be resisted.

It is suggested that significant changes to the width and position of the carriageways in Boscawen Street and Victoria Square, with associated traffic management measures, would enhance pedestrian provision. Further consideration of such measures should be undertaken with careful assessment of their likely impact on these historic spaces and the buildings surrounding them.

Theme 4: enhancing legibility

The Urban Design Strategy highlights a variety of measures aimed at enhancing the legibility of the commercial core and reinforcing the distinctiveness of its separate character areas. These are generally beneficial for that portion of the Conservation Area and in many respects could be more widely applied.

Theme 5: Enhancing the historic townscape

The Urban Design Strategy recognises that much of Truro's present character derives from the strong survival of its impressive historic built environment. It also acknowledges that there are a small number of prominent later 20th century structures which detract from and blight the city's historic character, sense of significance and quality. Redevelopment of a relatively small number of these sites would, the Strategy suggests, make a significant difference to the visual appeal of Truro's centre. Detailed area characterisation studies offer a precision tool for both identifying such buildings

and informing the design of their replacements. Additionally, there is potential for enhancing and restoring the quality of key spaces through redevelopment of sites such as the Pannier Market (and 'Tinnars' Court) and the Old Bridge Street car park.

Truro has a number of high quality shopfronts but there are a growing number of inappropriate façades which detract from the historic character of the centre. Tightening existing controls on shopfront design and signage and ensuring their enforcement are a priority in protecting the distinctiveness and quality of the historic core.

Improved illumination of selected historic structures is proposed as a means of further animating the central area after dark and further celebrating the history and quality of the townscape. Such moves could also improve community safety and promote evening activity.

Theme 6: increasing activity and vitality

Although vibrant and bustling during the day, there are areas around the periphery of the city centre that would benefit from increased levels of activity. Evening activity is relatively low throughout most of the centre. Potential measures to enhance the vitality of the centre include increasing the resident population (see below), improved leisure and cultural facilities, a more developed evening economy and promoting site-based events on Lemon Quay such as fairs and farmers' markets.

Theme 7: avoiding peripheral decline

The Urban Design Strategy acknowledges the possibility that the increased focus of retail and associated activity on the Lemon Quay – Boscawen Street – Pydar Street axis could have a serious negative effect on peripheral areas of the commercial core. It should be recognised that these areas include

some of Truro's most distinctive and significant historic areas, including the 'Cathedral quarter' around St Mary's Street, Princes Street and Quay Street, and the highly distinctive Ferris Town – Frances Street – River Street – Little Castle Street – Kenwyn Street area. Economic decline in these areas would pose a very significant threat to the historic environment and Conservation Area in terms of ongoing maintenance of the structures themselves and of the appropriateness of future uses. These areas are particularly important in terms of providing Truro with a specific 'brand image' and sense of place, memorable and distinct by comparison with the less distinctive architecture and urban topography of the newly emerging main focuses of retail activity.

Levels of maintenance of the historic environment in the peripheral areas will depend on their economic vitality, but this in turn should be recognised as depending to a significant degree upon the quality of the surviving historic environment enhancing the experience of both shopper and visitor. Efforts should be made to encourage traders to regard well-maintained historic shop fronts and other such historic features as significant commercial assets rather than outmoded liabilities.

It has been suggested that a consistent public realm approach throughout the central area could have a beneficial role in maintaining integration of peripheral areas. While there is undoubtedly very substantial potential for improvement of the public realm in Truro, it is unlikely that the distinctive elements of character in the Conservation Area would be enhanced by a uniform approach and palette of designs and materials which took no account of the immediate context and setting for particular interventions. It is therefore strongly suggested that public realm improvements should be based on a detailed understanding of and respect

for the different Character Areas in the city. An appropriate approach to public realm improvements would be rooted in detailed assessment of surviving historic public realm elements in each area – surfacing, street furniture, detail – and using these as a starting point in conceiving new provision specific to that area; provision based on a 'consistent' but indiscriminate design palette would not be appropriate to Truro's fine grain and the emphatic differences in character across the various areas of the city.

In general terms it should be recognised that it is often more beneficial and effective to remove clutter from streetscapes – to allow buildings and spaces to work effectively – than to add new components. All public realm interventions should therefore be based on a careful audit of what is appropriate and necessary. In this context, the additional greening of the central area of Truro which has been suggested, through tree planting and provision of further hanging baskets, needs to be planned and carried out with care and sensitivity to maintaining the visibility and proportions of historic buildings and spaces and maintaining as far as possible an uncluttered public realm.

Additional opportunities in the Truro Conservation Area

The following additional measures are proposed for future management of the Conservation Area.

Opportunities for conservation measures to historic buildings and features

Truro offers substantial potential for a programme of conservation-oriented maintenance and enhancement for its historic buildings, public spaces and features. Such a programme would be likely to follow the principles established by THI, HERS, Civic Pride and similar initiatives and should be initially aimed at enhancing and ensuring long-term

survival of the most distinctive elements of the city's historic environment.

Particular attention should be given in future conservation investment to maintaining the existing kerbside leat system as a working feature of Truro's urban environment. This is one of the city's most distinctive features and merits a commitment to its long-term retention and consideration of the potential for restoring more of its historic extent or, indeed, further developing the system in new public realm provision.

Opportunities to work with the setting of the Conservation Area

Truro's particular topography, with the historic area centred on the two river valleys and their flanks, means that there is high visibility into, out of and across the Conservation Area. The city's immediate 'horizon' – that is, the skyline as perceived from various points within it – is to a large extent made up of trees and green spaces; where buildings break the skyline they are for the most part public and institutional, of historic importance and of high architectural quality. There are important opportunities in maintaining this distinctive prospect, not least through working with landowners to maintain and manage green spaces around the city and ensure long-term continuity of tree cover and traditional boundary features. It is important that future development respects the quality of Truro's skyline, with particular attention being paid to ensuring that new buildings located outside the Conservation Area do not have a negative visual impact on or from the Area.

This concept is strongly supported by PPG15, which emphasises that the 'desirability of preserving or enhancing the area should also... be a material consideration in the planning authority's handling of development proposals which are outside the conservation area

but would affect its setting, or views into or out of the area'.

Opportunities to mitigate the negative impact of 'change-of-use' pressures

Change of use pressures have been seen as a cause for the loss of distinctive character within the Conservation Area, such as at Lemon Street where originally residential properties are being converted to commercial use with the insertion of shop fronts. Further survey work is recommended to examine building uses within the Conservation Area. Such an exercise could build on the achievements of the Urban Design Strategy which examined 'use' within the central core of the city. This work would provide a useful tool to assess the relationship between commercial, office and residential fringe areas and identify other pressure points.

Opportunities for soft landscaping – 'greening the city'

Increasing the number of trees in the city was recognised as a key 'dream' in the Urban Design Strategy consultation process. It will be important to define the appropriate species for different areas of the city in terms of those which are historically distinctive and characteristic, and their height, spread, leaf loss and changing contribution to the urban scene at different times of the year. Continuing management of trees will also be necessary to maintain important views, ensure appropriate size and succession and maintain public safety. There is potential for reintroducing vegetation into certain historic spaces, such as the Green.

Opportunities for increasing use of underused commercial premises

There is significant scope within the city centre for bringing underused space over or behind commercial premises into more intensive use. This can often

be achieved through conversion of use for office or studio space or as residential accommodation, in particular through a 'Living-over-the-Shop' (LOTS) type scheme. Additional economic function for premises can aid in maintaining historic fabric but such schemes also have particular benefits in providing additional affordable accommodation close to work and leisure places (thereby reducing vehicle use), helping to sustain activity in town centres after working hours, and thereby increasing security and surveillance levels.

Such measures are promoted by PPG 15, urging local authorities to give careful consideration to planning applications for shop conversions which would eliminate separate accesses to upper floors, to work with housing associations to secure residential conversions and through the house renovation grant system. Increased residence levels in the city centre area would also potentially aid Cornwall Council's commitment to providing affordable accommodation and to community safety.

Opportunities for the historic environment to support the evening economy

The Truro Urban Design Strategy identified significant potential for the expansion of the evening offer of the city, bringing a vibrant street and leisure life to the core area after shops have closed.

To this end, there is potential for appropriately themed evening guided walks, for example, but there are also opportunities for enhanced lighting of key landmark buildings, spaces and streetscapes to extend their impact and sustain a characterful and distinctive environment into the evening.

Accordingly, a strategic lighting policy should be commissioned to identify appropriate sites and means of lighting.

Full weight should be given to potential issues of light pollution and additional energy use.

Increasing opportunities for intellectual and emotional access to the Conservation Area

A major way of preserving an area of the historic environment, whether urban or rural, is through increasing the community's awareness of its interest, relevance and value. Through celebration individuals and the community as a whole increase their attachment to aspects of the historic environment and so not only increase their sense of ownership of it, but also become more prepared to stand up for it when it is threatened.

Celebration of a city that is home, or workplace, or a place resorted to for shopping or entertainment is also extremely important for enhancing a sense of community and individual well-being. It is one of the most powerful ways of instilling a sense of community identity and self worth. There are thus direct benefits for public health and positive knock-on effects on economic and social health.

As such, recommendations for actively investigating and presenting Truro's history and the historic environment it has produced should not be regarded as optional extras. They should be at the heart of strategies for the city and all individuals and communities should be encouraged to get involved in initiatives that further our understanding of the city, and imaginatively present its history and fabric to the wider community.

Specific proposals for actions aimed at increasing awareness, appreciation and 'ownership' of Truro's Conservation Area and its components are outlined in Section 9.

Opportunities to establish and apply design principles for new development

The Truro Urban Design Strategy strongly emphasises the need for a set of fundamental design principles which will be applied to all future new development in the city centre. The following points are derived from these proposals, with additions based on the particular requirements of the historic environment and Conservation Area and on the findings of the Cornwall & Scilly Urban Survey study of the city.

- The highest quality of building design is required, with imaginative, innovative architecture which is both sensitive to the local context and appropriately contemporary so as to contribute to raising the profile and image of the city.
- Buildings should respect their surrounding character in terms of height, bulk, scale, massing and rhythm. At the same time, pastiche and faradism should be avoided.
- The layout of buildings should be sensitive to their context and respect building lines adjacent to the site (fronts, eaves, ridges etc.).
- All design proposals should demonstrate that they have considered and taken full account of existing and potential key views. These include those to the Cathedral and other significant historic structures, for example, but also to the rivers, open spaces and city skyline, and from outside into the city centre, from the Truro River, for example, or from approach routes such as Kenwyn, Tregolls or Falmouth Roads.
- Active façades should be incorporated in designs wherever possible, and blank or bland elevations which blight or otherwise fail to enhance neighbouring spaces should be avoided. The high permeability of much of the city centre should be recognised in

creating designs which respect the presence of people in the immediate vicinity and enhance the spaces they experience.

- Good quality building materials should be encouraged, particularly natural materials, and respect should be shown to the locally distinctive palette of materials. There is a particular need to recognise the quality of materials and workmanship in the existing historic environment and to emulate these standards in all new design and construction. However, it is acknowledged that high-quality design does not necessarily rely on expensive materials but rather on innovative and considered architecture.
- The highest quality of landscaping design and materials will be required. Natural materials should be used for public realm works and the best contemporary design and materials for street furniture. A high quality streetscape should be sought, with high quality surfacing materials and boundary treatments.
- Respect should be shown to the local character of open spaces and the linkages between them, such as opes, and key features such as the city's rivers and leats.

There is an opportunity to use the principles above to develop more detailed and integrated design guidance and development briefs for future development. The city faces constant development pressure with many key sites already targeted for redevelopment. In future site-specific guidance should be provided. Such guidance should incorporate area and site specific archaeological and historic development assessment, characterisation and urban design analysis in order to enable a good understanding of the site. This should then be used to inform specific design

guidance covering issues such as scale, bulk, height, form, materials, detailing, connectivity, permeability, views and soft landscaping for example. These should not be phrased or viewed as constraints but rather as essential local values and principles designed to ensure the best possible outcome for the site and for the city as a whole. The 1997 Supplementary Planning Guidance for the City Hospital site provides an initial model.

Such guidance could be backed up by creation of a dedicated role within the planning authority to function as a 'design champion' for the city, putting into effect the Urban Design Strategy and ensuring a consistent approach to urban design in Truro. There is substantial potential for a management partnership for the city which would oversee standards and provide a channel for greater 'ownership' of design principles by the wide range of stakeholders involved.

Opportunities to show political will and partnership

'If historic areas are to survive and the designation of a conservation area is to have any meaning then the commitment of all players – elected members, planners, engineers, tourist authorities, residents, builders, architects and business generally – needs to be assured. Conservation area management is a core activity which has to be coordinated at management team level, supported by elected members and adopted by professional staff in all departments within the local authority'

*Conservation Area Management, English
Historic Towns Forum 1998, 3*

The Conservation Area is an important object around which Truro City Council, and Cornwall Council, business interests, the community and other stakeholders can demonstrate political will and positive partnership through a

coherent approach to maintaining and enhancing its quality and character. To a significant extent this can be achieved through identifying, agreeing and applying appropriate policies, but it also requires that adequate resources, both human and financial, are available to ensure that conservation management can be successfully undertaken.

This is the baseline for realisation of the Carrick District Council Local Plan commitment to 'protect and enhance the built environment in the District and conserve its local variety, heritage, historic buildings and archaeological sites for the benefit of existing and future generations'.

8 Policies for the protection and preservation of Truro's Conservation Area

A number of national and local policies help protect the fabric and character of the Conservation Area.

In general they aim to promote the preservation or enhancement of the fabric, character, appearance and local distinctiveness of the Conservation Area and protect it from unsympathetic development.

The special character and appearance of Truro's Conservation Area has been shown to be heavily dependent on the variety of uses seen throughout the city, on the quality of its buildings, the survival of its shop fronts and even on the quality of its street surfacing. To ensure the protection and celebration of these features conservation policies must fully integrate with other policies for the area, for example traffic management plans, retail strategies etc. Representation of the needs of the historic environment is also required in wider policies which may affect the area's character or appearance (PPG15, 17).

Protection of the historic environment through policies does not just protect historic features for arcane or abstract reasons. As this appraisal has noted, it is now widely accepted that the historic environment has considerable economic and social value. Policies to protect it should be seen as a form of investment in safeguarding a critical asset.

Please note- Reference is made to PPG15 and PPG16. At the time of revision (March 2010) these guidance notes are about to be replaced with a combined PPS.

Conservation Areas

Planning (Listed Buildings and Conservation Areas) Act 1990 and Planning and the Historic Environment – Planning Policy Guidance Note 15

Local planning authorities have a duty to 'formulate and publish proposals for the preservation and enhancement of any parts of their area which are Conservation Areas'. This appraisal is Cornwall Council's response to that statutory duty.

Guidance on planning policies in Conservation Areas is provided in various ways. Government guidelines are given in Planning Policy Guidance Note 15 *Planning and the Historic Environment* (PPG15).

For example PPG15 includes the following: 'many conservation areas include gap sites, or buildings that make no positive contribution to, or indeed detract from, the character or appearance of the area; their replacement should be a stimulus to imaginative, high quality design, and seen as an opportunity to enhance the area. What is important is not that new buildings should directly imitate earlier styles, but that they should be designed with respect for their context, as part of a larger whole which has a well-established character and appearance of its own' (PPG15, 18, 4.17).

PPG15 recommends the use of design briefs (often based on adopted design guides) that aim to guide development proposals by providing guidance information at an early stage in the procedure. Cornwall Council does have a design guide and this Appraisal will of course provide much relevant background information for refining this. However it is beyond the scope of this report to provide specific site by site guidance for all of Truro's potential development sites (PPG15, 18, 4.18).

Regarding the setting of Conservation Areas, PPG15 notes, 'The desirability of

preserving or enhancing the area should alsobe a material consideration in the planning authority's handling of development proposals which are outside the conservation area but would affect its setting, or views into or out of the area (PPG15, 17).'

PPG15 also notes that, 'policies will need to be designed to allow the area to remain alive and prosperous, and to avoid unnecessarily detailed controls over businesses and householders, but at the same time ensure that any new development accords with the area's special architectural and historic interest.'

National guidance

English Heritage etc also publishes advisory leaflets (eg English Heritage 1995).

Cornwall Structure Plan

At the Cornwall county level, the Structure Plan provides a strategic policy framework. The revised Cornwall Structure Plan was adopted in September 2004.

The principal policy relating to the historic environment is Policy 2, Character Areas, Design & Environmental Protection It includes the following statement..

'The quality, character, diversity and local distinctiveness of the natural and built environment of Cornwall will be protected and enhanced. Throughout Cornwall, development must respect local character and:

- retain important elements of the local landscape, including natural and semi-natural habitats, hedges, trees, and other natural and historic features that add to its distinctiveness;
- contribute to the regeneration, restoration, enhancement or conservation of the area;

- positively relate to townscape and landscape character through siting, design, use of local materials and landscaping;
- create safe, aesthetically pleasing and understandable places;
- consider, where appropriate, a mix of uses that create vibrant and active places, including tenure, size and densities.

Local plans should define Character Areas to inform planning decisions taking into account Regional and County-wide landscape assessments.

'The conservation and enhancement of sites, areas, or interests, of recognised international or national importance for their landscape, nature conservation, archaeological or historic importance, including the proposed World Heritage Site, should be given priority in the consideration of development proposals.'

Carrick District Local Plan

At the more immediate local level the Carrick District Local Plan (April 1998) is currently the basis for planning decisions. However this plan is currently being reviewed with the production of a new Cornwall Local Development Framework (LDF) under the new emerging development plan system. As part of the LDF the Truro and Threemilestone Area Action Plan will contain area-based strategies and policies for Truro. This will be based on an evidence base incorporating the City Centre Strategy and this Conservation Area Appraisal.

The Local Development Framework is still evolving and will include a range of Supplementary Planning Documents (SPDs) and other documents.

Until the Truro and Threemilestone Area Action Plan is complete, retained policies from the Carrick District Local

including the Truro Conservation Area Management Plan (April 1998) still apply in the Conservation Area.

Policy 4F

'Proposals for development in a Conservation Area should preserve or enhance the special character of the area in terms of scale, height, form and massing, respecting the traditional pattern of frontages, vertical or horizontal emphasis, detailing and materials. There will be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of Conservation Areas. Redevelopment which involves the demolition of an existing building within a Conservation Area will not be allowed unless:

The alternative development preserves or enhances the character or appearance of the Conservation Area. And

- (i) the building makes no positive contribution towards the character or appearance of the Conservation Area, or
- (ii) that the condition of the building and the cost of its repair and maintenance renders it impractical to retain when assessed in comparison with its importance and the value derived from its continued use; and
- (iii) that there is clear and convincing evidence that all reasonable efforts have been made to sustain existing uses or to find viable new uses and these efforts have failed'.

Policy 4Q

'Proposals for the development of new, or the refurbishment of existing shop frontages and other commercial premises within the Area of Outstanding Natural Beauty or Conservation Areas should be sympathetic to and respect

the architectural integrity of the building and the character of the area with special regard to such matters as scale, pattern of frontages, vertical or horizontal emphasis, materials and detailed design'.

Policy 4R

'Within Areas of Special Control of Advertisements, the Area of Outstanding Natural Beauty, Conservation Areas and on Listed Buildings signs should respect the architectural integrity and features of the buildings and the character of the locality and be located so as not to be a cause of confusion or danger to the travelling public'.

Some of the more sensitive parts of the Conservation Area may benefit from the use of Article 7 directions to control advertisements.

Design Guides

An array of design guidance exists that is relevant for new development within the Conservation Area. At a Cornwall-wide level 'A Design Statement for Cornwall' sets out broad guidance and approaches to promote quality in the built environment.

More specific local guidance is provided in the Carrick Design Guide.

In addition to this general guidance Carrick District Council issued detailed Supplementary Planning Guidance on Shopfronts, Signs and Blinds in the Conservation Areas of Falmouth, Penryn and Truro which builds on the above and gives more detailed guidance on suitable materials and forms of new shopfronts, and the need to submit detailed drawings before consent is granted. It also presents guidance on the form and scale of external and internal sun-blinds.

Recommendations:

Conservation area setting issues

Throughout this Appraisal the negative effect of poor townscape just outside the Conservation Area has been a recurring theme. In order to counter this in the future it is suggested that policies are revised to apply within the Conservation Area itself and within areas affecting the setting of the Conservation Area.

Reference to this Conservation Area Appraisal should be added to the local plan or framework document, describing its role and importance and its use in development control. Future policies should show that Cornwall Council will take steps to preserve the defined special qualities of the Conservation Area and enhance them where appropriate, as discussed in this document.

A policy is recommended covering Tree Preservation Orders and explaining the significant measure of protection afforded to trees within Conservation Areas. The Local Plan at present states that the District's policy is to draw up such orders on a reactive basis. Although it is acknowledged that this is unsatisfactory the possibility of a more comprehensive survey system is viewed as impracticable in the foreseeable future (pg26). A compromise position could involve thorough surveys being initiated within the defined Conservation Areas of the district, including that for Truro. The importance of trees and urban greening to the character of the city has been another constant throughout the appraisal. The policy should make clear that under current legislation trees protected within Conservation Areas require six weeks notice prior to lopping, topping or felling and that those persons found guilty of carrying out unauthorised works could be liable to prosecution and heavy fines.

Lighting strategy and policy should be established for the city. This should be informed by a study that identifies appropriate sites and means of lighting for landmark building illumination and also considers the city's lighting hierarchy from street lighting to lit signage to shop window lighting. Full weight in the study, strategy and policy should be given to issues of light pollution and energy use.

Need for further design guidance

Further design guides specifically for the Conservation Area and its setting may be beneficial for better informing works and new build within the historic context.

Other guides for signage and advertising are also recommended.

In particular a review of the current policy on signage and illumination is required, together with an overarching strategy.

Such a Strategic Lighting Policy and study should examine a town-wide hierarchy of lighting, should examine the potential illumination of landmarks and key buildings and should carefully consider street lighting and illuminated signage policy.

Details such as the form of such lighting provision should be explored with an understanding of the technical requirements and possibilities, for example suitable lux levels, approaches to reduce excessive light pollution and minimise energy use, promoting renewal power sources and maximising the sustainability of such a scheme.

Article 4(2) Directions

Permitted development rights (those granted under Schedule 2 of the Town and Country Planning (General Permitted Development)

Order 1995) are more restricted in Conservation Areas than elsewhere for certain types of development. These include the following.

- Addition of dormer windows to roof slopes
- Application of various kinds of wall cladding
- Erection of satellite dishes fronting a highway

Sizes of extensions allowed without specific permission is also more restricted in Conservation Areas (English Heritage 1995, 7.1).

Article 4(2) of the Permitted Development Order enables local planning authorities to make directions withdrawing certain permitted development rights, but only where there is reliable evidence to suggest that permitted development is likely to take place that would damage an interest of acknowledged importance and which would therefore be in the public interest to bring within full planning control.

Local planning authorities may make directions under Article 4(2) of the Permitted Development Order to withdraw permitted development rights for a prescribed range of development that materially affects some aspects of the external appearance of dwelling houses in Conservation Areas.

These can include the following:

- Erection, alteration or removal of chimneys
- Installation of flues
- Installation of heating and ventilation extracts and equipment
- Construction of external porches
- Painting of dwelling houses or of buildings or enclosures within its curtilage
- Demolition of gates, fences, walls or other means of enclosure where these front a highway, waterway or open space

Article 4(2) directions can also be selective within categories of development. So an individual type of architectural feature that is important to the character and appearance of the Conservation Area could be specified. Typically these could include distinctive examples of the following.

- Windows, doors and fanlights
- Cornices and parapets
- Other characteristic architectural details.

Although they do not require the Secretary of State's approval to make such Article 4(2) directions they must first notify local people and take account of public views. To become effective the local authority must give notice of the direction through an advertisement in a local newspaper, and should usually serve a notice on the owners and occupiers of all affected properties (English Heritage 1995, 7.2-3).

In the Truro Conservation Area the principal areas of concern that could be covered by an Article 4(2) direction are the following.

- Boundary walls and railings – to retain the original sense of enclosure of the individual properties along Truro's historic terraces (at both their front and also where relevant and covered by the provisions of the Permitted Development Order at their rear)
- Traditional windows, doors, fanlights and chimneys – to retain

features that contribute significantly to the historic integrity of individual buildings and to the wider townscape

- **Traditional roof coverings and surface treatments – to retain historic fabric and to maintain the contribution that its colour and texture make to the integrity of the historic building and to local townscape character.**
- **Traditional garden or yard buildings – to retain historic fabric and enable evidence of the variety of former uses and practices to be retained.**

Such directions should be pursued for all the residential buildings within the Conservation Area in order to truly acknowledge the importance of the character and quality within the Conservation Area and stop further incremental loss and stimulate repair, restoration and promote best practice for alterations etc.

Listed Buildings

Some buildings are Listed by the Secretary of State as being of special architectural or historic interest. The exteriors and interiors of these buildings are protected by law and prior listed building consent is usually necessary from the Council before any works of alteration, demolition or extension can be carried out. Such works could include re-roofing, rendering or painting walls, the alteration of doors or windows, replacing rainwater goods, the removal of internal fixtures or structural changes. Permission is also required for the erection of small buildings such as garden sheds within the grounds (or curtilage) of a listed building, or for changes to gates, fences or walls enclosing it. Failure to gain consent is a criminal offence and may result in enforcement procedures and legal

action, although consents can also be applied for in retrospect.

Again, at the more immediate local level the Carrick District Local Plan is the basis for planning decisions. The following are the key policies in the Carrick Local Plan that relate to Listed Buildings.

Policy 4D

'Development should be designed to respect the setting of Listed Buildings following the fundamental architectural principles of scale, height, massing, alignment and use of appropriate materials. Developments should also respect the quality of spaces between and the grouping of buildings which form the setting of a Listed Building. Proposals which would have a significant adverse impact upon the setting of a Listed Building will not be approved'.

Recommendations:

- **A survey should be commissioned that identifies buildings and structures of sufficient architectural or historic importance to be recommended for listing.**
- **A list of locally significant buildings should also be prepared. The 'historic buildings' shown in blue on Fig. 7 would form a useful starting point for preparing such a list.**

Archaeological remains

The Carrick District Plan includes the following policies that concern the treatment of archaeological remains in proposed developments.

Scheduled Ancient Monuments

Policy 4S

'Where nationally important archaeological remains, whether scheduled or not, are affected by proposed development, there will be a presumption against proposals which would involve significant alteration or cause damage, or which would have a significant impact on the setting of visible remains'. [NB There are is just one Scheduled Monument within the Truro Conservation Area, but other features may be still be considered nationally important.]

Archaeology and Planning

Policy 4T

'Where proposed development is likely to significantly affect sites of local archaeological importance, they should be protected in situ, unless the significance of the remains is not sufficient, when weighed against the need for development, to justify their physical preservation. Where retention of remains is not possible, the District Planning Authority may impose conditions or seek planning obligations to ensure that adequate archaeological records are prepared before development commences'.

Policy 4U

'Planning permission will be granted for proposals which through management and interpretation encourage and develop the cultural, recreation, educational and tourist potential of archaeological and historic sites and monuments, subject to all of the following criteria being met:-

- (i) no adverse impact upon the character or setting of the site;
- (ii) a safe means of access can be provided and the approach roads can reasonably accommodate the additional traffic;

- (iii) parking can be provided in accordance with approved standards as set out in Policy 5EA'.

Historic Settlements

Policy 4V

'In considering proposals for development within the Historic Settlements of Truro, Falmouth, Penryn, St Mawes, Tregony and Mitchell [county designations adopted by the Structure Plan], the District Planning Authority will require in appropriate cases for provision to be made for archaeological excavation / recording before development commences.

Where proposals would result in a significant adverse impact upon the archaeological and historic street pattern and form of the settlement, planning permission will not be granted'.

Policies relating to individual elements of Truro's historic environment

Carrick Local Plan includes policies relating to the historic leats system and parks and gardens.

The leats

Policy 4W

'Development proposals should retain and respect the unique leats system in Truro city centre and should, wherever possible, ensure that the system remains uncovered and operational. Proposals which damage or significantly adversely affect the system will not be approved'.

Historic Gardens

Policy 4XA

'Proposals for development affecting Historic Gardens and Parklands not listed by English Heritage, will not be approved unless:-

- (i) there is no significant adverse impact upon the historic features, architectural structures, layout or ornamentation of the garden / parkland;
- (ii) there is no significant adverse impact upon the character of the Historic Parkland setting;
- (iii) the trees and woodland that contribute towards the historic character of the garden or parkland are retained

List of Gardens / Parklands includes

- (j) Boscawen Park, Truro
- (k) Victoria Gardens, Truro

Involvement of the Conservation Area in other strategies for Truro

Recent studies of direct relevance to the Conservation Area include:

Truro City Centre Urban Design Strategy (2003)

The Urban Design Strategy considers the redevelopment of a number of sites in or adjacent to the Conservation Area and alterations to the public realm of the city. Redevelopment of buildings is considered within the area.

The Cornwall Local Transport Plan 2006 - 2011 (2006)

The Local Transport Plan makes more reference to the impact of congestion, traffic and on-street parking on the city than in previous studies. Initiatives such as park and ride could help to reduce congestion but may impact on the number of buses using the city centre.

Truro Retail, Office and Leisure Strategy (2007) and update (2008)

Examines the level of retail growth that is required in Truro up to 2016 (2026 in the update). It suggests that if Truro is to compete effectively with Plymouth and Exeter that a significant quantum of new development in the form of a department store will be required on one major site. An organic growth scenario will have a wider spread impact on the Conservation Area, but will be small scale and incremental.

Truro and Threemilestone

Landscape Strategy (2008)

The study does not actively propose improvements to the Conservation Area but does assess the views of the landscape from the area and considers the impact of new development on the landscape setting of the historic city area.

Truro and Threemilestone

Masterplan (2008)

The emerging masterplan proposes a number of alterations to the city centre and Conservation Area, including the redevelopment of Pydar Street and Garras Wharf on the edge of the Conservation Area. Smaller options for redevelopment are also included in the masterplan. The Conservation Area Management Plan (2008) has informed the development of the Masterplan.

The South West Regional Spatial Strategy

The emerging RSS requires the provision of 1000 dwellings up to 2026 within the urban area of Truro. This will potentially require redevelopments within or adjacent to the Conservation Area and associated impact. An assessment of options for accommodating the proposed growth will be informed by a number of studies including the Conservation Area Appraisal and the Management Plan

9 Recommendations for celebration of the Conservation Area

In Section 7 it was noted that a very effective way of preserving an area of the historic environment, whether urban or rural, is through increasing the community's awareness of its interest, relevance and value.

The following are initial recommendations for actively presenting the history and the historic environment of the Truro Conservation Area. They should be at the heart of strategies for the city and individuals, groups and communities should be encouraged to undertake or get involved in initiatives that further our understanding of the city and imaginatively present its history and fabric to the wider community.

- Provision of information leaflets setting out clearly why the area has been designated, what its specially valuable features are, how individual householders and business owners can help to protect its character and appearance, what controls over development will be introduced and what additional controls are likely and what opportunities for assistance designation brings with it.
- Provision of materials for property owners in the various Truro Character Areas, aiding them in identifying and appreciating the distinctive features of the buildings and building styles in these areas and at the same time providing information on appropriate maintenance and decoration.
- Access to this Appraisal – this document should be fully accessible on the internet in the form of downloadable pdf files. Copies should also be available for access

and reference at local Council offices and public libraries.

- Access to the GIS database that has been created for this project over the internet, allowing online research. This resource has been designed so that further information can be added to it as funds and further information become available. It has the potential to be a very powerful management and outreach tool for the city.

Interpret the history of the city

Truro is better served with local history publications than any other urban centre in Cornwall. However, substantially greater use could be made of this resource in interpreting and celebrating the city for the benefit of both residents and visitors. There is also substantial potential for further investigation of the city's history, built environment and archaeology. The Truro Urban Design Strategy recognises that 'The historic quality of the city is one of its key assets, but one which appears currently to be under-utilised in terms of promoting the centre to potential visitors' (UDS 2003, 23).

Current published guides and guided tours offer a sound starting point for further interpretation, but there is substantial potential for further action. Possible initiatives include:

- A centrally-located display on the history of the city.
- Provision for bringing together museum exhibits relating to the history of the city.
- Signed historic walks and improved historic information provision at key points.
- Physically marking or signing the location of key components of the historic city no longer visible on the ground (for example, the castle,

medieval town quay, friary and medieval suburbs).

- Interpretation materials celebrating Truro's high-quality buildings, historic and modern, and the architects who designed them.
- A 'geology trail' based on the variety of building stones and other materials present in Truro's historic built environment.
- Publication of materials celebrating aspects of Truro's distinctive historic environment (for example, posters and / or postcards showing doorways and fanlights).
- Expansion of current internet information on the city's history and historic environment, through, for example, an enhanced on-line walking guide, a 'virtual tour' of the city and a map with 'hotlinks' at significant buildings, spaces and monuments.
- There is also potential for increasing public awareness of the Conservation Area itself as an entity 'on the ground'. This could be achieved by, for example:
 - Physical indication of Conservation Area boundaries, perhaps in the form of discreet lamp-post mounted signage.
 - Appropriate printed interpretation materials.
 - Regular communication with property owners within the Area, ensuring continuing awareness.
 - Recognition of owners / managers of buildings of which the appropriate restoration, refurbishment and decoration makes a significant contribution to maintaining and enhancing the character and quality of the city (such as, for example, awards or certificates, media recognition or plaques).

10 Recommendations for extensions to the Conservation Area

Cornwall Council has a responsibility from time to time to consider whether further extensions of Conservation Areas are called for or indeed to consider whether cancellation of the designation in any Conservation Area is appropriate due to the erosion of the special interest which led to its original designation. As part of this appraisal the extent of the existing Conservation Area has been considered and the need to increase or reduce its coverage has been examined. This appraisal examines sixteen potential extensions to the Conservation Area. The Management Plan has reviewed these extensions and recommends that five of them (Nos 5,6,7,13 and 16) are taken forward for designation; these are shown on Figure 9.

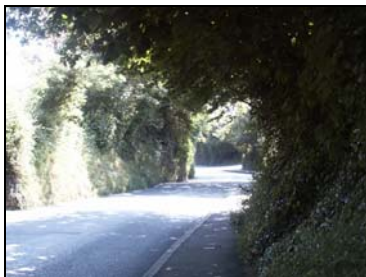
Map ref	Location	Initial justification for designation as Conservation Area
1	13-57 Treyew Road	13-49 Treyew Road is a terrace of substantial houses with good survival of original details including doors, windows, gateways, boundary walls and mature planting. The majority of the terrace was constructed between the dates of the first edition OS map of 1880 and the second edition OS map of 1907. Nos 47 and 49 were completed by the OS revision of 1930s. Nos 45a, 51-57 are later detached properties which continue the historic build line of the older properties and continue the good enclosure along the road. They are included to logically link with the open space to the south which provides impressive panoramic views over the city centre. This area links with the historic route of Chapel Hill, which is already within the Conservation Area.  
2	Former railway station complex	Currently the CA boundary skirts the edges of the main station buildings and includes the footbridge over the line. However, there are other significant historic railway buildings that are currently excluded from the designation and this recommendation addresses this omission. The proposed extension would draw in important railway-related buildings including the Goods Shed to the east of the main station. This retains distinctive GWR architectural detail although modern buildings have been constructed around it. The club building may also include elements of two buildings shown on the 2nd edition map. A single storey brick building to the

		west of the footbridge is included in the recommendation. <i>Goods shed</i> <i>Railway related structure</i>
3	Redannick Park and allotment gardens, 49-51 & 58 Daniell Road	The park and allotment gardens are significant green spaces within the city and offer impressive views across the townscape. The allotment gardens were considerably larger (as shown on the 1930s OS revision) and it is important to continue this distinctively urban land use in Truro. <i>Allotment gardens</i> <i>49-51 Daniell Road</i> 49-51 Daniell Road – Semi-detached pair of architectural interest, part of the suburban extension of the city, built between the first and second editions of the OS map, c1880 and c1907 (as is the adjacent terrace below). Paviers run up to its further boundary wall integrating it with the other buildings lower down the road. 58 – Albert Cottage. A rural cottage that the city has absorbed and so architecturally and historically significant, its survival helping to illustrate the development of the city. Shown on the first edition OS map of c1880 but not on the 1848 Symon's map. Probably built in a shallow quarry, potentially a squatter's cottage. The curving boundary line shared by it and its neighbour are the extent of the former quarry. <i>Albert Cottage</i>

		These areas and buildings clearly contribute to the current character of the nearby Conservation Area as well as having their own historic importance.
4	Upper Falmouth Road	As with Chapel Hill, this approach to the city has special character and is historically and architecturally of interest. Boundary treatments, Cornish hedges, gates and mature planting of the flanking houses produce a distinct character. Houses are only glimpsed, shielded by boundary treatments and their embanked locations above road level. 
5	Truro River	The river is of crucial historic interest and significance to the city. More of its length should be included within the Conservation Area to illustrate and recognise this importance. The present Conservation Area boundary is now an anomaly, cutting through the Tesco site and running along only the eastern bank. It is suggested that the whole of the Tesco site should be included along with the western bank of the river. While the area contains a modern superstore and extensive areas of car parking, the waterfront, river, surviving banks and quay walling etc impact strongly on the character of this part of the city and its wider context. Historic quay-side walling is visible to the proposed southern extent. The river banks also have archaeological potential. An historic boundary wall is also included in the proposed extension. Now retaining the garden of the nursing home on Malpas Road, it is presumably part of the original Trennick Farm complex shown on the 1st edition OS map. 
6	West side of Tabernacle	This recommendation suggests the inclusion of all buildings on the western side of Tabernacle Street. Historically this area was made up of the gardens and service buildings of the Lemon

	Street	Street plots. It is important to recognise this connection within the city and to make the Conservation Area boundary more logical. 
7	Lower Tregolls Road area (WEST)	Several unlisted groups that make a positive contribution to the historic character of the main eastern approach to Truro are situated at the southern end of Tregolls Road. Although the area has been damaged by 20th century road engineering, garage and tyre sales signage and extensive forecourt areas, the surviving historic buildings provide evidence of the townscape prior to these changes and retain character and value within the area. A terraced row of workers housing, shown as Baynard's Terrace on historic mapping, share characteristics of industrial housing elsewhere in the Conservation Area. Interestingly a number of historic industrial buildings relating to a smelting house survive and are now used as part of a garage. This type of building has been lost in other parts of the city (along the waterfront; the pottery at Bosvigo Road), and these survivals are therefore more architecturally important. An unlisted assay house also survives in this area. A further unlisted building facing onto Mitchell Hill positively contributes to the special architectural and historic interest of the city. 

8	Lower Tregolls Road area (EAST)	A green area east of Tregolls Road that provides a lush backdrop to the city and comprises the mature trees of the former 18th century and Victorian landscaped gardens of Tregolls House (later a school for young ladies, but now demolished). Truncated in 1827 when Tregolls Road was created. Lodge and some boundaries are post-1827. The site of Tregolls House clearly plays an important contribution to the character of this busy approach route to the city centre and along the dual carriageway. Mature trees, boundary treatment and gateways continue to have a significant positive effect on the character of the surrounding area. An extensive TPO exists on the trees. 
9	Tregolls Road	Group of large houses, some now hotels and guesthouses, all built in the former grounds of Tregolls House between c1880 and c1907. Most retain original windows, roofs, garden layouts (with serpentine paths), boundaries etc. Some mature trees. A fine group very visible from the busy Tregolls Road. 
10	Alverton and Tremorvah	Alverton Manor (1830s) and grounds (including walled garden with green house), originally a small country house, extended in late 19th century as a convent. The adjacent Tremorvah House (1841) with its <i>cottage ornée</i> lodge. Architecturally important buildings and surrounding ornamental landscapes.   <i>Alverton Manor</i> <i>Tremorvah</i>

11	Mitchell Hill / Bodmin Road, Prospect Cottage, Tremorvah field and area	The Mitchell Hill / Bodmin Road approach shares many of the qualities of other historic approaches such as Chapel Hill and Falmouth Road. Roadside hedges, gates etc with some mature trees are an important remnant of the once rural approach to the city from the north-east. The Victorian Prospect Cottage is a building of architectural significance and character. The playing fields on the east side of the road form an important open space within this part of the city. Twentieth century housing and the magistrates court were built within the former gardens and service complexes of Tremorvah House, of which some remains are incorporated into the 20th century development. Some of the residences are significant early/mid 20th century units by John Taylor.   
12	Daubuz Moors	Although the general landscape of the moor area has a significant degree of management and protection by means of ownership and its other designations, the remains of a leat system, related to Moresk Mill and the city centre leat system survives here. Conservation of the system could form a good project for enhancement, and could be a further draw to this important amenity.  <i>Leat with sluice gate, currently being used to dump garden cuttings</i>
13	Viaducts	The viaducts form obvious boundaries to the Conservation Area

		and form important landmarks within the city. From trains they provide exceptional townscape views across Truro. In general they add considerably to the local distinctiveness and sense of place of the city. 
14	Moresk Road area	This area includes several important features and surviving buildings. In particular the River Allen and leat system (continuing from Daubuz Moor to the site of Moresk Corn Mill) are of importance. Moresk Bridge and the Territorial Army Centre are significant features, as are the surviving historic buildings – an industrial building related to the former Corn Mill opposite the TA centre, Moresk Cottage and Truro Vean (now known as Benson House and Lodge) and the remains of its walled gardens further up the slope.   <i>Benson House</i> <i>Corn Mill related building</i>   <i>TA centre</i> <i>Moresk Bridge</i>
15	Pydar Street	An area of medieval burgage strips survives on the south side of Pydar Street running up to Union Street. The majority of the town's original burgage strips, which originally ran from the castle site to High Cross, have been lost through the 20th century redevelopment of upper Pydar Street and its northern side, making this area of survival even more important.
16	Charles Street (SOUTH)	The Cornwall and Scilly Urban Survey report for Truro recommended inclusion of the 19th century terrace on the southern side of Charles Street for inclusion within the Conservation Area. It retains significant character and quality, matched elsewhere within the Conservation Area and provides value in an otherwise relatively damaged part of townscape.

		
	<i>Higher Town / Kemmyn / Malpas</i>	<i>It is considered that these settlements have sufficient architectural and historic interest to merit appraisal for designation as Conservation Areas in their own right. As such they have not been recommended for attachment to the Truro Conservation Area.</i>

Appendix 1: Guide to the associated GIS mapping

This section comprises a technical appendix providing metadata, full definitions, explanations and suggestions for use of the geographic information collated, created and provided as the base for the figure sequence bound at the back of the report. Ten GIS-based datasets have been created for the study. These comprise:

- **Location and physical topography:** defines the Conservation Area, its location and physical topography.
- **Conservation Area evolution:** defines the geographical evolution of the Conservation Area.
- **Ordnance survey 2nd edition:** shows the extent of the Conservation Area on the c1907 OS map.
- **Historic development:** defines the geographical growth of the settlement as mapped from available cartographic sources
- **Historic topography:** details the historic ‘building blocks’ that have shaped the development and evolution of the settlement.
- **Archaeological potential:** indicates the potential for urban archaeological remains.
- **Surviving historic components:** depicts survival patterns and statutory designation coverage of the settlement’s surviving historic buildings and features.
- **Character areas:** illustrates the character areas distinguished within the town as defined in section 6.
- **Recommended extensions to Truro Conservation Area:** illustrates the recommended extensions to the Conservation Area within the town as explored in section 10

The datasets (known as shapefiles) have been created using ESRI’s ArcView GIS. Each shapefile comprises a number of polygons (areas), and/or lines and/or points depicting the spatial extent of the various areas, sites and monuments of interest identified during the study. These features are attributed with two types of information; the first describes the nature and form of the site, area or monument itself (eg. name, date etc) whilst the second describes the context of the dataset’s creation (eg. creator, date created, original source, capture scale). Attribution of these shapefiles has been guided by the project’s requirements and as far as possible the attribute values adhere to current CCC HER heritage information standards.

Location and physical topography (*Figure 1*)

The existing Conservation Area defines the study area. Its location and physical topography are illustrated.

The Conservation Area GIS shapefile dataset is attributed with the following values:

Shapefile primitive: polygon (area)

Shapefile attribute properties:

Site Name	Field type	Width	Description	example
Conservation area	Field Character	30	<i>Settlement Name</i>	<i>Truro</i>
First issued	Field Numeric	250	<i>Brief description.</i>	<i>16/11/2000</i>

Last revised	24/09/2001	8	GIS digitisation scale	1:2500
Code	Field Character	25	Records the code	Truro
Status	Field Character	6	Records the status	*****
Designation	Field Numeric	8	Date of designation	dd/mm/yyyy
Source	Field Character	250	Information source	Carrick District Council

Conservation Area evolution (*Figure 2*)

This figure shows the original 1969 extent of the Conservation Area and charts its expansion over time to the present day boundary.

The GIS shapefile dataset is attributed with the following values:

Shapefile primitive: polygon (area)

Shapefile attribute properties:

All conservation area evolution information is supplied by Carrick District Council and briefly consists of the following:

Conservation Area 1969

1975 extension

1978 extension

1988 extension

1990 extension

1991 extension

1992 extension

2001 extension

Ordnance Survey 1:2500 2nd edition (1907) (*Figure 3*)

This figure shows the Conservation Area on the Ordnance Survey 1:2500 Edition c1907.

Historic development (*Figure 4*)

This dataset forms the basis for Figure 4. Phased historic development mapping was created by carrying out a traditional map regression and comparison with the geographical extent of the settlement mapped from a series of available historic map and aerial photograph sources. Generally only overtly urban features have been mapped therefore outlying sites (eg. industrial complexes) may not be featured on the mapping until the site/working has stopped, and the land was reclaimed and re-developed as part of the expanding town.

For Truro the historic map and photographic sequence included:

- Medieval extent as given by Sheppard, 1980
- c1809 Ordnance Survey's 2-inch drawings for the 1813 Ordnance Survey first edition 1" to the mile map
- 1842 and 1848 Symons' maps of Truro
- Ordnance Survey 1st Edition 1:2500 (c1880)
- Ordnance Survey 2nd Edition 1:2500 (c1907)
- Ordnance Survey 2nd Edition 1:2500 (revision) (1930s)
- 2002 Ordnance Survey Landline 1:2500

This mapping illustrates the original focal points of the settlement and its subsequent lateral evolution. It highlights areas likely to have the oldest surviving remains and archaeological potential.

The historic development GIS shapefile dataset is attributed with the following values:

Shapefile primitive: polygon (area)

Shapefile attribute properties

Attribute Name	Field type	Width	Description	example
Study_area,	Field Character	25	Settlement Name	Truro
Historic_phase	Field Character	25	Period of settlement growth	c1840 – c1880
Source,	Field Character	250	Original data source	1880 1 st Edition OS Revision
Creation_date,	Field Character	20	Creation date (ddmmyyyy)	20082001
Capture_scale,	Field Character	20	GIS digitisation scale	1:2500
User,	Field Character	25	Creator initials	KSN
Project_code	Field Numeric	25	Project Code	2001013

Historic settlement topography (Figure 5)

This dataset forms the basis for Figure 5. This mapping seeks to define the ‘building blocks’ that have shaped the development and evolution of the settlement. Historic settlement topography includes plan-form and relief, hydrology, blocks of particular types of housing or building (eg. industry, ecclesiastical etc), burgage plots and other well defined land allotment patterns, historic road routes and streets, railways etc.

The historic settlement topography GIS shapefile dataset is attributed with the following values:

Shapefile primitive: polygon/polyline/points

Shapefile attribute properties

Attribute Name	Field type	Width	Description	example
Name	Field Character	25	Event Record	Truro
Period	Field Character	25	Epoch or period	MD
Short_Desc	Field Character	250	Brief description of site	Post industrial town quay
District	Field Character	25	Name of District	Carrick
Creation_date,	Field Character	20	Date of creation of dataset	20082001
Capture_scale,	Field Character	20	Digitisation Scale of dataset	1:1250
User	Field Character	25	Person responsible for data capture	KSN
Project Code	Field Character	25	Project Code	PR1013

Buried archaeological potential (Figure 6)

This dataset forms the basis for Figure 6. It indicates the potential for urban archaeological remains, although it must be emphasised that this depiction of potential is indicative, not definitive, and only future archaeological investigation and research can test and refine its value.

An understanding of the potential is broadly derived from the historic extent of the settlement itself. In simple terms, any location within the area developed to c1907 is regarded as having the potential for standing or buried archaeological features; the earlier settlement core (medieval urban extent) may have more complex and deeply stratified deposits.

The figure also identifies a number of sites and areas of known historic significance: ie those where the presence of a significant structure or feature can be identified from historic maps or documentary sources but does not now survive above ground. Points are used to

approximately locate features where the available sources are not adequate to map as a polygon specific location.

It should be noted that there is also a proven potential within the area for the survival of archaeological remains that predate or are unrelated to the development of the town, particularly prehistoric and/or early medieval sites. In the absence of specific information such as reports of finds or antiquarian references the potential presence of such sites is difficult to predict.

This dataset is effectively a scaled down GIS version of the CCC HER/SMR database and the attribute fields represent the minimum data information requirements for inclusion in the CCC HER. The archaeological potential GIS shapefile dataset is attributed with the following values:

Shapefile primitive: polygon/polyline/points

Shapefile attribute properties

Attribute Name	Field type	Width	Description	example
Name	Field Character	250	Name	Truro, Railway Station
Site_type	Field Character	250	Site Type	Station
Broad_term	Field Character	25	Broad site type term	
Class	Field Character	100	Site type class	
Site_id	Field Numeric	10.5	Unique PRN HER/SMR database	
Form	Field Character	50	Condition of site type	Documentary
Start	Field Character	10	Start date of feature -specific	-
End	Field Character	25	End date of feature -specific	-
Period	Field Character	25	Epoch / century of feature	19
Sam_no	Field Character	25	N/A	
Grade	Field Character	25	N/A	
Short_desc	Field Character	250	Max 250 characters description	Shown on 2 nd edition OS
Bibliography	Field Character	250	Source material used to identify feature	2 nd Edition OS c1907
Parish	Field Character	100	Local Authority District	Truro CP
Project_code	Field Character	10	Project Code	PR1013
Feat_code	Field Numeric	3	Code to distinguish legends for features	2
Capture_scale	Field Numeric	10	Capture Scale of digitisation	1:2500
User	Field Character	25	Creator initials	KSN

Surviving historic components (Figure 7)

This dataset forms the basis for Figure 7. It seeks to illustrate the survival patterns and statutory designation coverage of the settlement's surviving historic features. Generally these features are standing buildings, but some other historic features, such as boundary walls, leat systems, gateways and stone crosses, may be included.

Tree preservation orders (green star) are individual trees that have statutory protection against them. The information has been supplied by the Tree Preservation Officer Cornwall Council

Scheduled Monuments (red features). 'Scheduling' is shorthand for the process through which nationally important sites and monuments are given legal protection by being placed on a list, or 'schedule'. English Heritage takes the lead in identifying sites in England which should be placed on the schedule by the Secretary of State for Culture, Media and Sport. A schedule has been kept since 1882 of monuments whose preservation is given priority over

other land uses. The current legislation, the Ancient Monuments and Archaeological Areas Act 1979, supports a formal system of Scheduled Monument Consent for any work to a designated monument. Scheduling is the only legal protection specifically for archaeological sites. The Scheduled Monument data has been derived from GIS datasets maintained by Technical Services, Cornwall Council. The mapping was last updated on 05/12/2003 and mapping is therefore accurate to that date. Contact the Historic Environment Record team, HES, Cornwall Council or English Heritage for potential updated changes to this designation coverage.

Listed Buildings (yellow features) identify those buildings of special architectural or historic interest as defined by the Planning (Listed Buildings and Conservation Areas) Act 1990. Under this legislation the government maintains a list of buildings of special architectural or historic interest, and operates a Listed Building Consent process to control works which affect them. The Listed Building GIS data has been derived from GIS datasets provided by Carrick District Council on 03/07/2002 and mapping is therefore accurate to that date. Contact Cornwall Council's Conservation Officers for potential updated changes to this designation coverage.

Conservation Areas (black outline) identify areas of historical or architectural interest as defined by the Planning (Listed Buildings and Conservation Areas) Act 1990. The legislation places a duty on local planning authorities to identify the special qualities and formulate proposals for the conservation and enhancement of Conservation Areas, known as Conservation Area Statements or Appraisals.

Historic buildings (dark blue features) are also illustrated. This category does not convey a statutory designation, although it could form a useful basis for creating a list of locally important buildings. Buildings shown here are surviving structures that pre-date c1907 (ie they are shown on the c1907 OS 2nd edition). In addition to this definition some buildings post dating c1907 are also included if they are part of the same development as buildings shown on the c1907 OS 2nd edition (ie part of a street clearly under construction at the time of mapping, or a later extension to an historic building), or if they post date this nominal cut off date but are of significant townscape quality or are important historic features of the town. This coverage is generated first by a desk-based comparison of current OS MasterMap base mapping and historic mapping, with the identified buildings then checked during a site field visit.

This dataset is effectively a scaled down GIS version of the CCC HER/SMBR database and the attribute fields represent the minimum data information requirements for inclusion in the CCC HER. The surviving historic components GIS shapefile dataset is attributed with the following values:

Shapefile primitive: polygon/polyline/points

Shapefile attribute properties

Attribute Name	Field type	Width	Description	example
Name	Field Character	250	Name	Church of St Keyne
Site_type	Field Character	250	Site Type	Church
Broad_term	Field Character	25	Broad site type term	Place of Worship
Class	Field Character	100	Site type class	Religious, Ritual & Funerary
Site_id	Field Numeric	10.5	Unique PRN HER/SMR database	*****
Form	Field Character	50	Condition of site type	Extant
Start	Field Character	10	Start date of feature -specific	1259
End	Field Character	25	End date of feature –specific	
Period	Field Character	25	Epoch / century of feature	MD

Sam_no	Field Character	25	<i>Scheduled Monument number (if applicable)</i>	
Grade	Field Character	25	<i>Listed building number</i>	<i>LBI*</i>
Short_desc	Field Character	250	<i>Max 250 characters description</i>	<i>Truro, Kenwyn Church..</i>
Bibliography	Field Character	250	<i>Source material used to identify feature</i>	
District	Field Character	100	<i>Local Authority District</i>	<i>Carrick District Council</i>
Feat_code	Field Numeric	3	<i>Code to distinguish legends for features</i>	
Capture_scale	Field Numeric	10	<i>Capture Scale of digitisation</i>	<i>1:2500</i>
User	Field Character	25	<i>Creator initials</i>	<i>MVB</i>

Character areas (Figure 8)

This dataset forms the basis for Figure 8. This investigation, in addition to identifying the broad elements of settlement character that define the Conservation Area as a whole, identified six distinct Character Areas (see Sections 5 and 6).

Character area 1:	City core
Character area 2:	Working waterfront
Character area 3:	Artisan housing
Character area 4:	Planned elegance
Character area 5:	19 th 'middle class' terraces
Character area 6:	19 th century town villas

These Character Areas are differentiated from each other by their varied historic origins, functions and resultant urban topography, by the processes of change which have affected each subsequently (indicated, for example, by the relative completeness of historic fabric, or significant changes in use and status), and the extent to which these elements and processes are evident in the current townscape. In simple terms, each Character Area may be said to have its own individual 'biography' which has determined its present character.

Taken with the assessment of overall settlement character, the six Character Areas offer a means of understanding the past and the present. In turn, that understanding provides the basis for a positive approach to planning future change which will maintain and reinforce the historic character and individuality of each area and the town as a whole - *sustainable* local distinctiveness.

The character areas GIS shapefile dataset is attributed with the following values:

Shapefile primitive: polygon

Shapefile attribute properties

Attribute Name	Field type	Width	Description	example
Name	Field Character	25	<i>Character type</i>	<i>Artisan Housing</i>
Creation_date,	Field Character	20	<i>Date of creation of dataset</i>	<i>dd/mm/yyyy</i>
Capture_scale,	Field Character	20	<i>Digitisation Scale of dataset</i>	<i>1:2500</i>
User,	Field Character	25	<i>Person responsible for data capture</i>	<i>****</i>
No	Field Numeric	25	<i>Character area</i>	<i>3</i>

Recommended extensions to Truro Conservation Area (Figure 9)

This dataset shows the existing Conservation Area and recommended extensions.

The GIS shapefile dataset is attributed with the following values:

Shapefile primitive: polygon

Shapefile attribute properties

Attribute Name	Field type	Width	Description	example
Name	Field Character	25	Name of the site	Eastern Viaduct
Creation_date	Field Character	250	date area captured	dd/mm/yyyy
Capture_scale,	Field Character	20	Digitisation Scale of dataset	1:2500
User,	Field Character	25	Person responsible for data capture	BPT

Townscape analysis (*Figure 10*)

This dataset shows a townscape analysis of the Conservation Area on a background of the survival mapping used in Fig. 7. The figure shows:

- Important views and vistas
- Open green spaces
- Important open areas
- Important gateways and arrival points
- Landmarks

The character areas GIS shapefile dataset is attributed with the following values:

Shapefile primitive: polygon

Shapefile attribute properties

Attribute Name	Field type	Width	Description	example
Name	Field Character	25	Character type	Truro
Creation_date,	Field Character	20	Date of creation of dataset	dd/mm/yyyy
Capture_scale,	Field Character	20	Digitisation Scale of dataset	1:2500
User,	Field Character	25	Person responsible for data capture	JP

Appendix 2: Archaeological potential gazetteer

GAZ	SITE ID	NAME	PERIOD	DISPLAY	SITE TYPE	FORM
1	0.00000	Truro, Railway Station	C19	POST-MEDIEVAL	Engine Shed	Documentary
2	0.00000	Truro Railway Station	C19	POST-MEDIEVAL	Goods Shed	Documentary
3	0.00000	Truro, Wellington Terrace	PM	POST-MEDIEVAL	School	Documentary
4	0.00000	Truro, Kenwyn Road	C19 - C20	POST-MEDIEVAL	Windmill	Documentary
5	0.00000	Truro, Claremont Terrace	C19	POST-MEDIEVAL	Railway Siding	Documentary
6	25246.00000	Truro, Edward Street	C12	MEDIEVAL	Castle	Site of
7	25246.00000	Truro, Edward Street	C19 - C20	POST-MEDIEVAL	Cattle Market	Site of
8	0.00000	Truro, Pydar Street	Pre 1907	POST-MEDIEVAL	School	Site of
9	0.00000	Truro, Oak Way	Pre 1907	POST-MEDIEVAL	Poorhouse & Hospital	Site of
10	0.00000	Truro, Oak Way	Pre 1907	POST-MEDIEVAL	Mortuary Chapel	Site of
11	18923.00000	Truro, Bosvigo Road	PM	POST-MEDIEVAL	Pottery	Documentary
12	0.00000	Truro, Castle Street	PM	POST-MEDIEVAL	Nonconformist Chapel	Site of
13	0.00000	Truro, River Street	C19	POST-MEDIEVAL	Nonconformist Chapel	Documentary
14	41569.00000	Truro, The Leats	PM	POST-MEDIEVAL	Tannery	Documentary
15	41541.00000	Truro, Garras Wharf	PM	POST-MEDIEVAL	Wharf	Documentary
16	0.00000	Truro, City Road	C19	POST-MEDIEVAL	School; Mission Hall	Documentary
17	0.00000	Truro, Trethellan Smelting House	PM	POST-MEDIEVAL	Smelting Works	Documentary
18	0.00000	Truro, Morlaix Avenue (Steam Flour Mill)	C19	POST-MEDIEVAL	Mill	Documentary
19	0.00000	Truro, Fairmantle Street (National Schools)	C19	POST-MEDIEVAL	School	Documentary
20	41532.00000	Truro, Morlaix Avenue	PM	POST-MEDIEVAL	Gas Works	Documentary
21	0.00000	Truro, Lemon Quay (Lime Yard)	PM	POST-MEDIEVAL	Limekiln	Documentary
22	41563.00000	Truro, Lemon Quay (Iron Foundry)	PM	POST-MEDIEVAL	Foundry	Documentary
23	41564.00000	Truro, Lemon Quay (Lime Yard)	PM	POST-MEDIEVAL	Limekiln	Documentary
24	0.00000	Truro, Lemon Quay (Coal Yard)	PM	POST-MEDIEVAL	Coal Store	Documentary
25	0.00000	Truro, Lemon Quay (Pottery)	PM	POST-MEDIEVAL	Pottery	Documentary
26	0.00000	Truro, Charles Street	C19 - C20	POST-MEDIEVAL	Nonconformist Chapel	Documentary
27	0.00000	Truro, Chapel Place	C19	POST-MEDIEVAL	Nonconformist Chapel	Documentary

28	0.00000	Truro, St Clement's Hill	Pre 1880	POST-MEDIEVAL	Mortuary Chapel	Documentary
29	0.00000	Truro, Green Street	Pre 1878	POST-MEDIEVAL	Custom House	Documentary
30	0.00000	Truro, Wilkes Walk	MD-PM	POST-MEDIEVAL	Mill Pond	Documentary
31	0.00000	Truro, Boscawen Street	PM	POST-MEDIEVAL	Police Station	Documentary
32	18951.10000	Truro, High Cross	C12 1880 -	MEDIEVAL	Churchyard	Site of
33	18951.10000	Truro, High Cross	C12 1880 -	MEDIEVAL	Church	Site of
34	0.00000	Truro, Union Place	Pre 1878	POST-MEDIEVAL	Museum	Site of
35	41568.00000	Truro, Carclew Street	PM	POST-MEDIEVAL	Malthouse	Documentary
36	0.00000	Truro, St Clement's Hill	Pre 1880	POST-MEDIEVAL	Police Station	Site of
37	41540.00000	Truro, Garras Wharf	Pre 1878	POST-MEDIEVAL	Timber Pond	Site of
38	0.00000	Truro, Newham	C19	POST-MEDIEVAL	Goods Shed	Documentary
39	0.00000	Truro, Newham	C19	POST-MEDIEVAL	Goods Shed	Documentary
40	41539.00000	Truro, Garras Wharf	C19	POST-MEDIEVAL	Timber Yard	Documentary
41	41572.00000	Truro, Wilkes Walk	Pre 1880	POST-MEDIEVAL	Saw Mill	Site of
42	0.00000	Truro, Old Bridge Street	Pre 1878	POST-MEDIEVAL	Coal Store	Site of
43	0.00000	Truro, Old Bridge Street	Pre 1878	POST-MEDIEVAL	Coal Store	Site of
44	0.00000	Truro, Melrose Terrace	Pre 1878	POST-MEDIEVAL	School	Site of
45	0.00000	Truro, Lemon Quay	Pre 1878	POST-MEDIEVAL	Warehouse	Site of
46	41574.00000	Truro, Trafalgar Square	Pre 1878	POST-MEDIEVAL	Saw Mill	Site of
47	0.00000	Truro, Trafalgar Square	Pre 1878	POST-MEDIEVAL	Coal Store	Site of
48	18950.00000	Truro, Trafalgar Square	1816 - 1871	POST-MEDIEVAL	Smelting Works	Site of
49	25230.00000	Truro, Daubuz Court	Pre 1880 c	POST-MEDIEVAL	Corn Mill	Site of
50	41566.00000	Truro, City Wharf	PM	POST-MEDIEVAL	Timber Yard	Documentary
51	41535.00000	Truro, Malpas Road	Pre 1878	POST-MEDIEVAL	Wharf	Site of
52	0.00000	Truro, Malpas Road	C19 C20 -	POST-MEDIEVAL	Wharf	Documentary
53	41536.00000	Truro, Malpas Road	C19	POST-MEDIEVAL	Wharf	Documentary
54	0.00000	Truro, Malpas Road	Pre 1880	POST-MEDIEVAL	Wharf	Documentary
55	0.00000	Truro, Malpas Road	Pre 1880	POST-MEDIEVAL	Timber Yard	Documentary
56	41538.00000	Truro, Malpas Road	Pre 1880	POST-MEDIEVAL	Limekiln	Documentary

57	41565.00000	Truro, Lemon Quay	C19	POST-MEDIEVAL	Timber Yard	Documentary
58	0.00000	Truro, Lemon Quay	Pre 1907	POST-MEDIEVAL	Timber Yard	Documentary
59	0.00000	Truro, Infirmary Hill	Pre 1878	POST-MEDIEVAL	Sunday School	Site of
60	0.00000	Truro, Malpas Road	C19	POST-MEDIEVAL	Wharf	Documentary
61	0.00000	Truro, Green Street	Pre 1842	POST-MEDIEVAL	Bowling Green	Documentary
62	0.00000	Truro, St Austell Street	Pre 1880	POST-MEDIEVAL	Coal Store	Documentary
63	0.00000	Truro, Railway Station	Pre 1880	POST-MEDIEVAL	Engine Shed	Documentary
64	0.00000	Truro, Merrifield Close	Pre 1880	POST-MEDIEVAL	Kennels	Documentary
65	0.00000	Truro, Victoria Gardens	Pre 1880	POST-MEDIEVAL	Nursery Garden	Documentary
66	0.00000	Truro, High Cross	Pre 1880	POST-MEDIEVAL	Assembly Rooms	Documentary
67	41567.00000	Truro, Kenwyn Street	PM	POST-MEDIEVAL	Blacksmiths Workshop	Documentary
68	41560.00000	Truro, Lemon Mews	Pre 1878	POST-MEDIEVAL	Blacksmiths Workshop	Site of
69	0.00000	Truro, Morlaix Avenue	Pre 1880	POST-MEDIEVAL	Lodge	Documentary
70	41573.00000	Truro, Trafalgar Square	Pre 1880	POST-MEDIEVAL	Blacksmiths Workshop	Documentary
71	0.00000	Truro, Prince's Street	Pre 1880	POST-MEDIEVAL	Bank	Documentary
72	25245.00000	Truro, Pydar Street	PM	POST-MEDIEVAL	Almhouse(s)	Site of
73	0.00000	Truro, Pydar Street	PM	POST-MEDIEVAL	Prison	Documentary
74	0.00000	Truro, Station Road	Pre 1907	POST-MEDIEVAL	Railway Turntable	Documentary
75	41533.00000	Truro, Boscawen Bridge	1849-1968	POST-MEDIEVAL	Bridge	Site of

Appendix 3: Details of Consultation

A draft version of this report went through a consultation process and was revised in light of comments received. Thanks to the following people and organisations that were all consulted as part of this process.

ORGANISATION

City of Truro Chamber of Commerce
Working for Truro Association
Devon & Cornwall Constabulary
Truro City Council

English Heritage
CABE

Cornish Disability Forum
Truro Civic Society
Cornwall County Council
Cornwall County Council
Cornwall County Council
Cornwall County Council
SWRDA
Cornwall Wildlife Trust
Public Art Consultant
Environment Agency
South West Water
Carrick District Council

Blue Badge Guides
Cornish Buildings Group
Truro Conservation Area Advisory Committee

Truro District Ward Councillors

Chair of Planning (Development Control)
Committee
Carrick District Design Champion
District Cabinet Member (Environment & Strategy
Cornwall County Councils (Truro Electoral
Division)

CONTACT NAME

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Simon Hendra (Chairman)
PC Graham Martin (Architectural Liaison Officer)
Russell Holden (Town Clerk)
Councillor Phillippa Mills (Chair of the Town
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Nigel Matthews (Landscape Officer)
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Polly Mason
Julian Payne (Development Control Manager)
Carolyn Waters (Development Planner)
Karl Roberts (Head of Development Services)
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Martin Searle (Community Regeneration Officer)
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Mark O'Brien (Open Spaces Manager)
Martin Woodley (Local Plans Section)
Katie Cooke (Local Plans Section)
Penny Fincken
Hugh Lander and Peter Mitchell
Andrew Harvey
Leonard Robinson
Hugh Lander
Paul Brown
Reg Bowyer
Chris Hendra (Chair)
Councillor Connie Fozzard
Councillor Tamblyn
Councillor Biscoe
Councillor Sell
Councillor Mrs Young
Councillor Fletcher-Peters
Councillor Cox
Councillor Mrs Cox
Councillor Mrs Callen
Councillor Wells
Councillor Mrs Vale

Councillor Gill Wilson
Councillor Greenslade
Councillor Mrs Carlyon

Councillor Mrs Ansari

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Strategic, policy and programme documents

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Historic maps

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Symons' maps of Truro, 1842 and 1848

Ordnance Survey 1st edn 1:2500 (c 1880)

Ordnance Survey 2nd edn 1:2500 (c 1907)

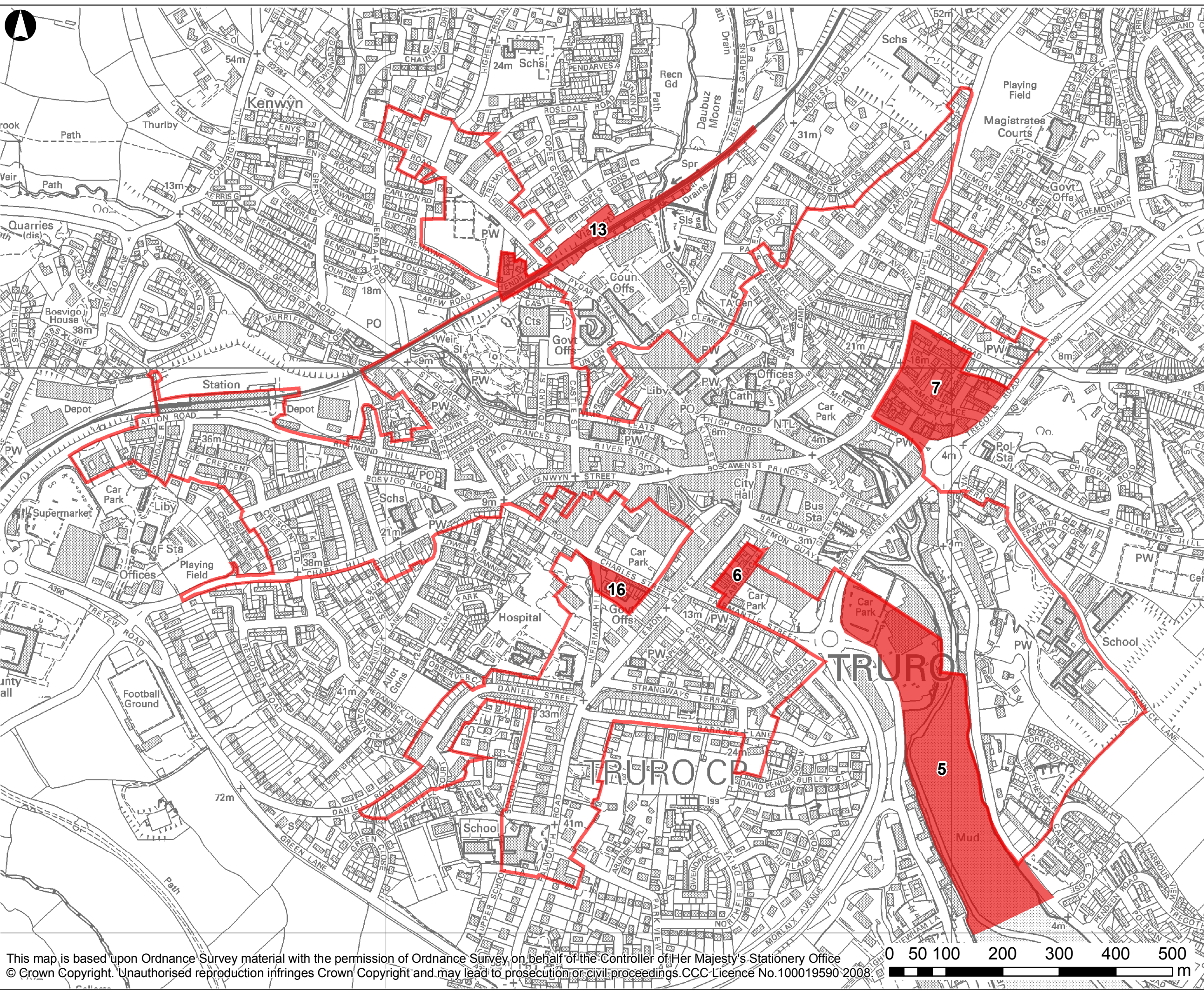
Ordnance Survey 2nd edn 1:2500 (revision) (1930s)



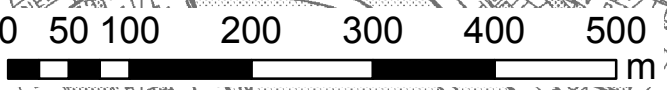
Truro Conservation Appraisal

 Existing Truro Conservation Area

 Proposed Truro Conservation Area extensions



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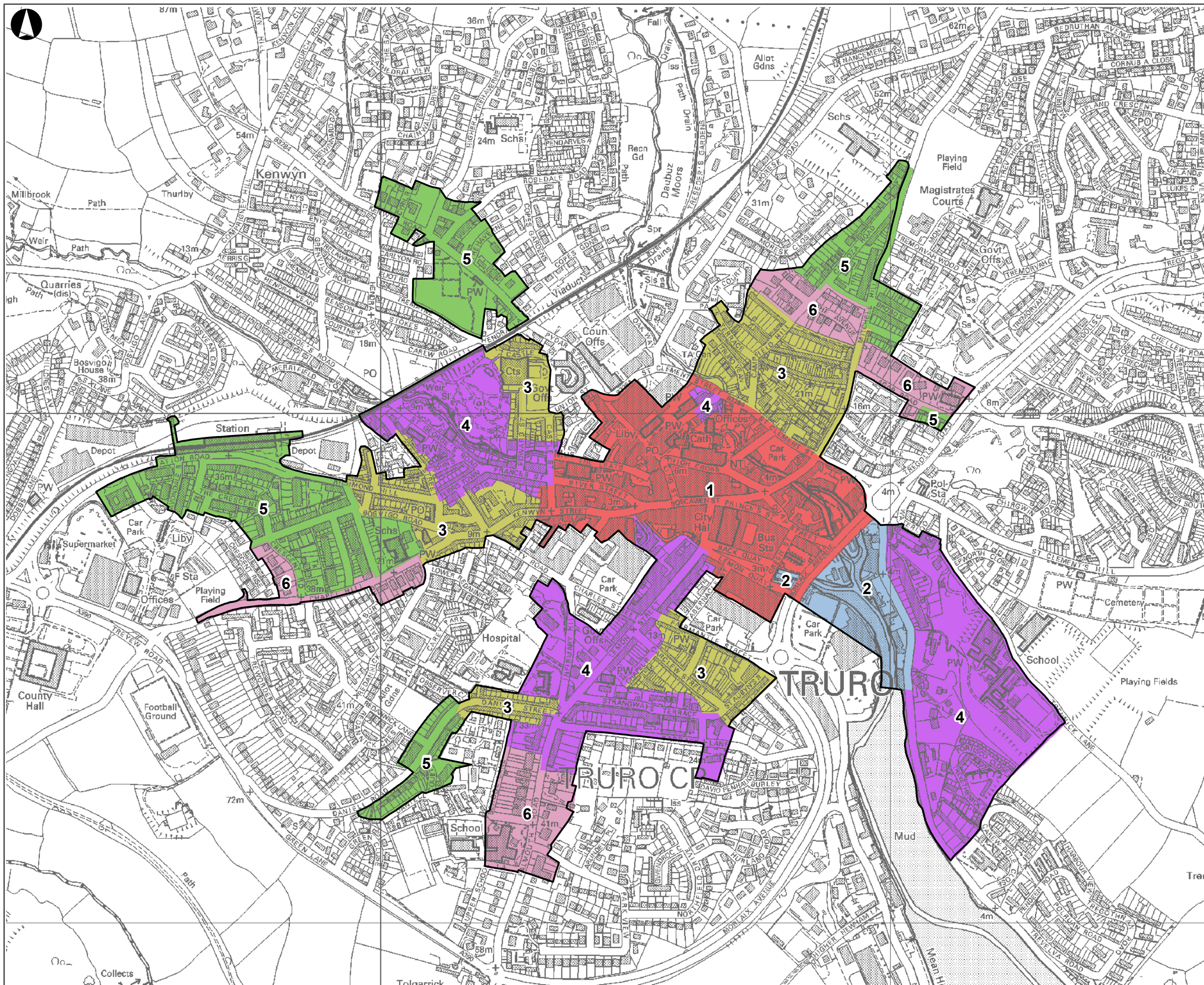


Figure 8.
Character Areas

Truro Conservation Area

1 City core

2 Working waterfront

3 Artisan housing

4 Planned elegance

5 19th middle class terraces

6 19th century town villas

0 45 90 180
Metres

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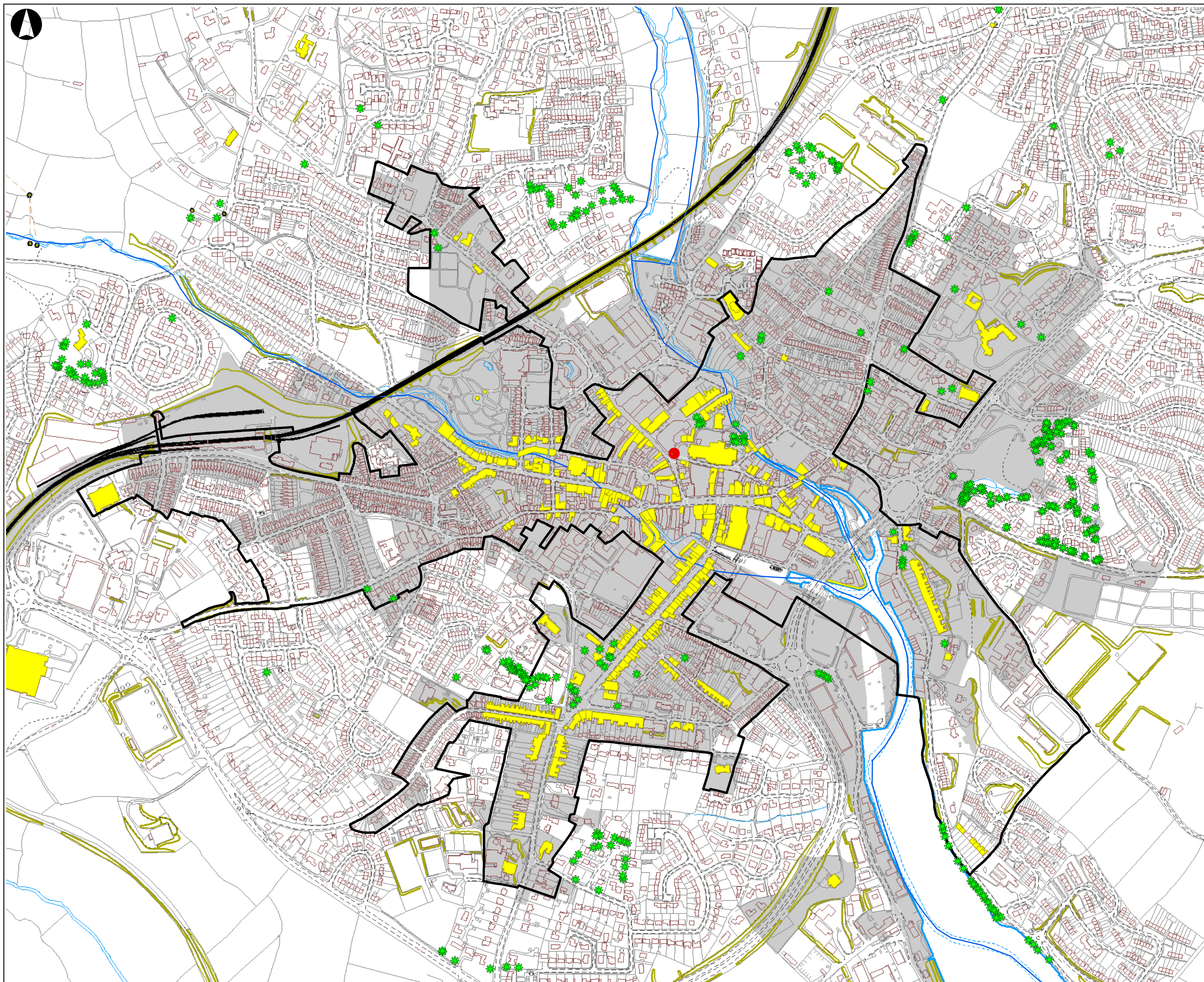


Figure 7.
Surviving historic components

-  Truro Conservation Area
-  Scheduled Monument
-  Listed Building
-  c1907 urban extent
-  River
-  Tree preservation orders

0 50 100 200 Metres

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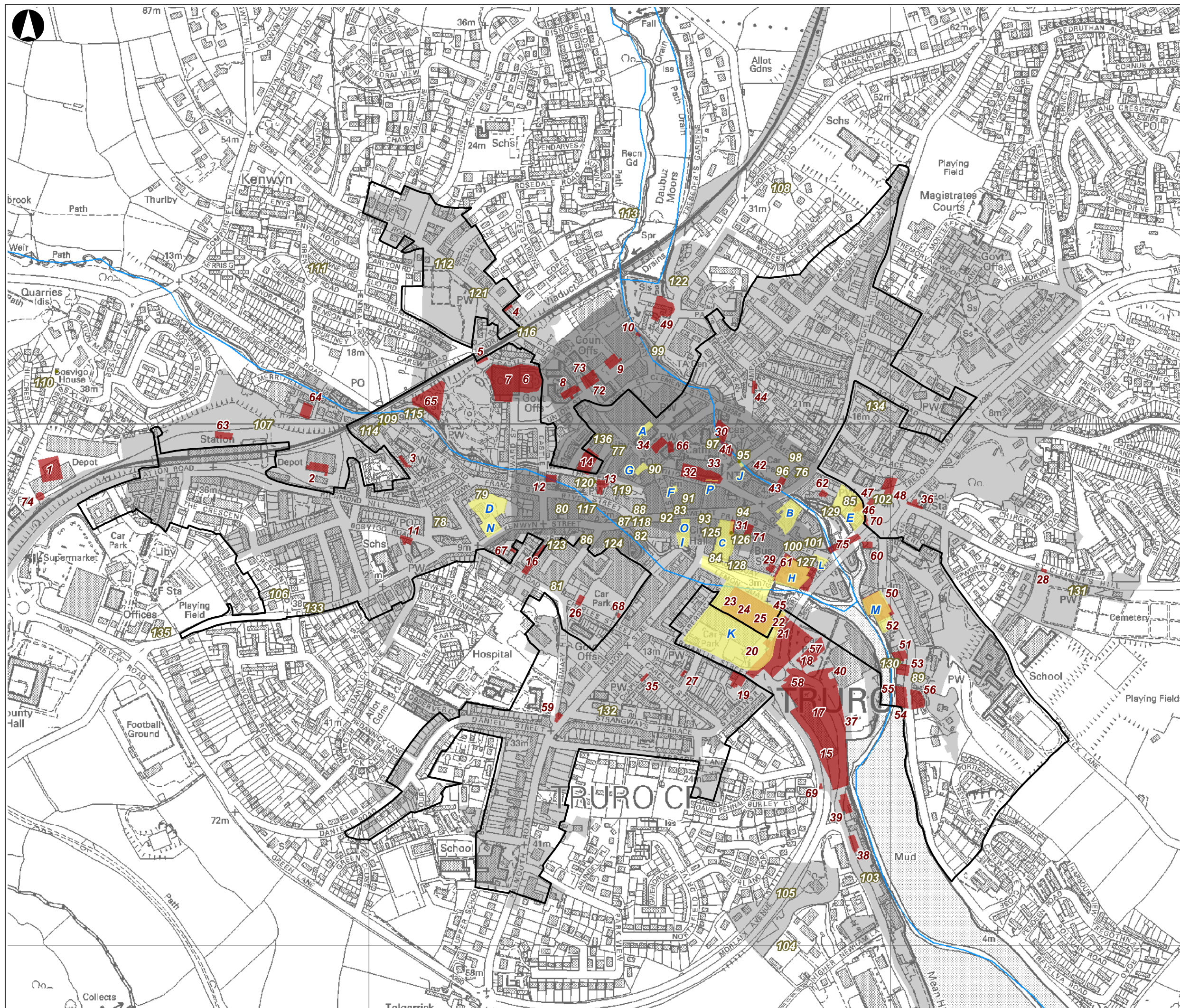


Figure 6.
Buried archaeological potential

Truro Conservation Area

- A** Public Library extension assessment 1997
- B** Central Hotel site evaluations 1997 & 1989
- C** City Hall evaluation 1996
- D** Kenwyn Street & Kenwyn Mews assessment 1998
- E** Post Office sorting site assessment 1997
- F** 6/7 King Street evaluation & watching brief 1997
- G** 4-6 Pydar Street assessment & minor excavation 1998
- H** Lemon Quay assessment, watching brief & excavation 1999/2000
- I** 13 Boscawen Street assessment
- J** Old Bridge assessment 2001
- K** Lemon Quay survey, watching brief & excavation 2000
- L** The Green survey, watching brief & excavation 2000
- M** City Wharf assessment & survey 2002
- N** Kenwyn Street watching brief 2001
- O** 11-12 Boscawen Street minor excavation 2002
- P** High Cross watching brief 2000
- 42** Historic site (historic extent known)
- 42** Historic site (approximate location)

Medieval urban extent

c1907 urban extent

0 45 90 180
Metres

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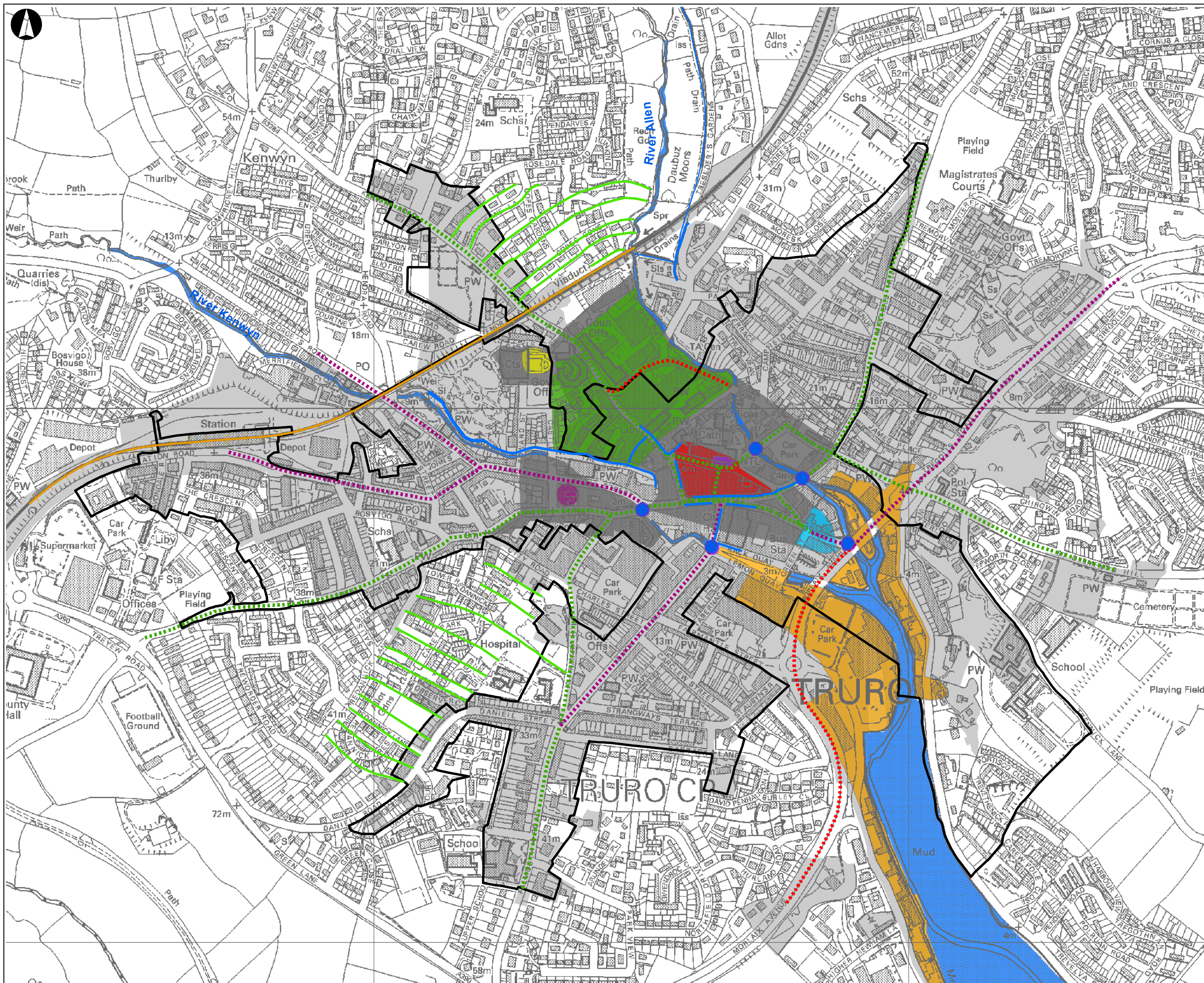


Figure 5.
Historic settlement
topography

- Truro Conservation Area
- Medieval Strip Field
- Medieval Road
- Major new C19th road
- Major new late C20th road
- Leat
- Railway
- Castle
- St Mary's Church
- Dominican Friary
- Quays and wharfs
- Market
- Medieval quay (approx. location)
- Medieval burgage strips
- Historic Bridges
- River
- River (estuary)
- c1907 urban extent
- Medieval extent

0 40 80 160
Metres

See Appendix 1 for GIS metadata information, definitions and suggestions for use.

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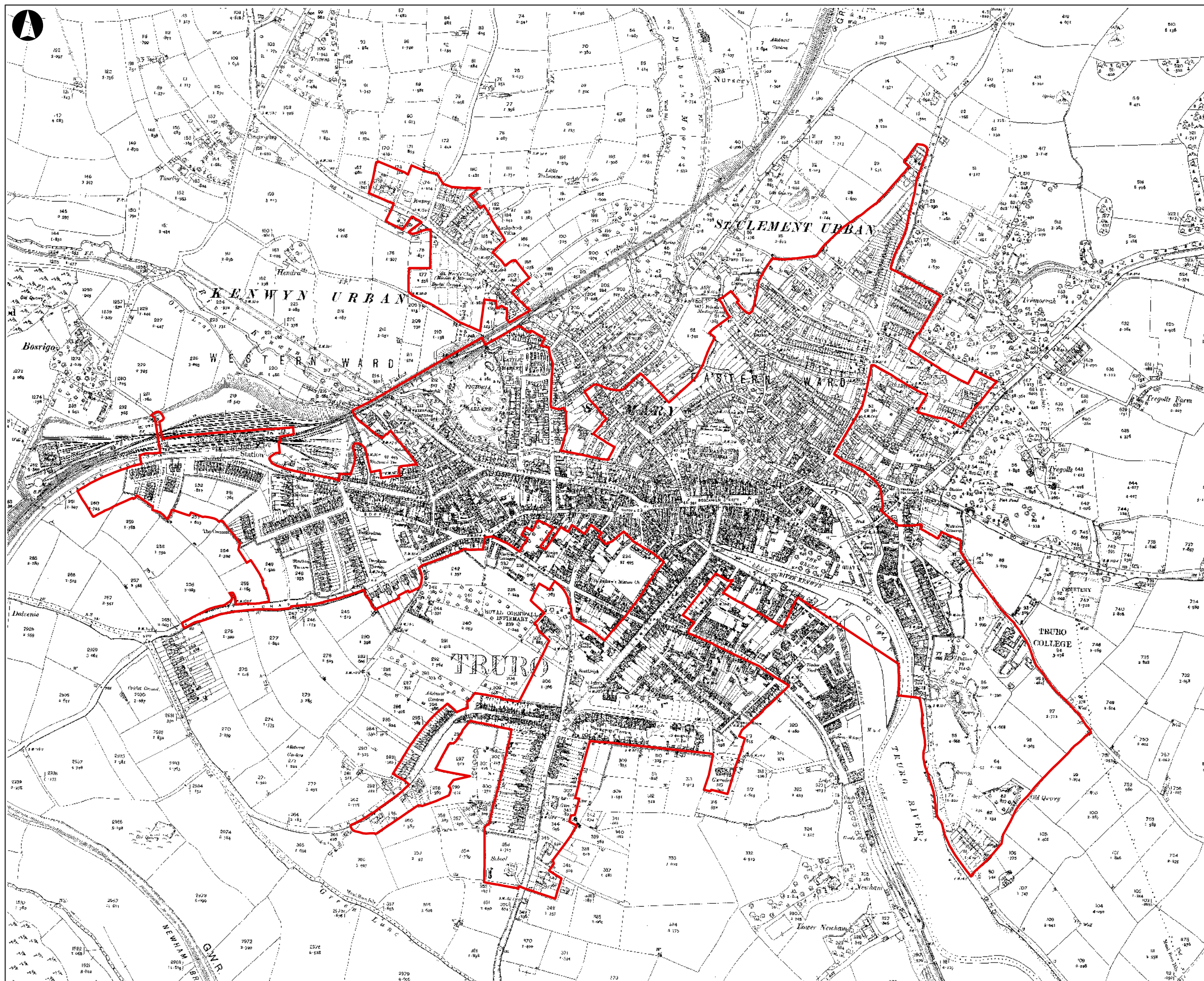


Figure 3.
Ordnance Survey 2nd ed.
1:2500 (c 1907)

Truro Conservation
Area

0 40 80 160
Metres

See Appendix 1 for GIS metadata
information, definitions and suggestions
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Survey and Landmark
1907 OS 1:2500 historic
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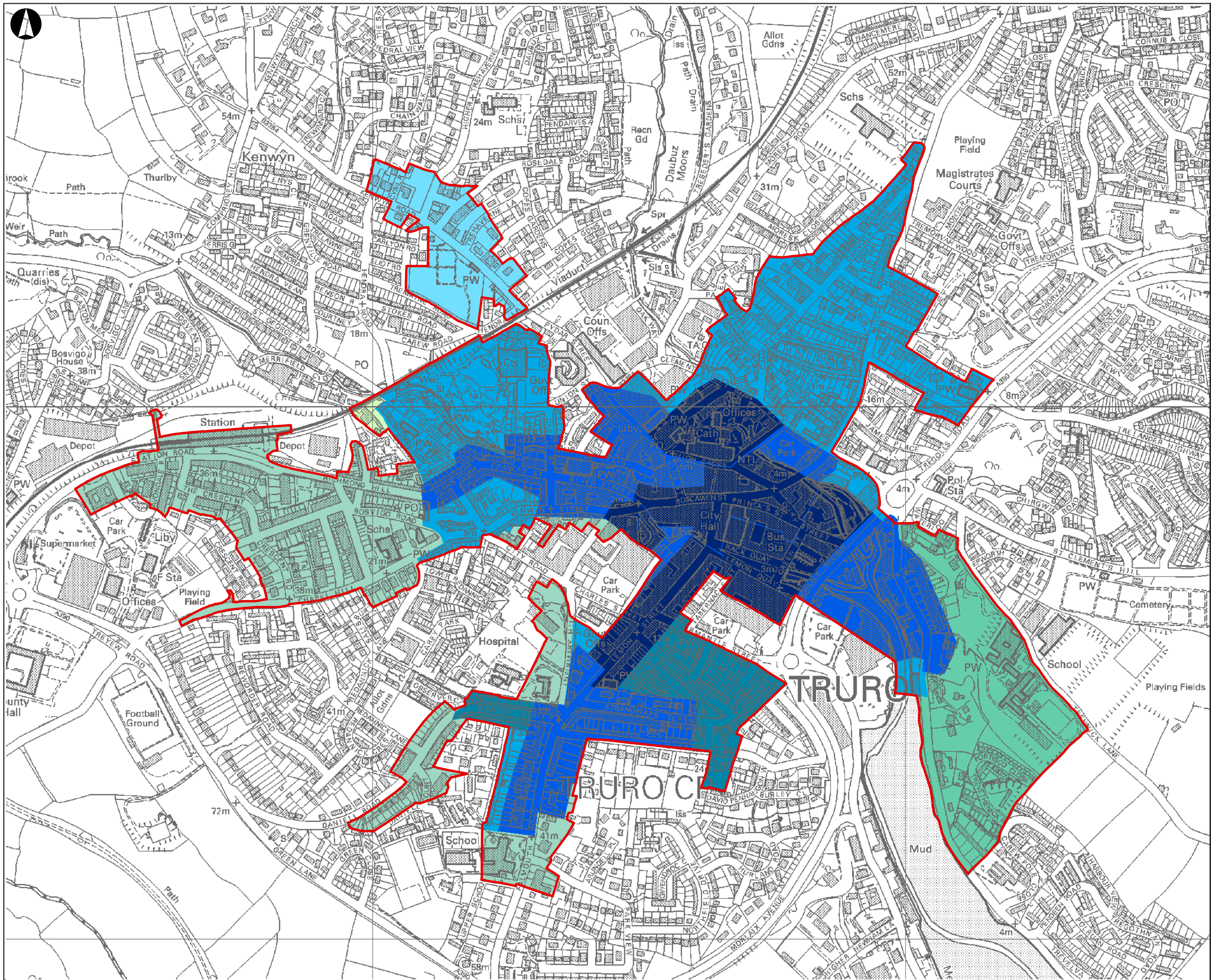


Figure 2.
Conservation Area evolution

- Conservation Area 1969
- 1975 extension
- 1978 extension
- 1988 extension
- 1990 extension
- 1991 extension
- 1992 extension
- 2001 extension
- Truro Conservation Area

0 40 80 160 Metres

See Appendix 1 for GIS metadata information, definitions and suggestions for use.

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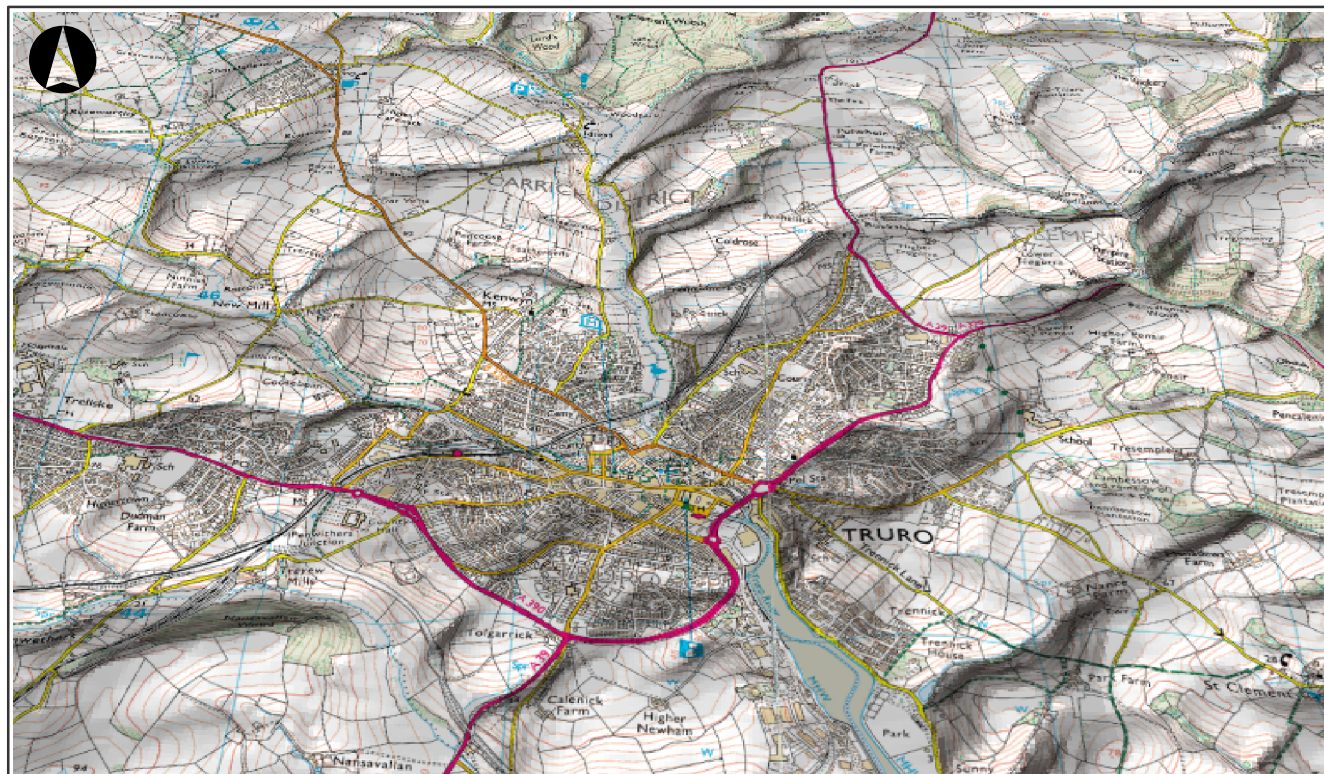
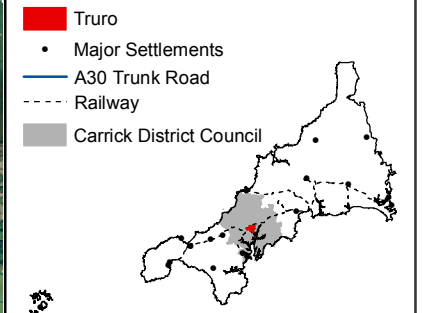
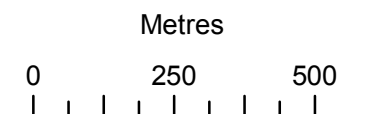
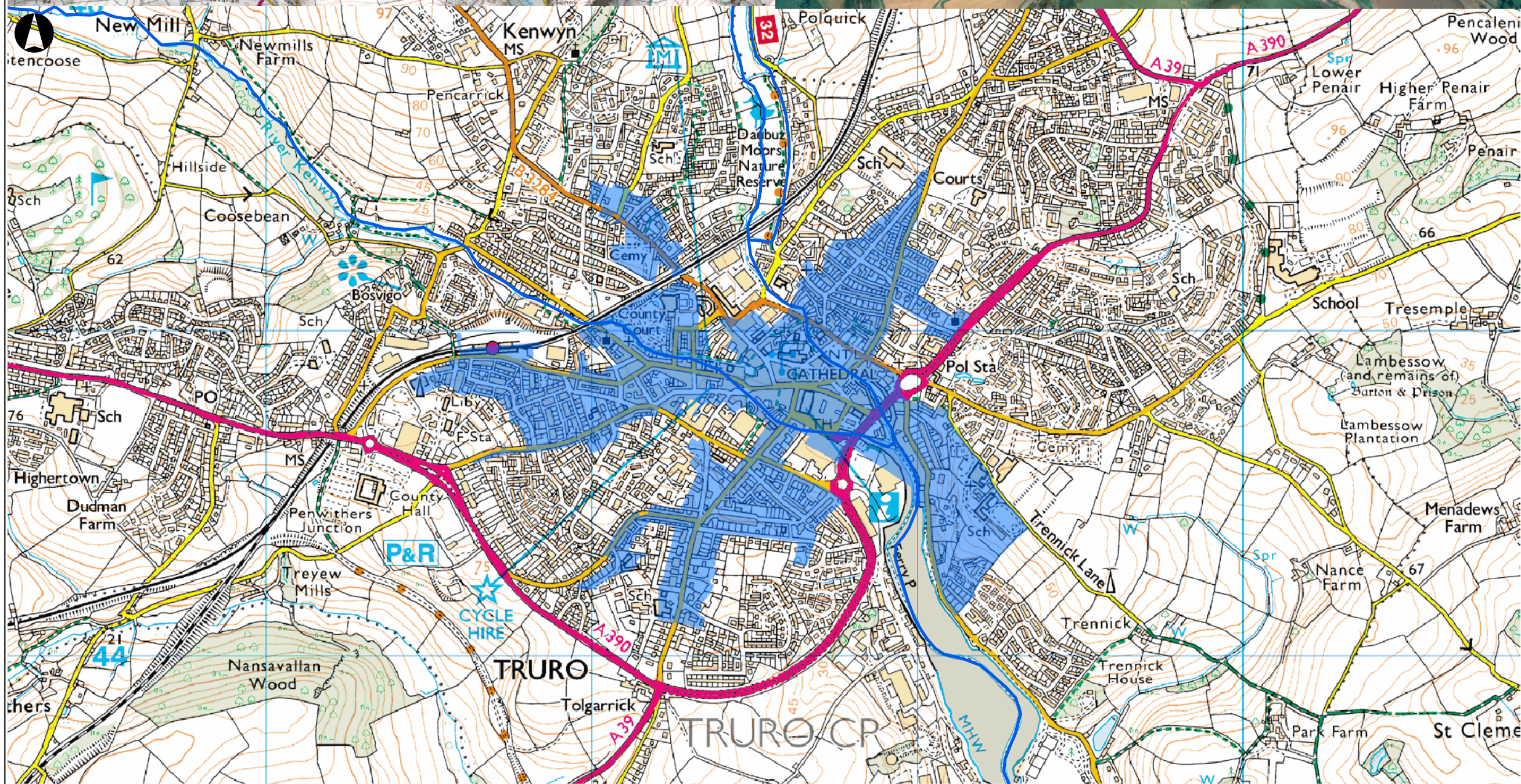


Figure 1.
Location & physical
topography



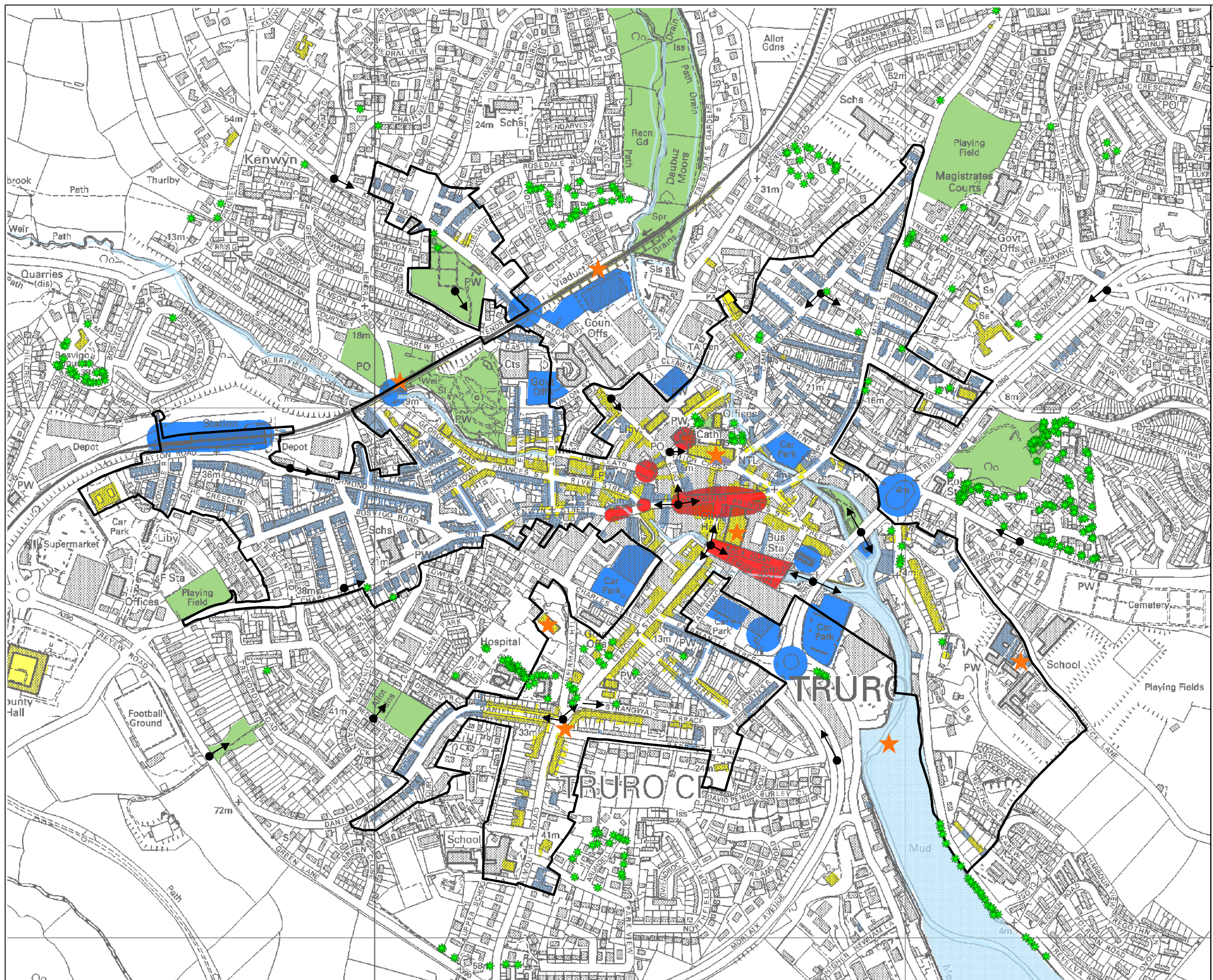
Truro Conservation Area



See Appendix 1 for GIS metadata information, definitions and suggestions for use.

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Figure 10.
Townscape Analysis



Truro Conservation Area

Scheduled Monument

Listed Building

Historic building

River

River

Tree preservation orders

Important views
and vistas

Open green spaces

Important open areas

Important gateways
arrival points

Landmarks

0 40 80 160
Metres

See Appendix 1 for GIS metadata
information, definitions and suggestions
for use.

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Truro Conservation Area Management Plan



March 2010

This Conservation Area Management Plan was commissioned by Carrick District Council. At the Carrick Cabinet meeting on 10 February 2009 Members resolved to recommend to the Joint Implementation Executive that the Truro Conservation Area Management Plan be adopted. It was subsequently endorsed by Cornwall Council as a material consideration within the emerging Cornwall Council Local Development Framework on 24 April 2010. The recommended changes to the boundaries of Truro Conservation Area were authorised by Cornwall Council and came into effect on 24 April 2010.

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1.0 INTRODUCTION

This Management Plan for the Truro Conservation Area was commissioned by Carrick District Council in September 2007. Its purpose is to provide a practical and authoritative guide, for use by both the local planning authority and relevant property owners, on what type and extent of development is both permitted and desirable within and adjacent to the Conservation Area. It is intended this document will ultimately be adopted as material consideration within the emerging Cornwall Local Development Framework, where it will be accompanied by a Sustainability Appraisal.

Following its historic origins as a port and an administrative centre for Cornish industry, Truro is now a commercial, employment and institutional centre for the county, as well as its ecclesiastical focus. Truro's rich heritage, expressed in the variety of historic streets and buildings in the city centre, is an essential factor in ensuring that it remains an attractive and distinctive place to live, work and visit. The designation of the city's historic core as a Conservation Area in 1969 was in recognition of its special architectural and historic interest, and of the desirability of preserving its character or appearance.

The production of Management Plans for conservation areas is a responsibility encouraged and enjoined upon, but not required of, the local planning authority. It is intended that they follow on from and expand upon a detailed appraisal of a conservation area, the appraisal for Truro having been carried out by Cornwall County Council, on behalf of Carrick District Council, in 2005. This Management Plan therefore represents the natural progression of the local authority's ongoing consideration of the protection and enhancement of the Conservation Area, and as such the special qualities, issues and opportunities identified within the Appraisal form the foundation of this Management Plan. This document also draws upon the Cornwall & Scilly Urban Survey report on Truro (2003) and the Carrick District Design Guide (2005).

There is also, however, a second impetus for the production of the Truro Conservation Area Management Plan at this point: the significant planned growth of the city over the coming years. Additional growth has been proposed for Truro in both the adopted Cornwall Structure Plan (2004) and the draft Regional Spatial Strategy (2006). The principle of growth is repeated in the Area Action Plan (2007) for Truro, which will identify the location for the draft Regional Spatial Strategy provision for 5,400 houses to the south and west of the city and 1,000 within

the existing urban area. Though this will undoubtedly bring a significant expansion in the city's population and present many new opportunities for Truro, it will also inevitably introduce new pressures upon the existing services and townscape within its historic core. The Management Plan therefore also has a responsibility to respond to both the likely threats and the likely opportunities presented to the Conservation Area by this proposed growth. A careful balance must be struck between providing the desired level of urban expansion and associated services, and the need to safeguard and enhance the city's existing positive qualities.

The format of this report reflects the two main priorities of a Conservation Area Management Plan: to ensure the ongoing protection of the existing buildings and townscape of the Conservation Area and to guide its future development in a manner that preserves and enhances its special character and appearance. It begins with an outline of the strengths, weaknesses, opportunities and threats of the Conservation Area. It then details general and specific planning policies and controls effective across the Conservation Area, before outlining

proposals for its enhancement, including four specific public realm enhancement 'projects'. It closes with recommendations for any extension of the current heritage protection measures and with a programme of implementation for the Management Plan.

During the preparation of this document four consultation workshops have been held, one with key stakeholders (i.e. local organisations and local and national government representatives), two with local businesses and one with residents of the Conservation Area. These were organised in accordance with the Carrick District Council's Strategy for Community Involvement, and a careful record has been kept of the opinions voiced at each session. Across the four sessions certain key themes emerged, especially regarding the city's existing identity and the way that identity may change, for good or worse. The sessions revealed a sense of local commitment to Truro of a kind that many comparable cities would be proud to have. This Management Plan aims to reflect that sense of pride and the priorities which it implies.

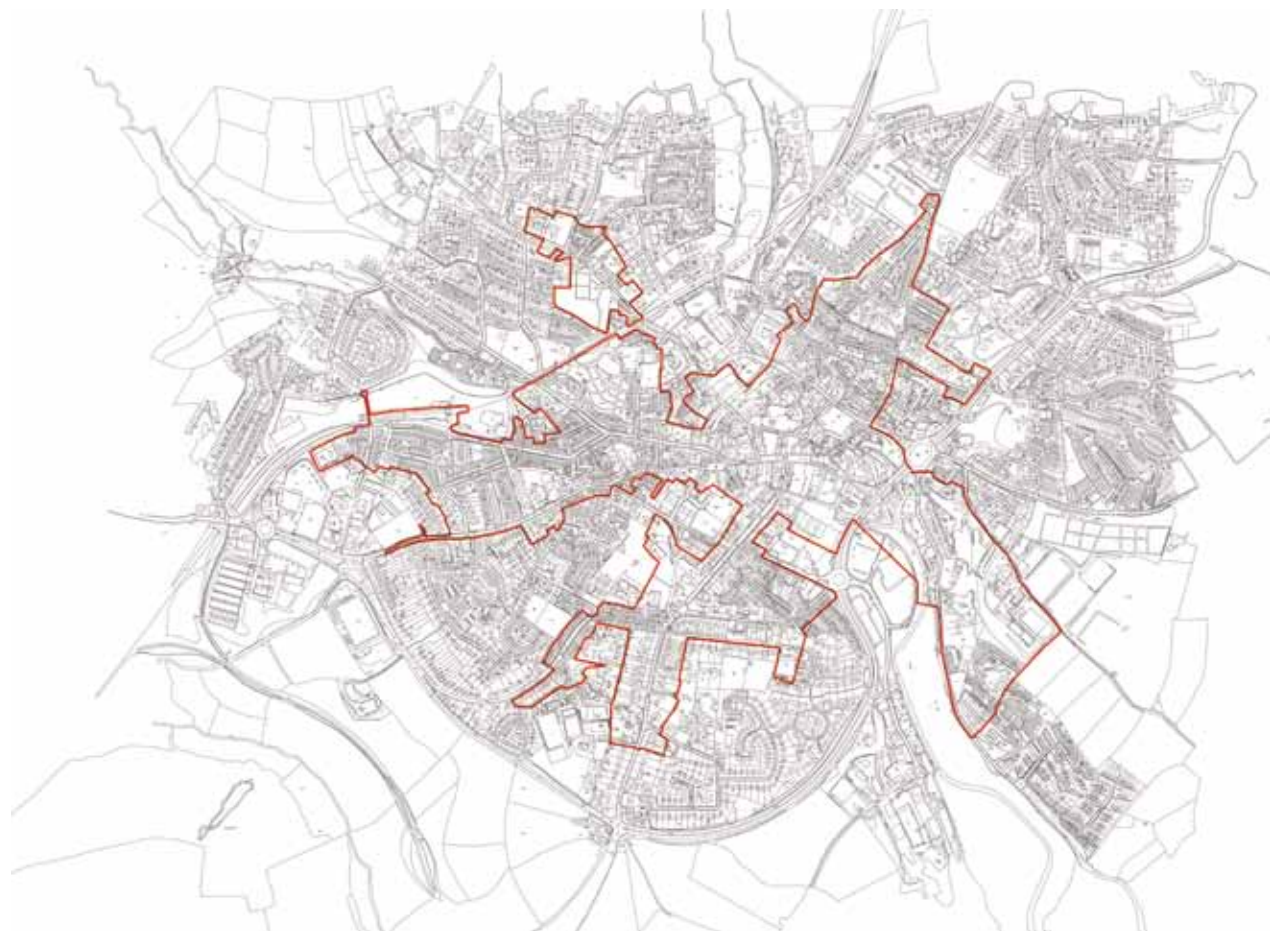


Figure 1 The Truro Conservation Area

2.0 STRENGTHS AND WEAKNESSES OF THE CONSERVATION AREA

2.1 Historic Context

On first arriving at Truro it is obvious to any visitor that this is a cathedral city. The three towers of Pearson's Cathedral dominate views of the city from every direction, and secure the relationship between the city and the landscape bowl in which it sits. Yet Truro is quite unlike most other cathedral cities, and therein lie many of its strengths and weaknesses as a place.

As the Conservation Area Appraisal and other studies have shown, although Truro became a place of acknowledged importance in the 12th century, with a castle and a town charter, for a long period it remained of modest size. It benefited from its trading advantage at the confluence of two main rivers, plus its status as a coinage town, but its built-up area was confined to a small network of streets and wharves. The port was originally at what is now Victoria Square, before it moved downstream to Lemon Quay. In the late 16th century it was still described as a 'pretty compacted town', and it is its compacted quality which has remained its chief characteristic. 'Compact' and 'Walkable' were words used throughout the consultation workshops held during the preparation of this Management Plan.

Truro's expansion began in the 18th century in response to the growth of Cornwall's mining industries. Substantial merchant houses were built in Princes Street, the Assembly Rooms were opened, and the generous width of Boscawen Street was created by uniting two former streets. In the early 19th Century, Lemon Street was built, more uniform architecturally than anything Truro had seen before, plus subsidiary artisan streets such as Carclew Street and Daniell Street. On the opposite side of the bowl formed by the two rivers terraced housing began to be built off Mitchell Hill.

These developments set the tone for the city centre (and the Conservation Area) as seen today, yet compared to other towns they were limited and unambitious. More substantial change came with the opening of the railway in 1859, the building of new banks and commercial premises, and the establishment of institutions such as Truro School (1880). The choice of Truro in 1876 as the seat for an Anglican bishopric, followed a year later by its achieving city status, were clear indicators that it was now a place of real substance. Pearson's Cathedral (1887-1910), planted at its heart, symbolised that transformation.

2.2 Strengths and Weaknesses

In terms of its buildings and layout, the significant qualities of the Conservation Area can mostly be traced from the way the city developed from the Middle Ages until the First World War. Those strengths can be summarised under five headings:

- The topographical setting of the city, and the role that water (rivers, the waterfront, the leats) plays in it.
- The substantial survival of its medieval layout, including its streets and alleys (or opes).
- The compactness of its city centre: everything is within convenient walking distance.
- The survival of historic buildings, principally of the 18th to 19th Centuries. There are 280 listed buildings in the Conservation Area.
- The role of the Cathedral as the landmark which defines the city.

The 20th Century saw the continued expansion of Truro, filling in areas between the main roads and on the slopes of the landscape bowl. Few of these new parts of the city were of the same quality as earlier developments: generally they lie beyond the boundary of the Conservation Area.

As expansion continued, so the city centre was affected, principally by the demand to accommodate the motor car and to provide new types of shop. Almost without exception these changes were based on development ideas alien to the historic qualities of the centre that had evolved over the previous centuries. First, Lemon Quay was infilled in 1926 to create an open space and car park, severing part of the city's connection with the water. Then in the late 1960's and early 1970s, a number of buildings were lost to new development, including the Red Lion Inn in Boscawen Street, and the Post Office, Masonic Hall and other buildings on High Cross. Above all, the construction of Morlaix Avenue continued what the infilling of Lemon Quay had started by creating a powerful barrier between the city and its rivers. What Truro experienced was not unique - similar developments disfigured parts of Bath, Gloucester and other cities - but the effect was severe because of the enclosed, small-scale character of the city. Although they may have helped maintain the city's economy, none of these changes contributed to what makes Truro a special place.

2.3 Opportunities and Threats

Seen in the context of its overall history, Truro now faces an unprecedented scale of change. At present it is a city of 21,000 population and, together with Falmouth, it forms a principal centre in an area of mainly scattered settlements. The Area Action Plan (January 2007), and the strategic reports and documents to which it refers, describe the developments which will most affect it:

- The provision of new housing, principally to the south and west of the city. The draft Regional Spatial Strategy suggests an additional 5,400 houses 2006-2026.
- Transport changes, including proposals for the construction of a local distributor road south of the Hightertown Corridor, the provision of park and ride facilities and progressive reduction of commuter parking in the city centre.
- The development of 250,000 – 300,000 sq. ft. of additional retail space.
- The encouragement of additional leisure uses.

In essence these changes stem from a strategic intent to concentrate development (especially new housing) in Truro, building upon its existing status in the county, and to manage that development in a way that is sustainable and reflects the city's traditional strengths.

As the Area Action Plan puts it 'by 2026, Truro will feel very different to how it does today.' The question for this Conservation Area Management Plan is, how will these changes affect the special character of the city centre which the Conservation Area exists to protect?

The potential benefits to the Conservation Area from the overall development of Truro may be summarised under four headings:

- The status and economy of the city will be enhanced, and will be reflected in increased investment in the city centre. This Management Plan has a role to play in helping to maximise the conservation benefits from that investment.
- Development projects in the city centre may help redress the negative impact of earlier (principally 20th Century) changes.
- Developer funding may be applied to the improvements of the streetscape and public realm.
- Sustainable transport policies will help mitigate the negative effects of traffic and parking on the Conservation Area.

However, the Conservation Area may also experience a number of threats. Some of these will be of a kind which face conservation areas throughout Cornwall and elsewhere, but some will arise specifically from the pressures for change in the city. Such threats may include:

- Proposals for inappropriate new development.
- Unsympathetic alterations or changes of use.
- Provision of additional retail space undermining traditional retail uses.
- Development on the city fringe, principally at Highertown, becoming a rival to the city centre.
- Threats to existing views of the city.
- Traffic management and parking schemes which fail to take account of the character of the Conservation Area.

The aim of this Management Plan, as the following chapters make clear, is to help guide the future development of Truro in a way that will maximise the strengths of the Conservation Area. The consultations for this Management Plan confirmed the quality of those strengths but, as one participant put it 'Truro is now on a knife edge': the next few years will be crucial in determining its future character.

3.0 GENERAL POLICY RECOMMENDATIONS

3.1 Introduction

The Truro Conservation Area owes its designation and its protection to national legislation in the form of the Planning (Listed Buildings and Conservation Areas) Act 1990. The detailed obligations set out in that Act are described in Appendix 1 of this report. In summary, the Act aims to give protection to areas which are judged to have special architectural or historic qualities. As the title suggests, the emphasis in conservation areas is on the area, or on groups of buildings, rather than individual buildings. The quality of an area may relate to its historical unity or, in a more mixed environment, to the consistency and harmony between building and features of different periods. In the case of Truro, a detailed analysis of the Conservation Area has been provided in the Conservation Area Appraisal (2005).

The designation of a conservation area brings into force certain controls over development but the legislation, and the official guidance which accompanies it, are not intended to freeze the process of change. Instead, the intention is that change should be managed in a positive way to maintain the qualities which make up the special character of the area in question. This report focuses on the management processes and the priorities for the Truro Conservation Area.

This chapter outlines the local planning context within which this Management Plan has been developed. It then provides a set of policy recommendations which are applicable to the whole of the Conservation Area, and which form the basis of the more detailed recommendations in the chapters which follow.

3.2 The Local Planning Context

A new Cornwall Local Development Framework is being produced by Cornwall Council. This is building upon saved and draft work from the Carrick District Local Plan (April 1998), Carrick's Local Development Framework,

and the Truro and Threemilestone Area Action Plan which, as discussed in section 2.3 of this report, is destined when adopted to have significant input on the Truro Conservation Area and its setting. The overall development of Truro, particularly on its south west side, will change the shape of the city and the relation of the historic centre to its suburbs.

The Cornwall Local Development Framework is still being evolved: indeed, this Management Plan, and the consultations which have taken place during its drafting, will inform this process. Until the Cornwall Local Development Framework is complete, selected retained policies from the Carrick District Local Plan still apply.

Of particular relevance to this report are six policies from the Carrick Local Plan. These are reproduced in full in Appendix 2 of this report. In summary, the aspects of the Conservation Area protection which they cover are:

- The setting of the listed buildings, and the spaces and groupings of buildings which form the setting of listed buildings (Policy 4D);
- The role of development in preserving or enhancing the special character of a Conservation Area, and the presumption in favour of retaining buildings which make a positive contribution to such an area (Policy 4F);
- The design of new or the refurbishment of existing shop frontages, to respect the architectural integrity of the buildings and the character of the Conservation Area (Policy 4Q);
- Signs (including advertisements) to respect the architectural integrity of the Conservation Area (Policy 4R);
- Development to respect the unique Leats system in Truro (Policy 4W);
- The protection of historic gardens of local importance, including Victoria Gardens, Truro (Policy 4XA).

(In addition there are policies for archaeology: see Appendix 2)

3.3 Management Plan Policies

In the light of national legislation and guidance and Carrick Local Plan policies, this Management Plan recommends a number of draft policies for the protection and enhancement of the Truro Conservation Area. These policies are based on the analysis of the area in the Conservation Area Appraisal (2005), and they also reflect the outcome of consultations with local stakeholders, residents and business interests. They are policies which are designed to apply to the whole of the Conservation Area: more detailed recommendations relating to each of the six sub-areas can be found in Chapter 4 which follows.

Policy 4F of the retained Carrick Local Plan policies states: 'Proposals for development in a Conservation Area should preserve or enhance the special character of the area in terms of scale, height, form and massing, respecting the traditional pattern of frontages, vertical or horizontal emphasis, detailing and materials. There will be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of Conservation Areas.'

This policy applies to the Truro Conservation Area because of the quality and special character of its townscape. As shown in the Conservation Area Appraisal, and re-emphasised in this Management Plan, this quality is the result of the way the city has developed and the scale and layout of its streets, and the height, scale and character of the buildings which line those streets. The relationship of the buildings and spaces is as important as the buildings themselves: together they are what makes Truro unique.

In the application of this policy, it will be important to have regard to the particular qualities of the six Character Areas which make up the Truro Conservation Area. Proposed developments and building alterations should demonstrate how the proposal relates to the Character Area in question.

The draft policies which follow relate to, and expand upon, the retained Carrick Local Plan policies. In each case the draft policy is accompanied by an explanation, to show how that policy relates to the special qualities which characterise the Truro Conservation Area.

POLICY 1

Developments adjacent to the Truro Conservation Area should in their scale, height and massing respect the wider setting of the Conservation Area, including views into and out of it.

Explanation

This relates to Policy 4F of the Carrick Local Plan which addresses development within a Conservation Area. National Guidance emphasises the need to consider the impact of development on the setting of a Conservation Area and views into and out of it.

Truro is distinguished by its topography and setting, especially its relationship to the Truro River and to the landscape bowl in which the city sits. More than in many cities, the wider setting of the Conservation Area can be appreciated in almost every street; views of a green horizon or of the sky and trees along the river. At the public consultations during the preparation of this Management Plan, respondents placed considerable emphasis on the importance of these qualities. High or bulky buildings, or telecom towers and similar installations, may have a detrimental effect on this wider setting, even though they may be some distance from the Conservation Area boundary.

(On views, see also Chapter 4 above, and the Conservation Area Appraisal, pp. 96-98 and Fig. 10).

POLICY 2

Alterations to the streets, roads, lanes and opes in the Conservation Area, including changes to the carriageway, pavements and parking layouts, should have regard to the character of the Conservation Area and its long-term conservation.

Explanation

Like every city, Truro owes its existence to movement, because of its regional role as a centre for employment, administration and shopping, and because movement within its boundaries is part of its lifeblood. Movement is essential to the well-being of the city, but it can also be destructive. In particular, the dominance of traffic and parking can have an immensely negative effect on the character and vitality of the city.

Achieving the right balance between movement and the quality of a place is never easy. The intention of this policy is to emphasise that the quality of streets and spaces should not be sacrificed to meet the needs of traffic or parking. In many cases, the retention of historic street layouts and surfacing has a more positive effect of traffic calming and regulation than more engineered solutions.

The implementation of this policy will require close liaison between different Council services.

POLICY 3

Public access to Truro's rivers will be improved wherever possible. Development proposals that adversely affect physical access to the rivers in Truro will not be approved.

Explanation

Carrick Local Plan Policy 4W seeks to retain and respect Truro's historic system of Leats. This draft policy extends the Local Plan policy to take account of the contribution that the rivers make to the special character of the Conservation Area.

In the public consultations for this Management Plan, many participants laid great stress on the role that water plays in defining the identity of Truro. However, in many places the Rivers Allen and Kenwyn are culverted or inaccessible. It was strongly felt that whenever possible the role of the rivers should be enhanced and access to them improved.

POLICY 4

Uses that would be detrimental to the character of individual buildings and character areas within the Truro Conservation Area will be resisted.

The conversion of residential buildings to commercial uses in Castle Street, Edward Street and Lemon Street will be resisted.

Explanation

The uses of buildings and areas is an important consideration in the preservation or enhancement of the special character of the Conservation Area, in accordance with Carrick Local Plan Policy 4F. Part of the character of a Conservation Area is the 'mix' of uses in it. This 'mix' relates to the types of building in the area, as well as the functions of particular neighbourhoods. Pressures for change of use, for instance from residential to commercial use, can undermine the distinctive character of a Conservation Area (see the Conservation Area Appraisal, p. 96).

Generally speaking there is a presumption that the best uses for historic buildings are those for which the buildings were designed, or if that is not possible, that alternative uses of a sympathetic kind should be identified. There are many instances in Truro where that approach has been successfully followed. The intention of this policy is not to prevent changes of use, but to indicate that primacy should be given to uses which are historically appropriate to the building or area concerned. Particular attention should be given to the residential use of upper floors in the city centre. More detail on uses is given in Chapter 4.

POLICY 5

Where they make an important contribution to the character of Truro's Conservation Area, there should be a presumption in favour of retaining existing boundary treatments such as hedges, walls and railings.

Explanation

The character of the Conservation Area depends in part upon its historic grain, as defined by property boundaries and street layouts. This is particularly the case in residential streets, where front areas and front gardens contribute as much to the quality of the street as the buildings. A front area with cast iron railings or a garden behind a wall or hedge is an integral part of the house and its setting. The removal or alteration of such boundary treatments, for instance to create car parking spaces, can be immensely harmful to the appearance of a street and is to be resisted.

POLICY 6

The Local Planning Authority will support measures to improve understanding and appreciation of the city and its Conservation Area.

Explanation

Truro's strength as a regional centre rests in part on the fact that it is a very attractive place to visit. However, as a destination, particularly for tourists, it is under-performing because of the lack of readily-available information about its distinctive history and architecture. Other policies in this Management Plan are intended to help protect and enhance the Conservation Area: this policy is meant to help make it better known and appreciated.

One way to achieve this aim is through improved signage, as discussed in Chapter 4 of this report. Other initiatives could include improved guidance literature and maps, and guided walks. New interpretation technologies (e.g. enabling people to download information onto i-pods) offer the chance to provide detailed information on a variety of subjects, to suit different audiences. The Truro Historical Project, which has received support from the Heritage Lottery Fund, will help provide much of the kind of information needed.

POLICY 7

Proposals for energy-saving measures and for sustainable forms of energy supply will be supported where they do not adversely affect the character and appearance of the Conservation Area.

Explanation

The requirement to improve the energy performance of all buildings, including existing ones when altered, lies at the heart of both national policy and local planning policy. Of particular relevance are:

- Part L of the Building Regulations, Conservation and Fuel Power, which came into force in 2002.
- The Sustainability and Energy Strategy which forms part of the Truro and Threemilestones Area Action Plan.

It is important that the introduction of energy-saving measures does not detract from the architectural and historic character of the Conservation Area. For instance, the use of uPVC windows, insulated exterior walling materials or solar panels in roofs all may be harmful to the appearance of buildings, especially ones of traditional form and appearance. Part L of the Building Regulations acknowledges this issue by allowing discretion to be used in its application to historic buildings. Under the term 'historic building' it includes:

- Listed buildings.
- Buildings in Conservation Areas.
- Buildings on a local authority's 'local list'.

Traditional buildings can be adapted to perform well in energy terms, although the cost and visual impact of such measures should not be underestimated. It is generally possible to introduce energy saving measures, for instance carefully-installed draught proofing, loft insulation or secondary glazing: solar panels can be used on roofs where they will not be obtrusive. Care should always be taken that the measure used does not threaten the long-term conservation of the buildings (e.g. by leading to increased condensation).

As regards energy supply, decisions about the siting of new facilities (e.g. wind turbines or combined heat and power stations) will need to take account of the Conservation Area and its setting.

POLICY 8

Development within the conservation area identified to be at risk of flooding should mitigate this risk appropriately. Where required flood protection measures should be designed to be compatible with the building's age, style and materials. They should be provided in a way that minimises their impact on the character and appearance of the Truro Conservation Area whilst addressing the risks identified in the Strategic Flood Risk Assessment (SFRA) for Truro and, where appropriate, site specific Flood Risk Assessment (FRA).

Explanation

The rivers and Leats that flow through the Conservation Area contribute significantly to its character (see Policy 3). However they also pose a threat of flooding: over the years there have been regular incidents of flooding, both fluvial flooding from the Rivers Kenwyn and Allen, surface water flooding, and flooding as a result of high tides on the Truro River.

Flood protection measures have been introduced, consisting of raised banks or flood walls in the city centre, upstream flood storage dams on the Kenwyn and Allen, and the construction of a tidal barrier on the Truro River at Boscawen. The Strategic Flood Risk Assessment (SFRA 2) which forms part of the Area Action Plan provides an estimate of flood risk, taking account of these measures as well as the effects of climate change. Estimates have been made for both a 1 in 100 year and a 1 in 1000 year flood risk.

Where the Truro Conservation Area is concerned the SFRA indicates risks affecting existing buildings and streets:

- A long the course of the River Allen, a 1 in 100 year risk in particular affecting Old Bridge Street and the New Bridge Street car park and a 1 in 1000 year risk affecting the same areas plus more buildings on St. Clement Street, the area immediately west of the cathedral and Union Place;
- A long the course of the River Kenwyn, mainly a 1 in 1000 year risk affecting in particular St. George's Road and Frances Street, including the listed buildings on the north side of these streets.

In addition, there is a significant risk of surface water flooding in River Street (+fluvial residual risk), Victoria Square, Boscawen Street and Lemon Quay.

Because the Conservation Area is already fully developed there are few opportunities for flood protection through the modification of ground levels. Even the raising of streets or pavements would be inappropriate because it would significantly affect the character and appearance of the area. There may be instances where it is necessary to take difficult decisions: a balance must be struck between the level of risk and hazard and the aspiration to preserve the distinctive qualities of the Conservation Area.

Truro benefits from a high standard of defence and the intention is to maintain this into the future. However flood risk should be an important consideration in managing and protecting the historic environment, for example through mitigating the risk of inundation, flood damage on ingress and the hazard to occupants, including the risk of collapse. This is also central to building Truro's resilience to climate change. Guidance on some mitigation measures that should be considered can be found at the following web address:

<http://www.pipernetworking.com/floodrisk/preparingforfloods.pdf>

Within the Conservation Area the most appropriate protection measures will be:

- Temporary flood barriers to doors and windows;
- Permanent flood barriers to property boundaries, designed to prevent flood water reaching the building;
- Modifications to ground floor fittings and services to prevent ingress of water and help reduce damage if flood water enters a building.

In order to preserve the character of the Conservation Area, flood mitigation measures should be designed to be compatible with the building's age, style and materials.

Change of use, particularly from commercial or industrial to residential use, may increase flood risk. Where that is proposed in the Conservation Area the potential benefit to the area from the proposed new use will need to be balanced against the impact of flood risk on the end user, especially where the proposed use is residential. Safe refuge in upper stories may be appropriate, but this depends on the residual risks.

As regards new development, Carrick Local Plan Policy 13I states that

"Planning permission will not be granted for development which would –

- i) be affected by flooding;
- ii) significantly increase the risk of flooding or;
- iii) significantly adversely affect potential flood control measures or their maintenance unless satisfactory remedial works can be provided within the scheme proposal."

Proposals will also be evaluated against the advice given in Planning Policy Statement 25 – Development and Flood Risk.

One of the potential development sites in the Conservation Area is the New Bridge Street car park, which is identified in the SFRA as being at flood risk. If development of that site is to be permitted any new construction will need to be designed to incorporate flood avoidance measures (e.g. raised floor levels or flood-compatible uses at ground level), in addition to design considerations arising from its role in the Conservation Area.

4.0 ENHANCEMENT: ACTIONS AND MANAGEMENT

This section provides general guidance for the enhancement of the Conservation Area, followed by specific guidance and actions relating to the six character areas which are defined in the Conservation Area Appraisal.

English Heritage's Guidance on the Management of Conservation Areas states that enhancement can take two principal forms:

- The sympathetic redevelopment of sites defined in the detailed appraisal of the area as detracting from the character of appearance of the areas; or
- Pro-active proposals, such as the management and repair of a designed historic landscape, a scheme for the restoration of distinctive architectural features or traditional shop fronts, the reinstatement of historic surfaces, or the reduction of traffic intrusion and the rationalisation of street signage.

The guidance and action points set out within this section have been developed with the English Heritage guidance in mind.

4.1 General Guidance

Public Realm

"The measure of a great civilisation is in its cities, and the measure of a city's greatness is to be found in the quality of its public spaces, its parks and square" - John Ruskin

Truro has the potential to be a place known for its high quality public realm, drawing on the precedents set within the existing streetscape fabric. The quality of the streetscape can be used to enhance and celebrate its distinctive features and buildings. The quality of the streetscape can, however, be fragmented due to incremental changes and a lack of strategic thinking about the streetscape as a whole and how individual parts relate to the whole. It is essential that a holistic approach to the public realm informs proposals for its improvements to avoid such fragmentation.

All proposals affecting the public realm should be developed with reference to key guidance documents including:

- Streets for All: South West English Heritage 2005
- Carrick Design Guide Carrick District Council 2005
- Paving the Way CABE ODPM 2002

The public realm for the city centre, for the purposes of this guidance, has been sub divided into the following categories: paving, signage, lighting, the Leats and planting.

Paving

Historic paving materials survive in a number of places and add a distinctive quality to the public realm of Truro. Within the city centre the traditional surface material is generally Cornish granite. This has been used for paving flags, kerbstones, setts, and for the leats or 'kennels'. In some instance high quality historic materials are mixed with more modern, and inappropriate, paving such as herringbone blockwork and tarmac, or hidden below modern surfaces such as the timber block paving recently found in St Mary Street. Elsewhere within the residential areas historic paving materials survive in pockets such as the geometric pattern tiles found within Character Area 5, as at Coronation Terrace.

Where historic surface materials do survive, in many instances they require repair such as repointing with appropriate mortars and patchwork infilling where stones are missing.

ACTION: There should be a presumption in favour of the repair and replication of historic paving materials within the public realm. As opportunities arise there should be the presumption to recover or replicate historic materials that have been lost in key public spaces and streets. This applies to most of the Conservation Area, though a contemporary but limited palette of materials would be appropriate in new areas which do not have historic precedents, such as Lemon Quay and Garras Wharf. Contemporary materials must be distinct from, yet complement, the historic materials palette.

The local authority is to produce an Audit of the Public Realm to form the basis of a Public Realm Strategy and Maintenance Programme.



Boscawen Street high quality public realm with a rich palette of historic paving materials including distinctive granite setts.



High quality historic granite paving and leats with granite blockwork carriageways



An inconsistent palette with granite paving slabs and kerbs on the left pavement, tarmac carriageway then granite kerbs but with herringbone block paving on the right pavement.



Lower Lemon Street - high quality granite pavements, kennels and setts (right) mixed with lower quality materials (left).

Signage

The signage within the public realm of Truro can be divided into the following categories; street nameplates, pedestrian wayfinding, and traffic management signs.

Street nameplates - Within individual character areas there are locally distinctive street signs, for example in Character Area 3: Artisan Housing, there is a tradition of mounting street signs on walls of buildings, thereby leaving the pavement space free of signage. In many instances, however, street signs are duplicated with upstanding signs. This practice causes unnecessary street clutter.

ACTION: Street nameplates should follow traditional signage mounting methods, restoring or reinstating historic street signs, and to reduce street clutter caused by excessive signage.

Pedestrian wayfinding signs – There is a variety of pedestrian wayfinding signs throughout the city centre with no recognisable co-ordinated approach. This leads to street clutter and confusion for locals and visitors. The Business Improvement District proposals include the improvement of pedestrian wayfinding through the installation of combined interpretation and visitor orientation units to aid navigation through the city. These systems as used elsewhere tend to divide the city into branded zones but Truro is not sufficiently big enough to be divided so this approach should be avoided. Instead directional signage should aim towards giving a focus to the city centre; this should be Boscawen Street and the Cathedral.

The introduction of new wayfinding systems must be undertaken as part of a co-ordinated approach to reduce street clutter by removing superfluous signage. Brown tourist signs, for example, should be removed within the city centre. Historic fingerpointing signs and other signage, however, should be retained. Maintenance of the new navigation systems is also essential to prevent vandalism and ensure their usefulness in the long term.

Cornish language may be used in street nameplates and wayfaring signs where appropriate.



Street signs are often set into walls



Examples of wayfinding systems used by the City of London

ACTION: The BID proposals for the installation of the pedestrian wayfinding scheme should be supported as part of a co-ordinated approach to reduce street clutter and improve the visitor's experience of the city. The approach adopted should avoid 'zoning' the city and include a package for maintaining the system.

Traffic signs -Traffic signs can also contribute to street clutter and careful consideration of the location of traffic management signs should form part of a co-ordinated approach to the public realm. Often the need for traffic management signs can be avoided altogether through the use of different surface materials and changes within the streetscape itself.

The illuminated parking signs have been sited on major approaches into the city centre and detract from the quality of several streets.

Street markings have also had a negative effect on much of the public realm.

ACTION: Where traffic management signs are necessary these should be integrated into single units or onto existing lamp posts or bollards. Parking signage should be reviewed and reconsidered as part of an overall parking strategy for the city centre. Internally illuminated signs should not be used.

Proposals that reduce unsightly street markings, as part of a wider traffic management strategy, will be encouraged.



Poorly considered street markings can severely undermine the historic streetscape



A simple gateway junction that avoids reliance on street markings and signs. Cirencester. (from Streets for All – South West English Heritage 2005)

Street Furniture

Street furniture – seating, bollards, rubbish bins and planters – plays a crucial role in the public realm. Unfortunately there has been a lack of consistency in the design of such items, with the result that the streets appear untidy and ill-managed. In some instances street views and the setting of key historic buildings are compromised by the location and character of street furniture.

ACTION: The relevant council services should liaise to produce a co-ordinated approach to street furniture. Standard catalogue items should be avoided in favour of designs which echo (and re-interpret) local traditions and which complement their setting. The impact of such items on views along the street and on the character of the Conservation Area and its buildings should routinely be considered.

The Leats

The leats are a special feature of Truro. Their water comes from the Kenwyn River and returns to the river after passing through the leats system. They provide a link between the rivers and the river front. They also serve an important function for washing and cleaning the city's gutters and act as a street coolant in the summer months. Maintenance of the leats is the remit of the City Council Parks department. The performance of the leats could be improved through repairs to the 'pits' (junctions in the system) in the watercourses to prevent leakages (see also the Conservation Area Appraisal pp. 42-44).

ACTION: The leats system should be protected and remain uncovered wherever possible. There should be a presumption to limit the number of new crossover points on the leats.

The City Council should undertake repairs to the 'pits'.

Lighting

Feature lighting within pedestrian streets could help to increase night-time use and improve movement through the city at night. However, these treatments will need to be carefully considered to avoid their being too intrusive.

ACTION: Proposals to highlight historic buildings, features and routes should be encouraged, and the BID proposals to illuminate the opes supported.

Posts and fittings for new lighting should be contemporary in design and should not be visually intrusive. Where possible fittings should be incorporated into the existing fabric, such as wall mountings (subject to appropriate consents), but should be carefully designed to avoid damage to the historic fabric.

Planting (in the Public Realm) and Green Spaces

There are a number of street trees within the city centre and elsewhere within the Conservation Area. Notice must be given to the council six weeks in advance of any intention to lop or fell a tree within the Conservation Area boundary. Trees within the Conservation Area are a welcome part of the streetscape and contribute to its character (see the Conservation Area Appraisal, p. 104).

The introduction of planting and floral displays within the city centre, whilst they brighten the public areas and are thought desirable by many, are not part of the historic urban character of the place (the City Council currently provides assistance for floral displays within the city centre). The use of floral displays needs to take careful account of the buildings and spaces affected (see the Conservation Area Appraisal, p.95). Historically, where there has been planting within the city centre, it has been in specific areas such as Victoria Park, the north side of the Cathedral and The Green. There are at present only two green spaces within the city centre: the Cathedral green space and Furniss Island. Both of these spaces could benefit from enhancements to the spaces themselves (see pp. 17-22).



Hanging baskets and planters can add to the street clutter

The priority public realm projects within the Management Plan (see Character Area 1 below), include proposals for increasing the amount of public green space and planting within key areas.

ACTION: There should be the presumption in favour of the provision of street trees set into the ground (where there is sufficient space to do so) rather than planters and floral displays. Improvements to and the introduction of new and improved green spaces within the city centre should be encouraged. Existing trees should be retained.

Views

A prominent characteristic of the Conservation Area is its topography. From the valley sides are several dramatic views of the cityscape and to the city's dominant feature - the Cathedral. From the valley bottom there are several views towards the Truro River and of the green bowl in which the city sits. As well as the aesthetic quality that these views provide they have an important role in contextualising the city and aiding its legibility. Inappropriately sited or designed new development, or even planting, can destroy or obscure these important views. Some suggestions for protected strategic views are shown on Figure 2.

The rim of the greenbowl defines the extent of the city, and additional planting on the edge of the bowl may help to further define the city edge.

In addition, due to the survival of the historic fabric, the topography of the streets and their often-enclosed nature there are several streetscape views that are worthy of protection. Suggestions for protected street views are shown on Figure 3.

ACTION: The local authority should seek to protect and manage significant strategic and street views, and identify these within the Cornwall Local Development Framework and Area Action Plan (See also Draft Policy 1).

Proposals for planting to emphasise and define the rim of the bowl should be considered as part of the Truro and Threemilestone Landscape Strategy.

Traffic and Movement

As emphasised in the explanation for Draft Policy 3, Truro has always depended on movement for its existence: this is as true today, when thousands travel to the city for work, shopping and other reasons as it was historically when Truro was a major port and centre for local industry. The significant change is of course the rise of the motor car, and the pressure which car use puts on streets and roads designed for the pre-car age. One of the largest threats to the quality of the Conservation Area comes not from the way buildings are treated but from the negative effects of traffic and parking.

It is often assumed that the best solution to this conflict is to ban the car and introduce pedestrianisation, but the adoption of that solution can also have negative effects, especially at times when streets are not busy. A moderate degree of traffic, as well as having practical benefits, enlivens a street. The issue is finding the right balance between vehicles and the quality of the place they serve.

Where the Conservation Area is concerned, this balance can best be found through three parallel measures:

- Overall traffic management, to discourage traffic from coming into the city. The introduction of the park and ride scheme is a key part of this strategy.

- A reduction in city centre parking, especially on sites which detract from the Conservation Area and could usefully be developed to complete gaps in the streetscape.
- The paving and laying out of streets to give pedestrian priority. Truro is already a walkable city – 20% of all journeys are made on foot – and the retention of historic paving and layouts is one of the reasons why it feels comfortable and manageable for pedestrians. The maintenance or reintroduction of historic surfacing can often be extremely effective as a traffic calming measure.

The success of the park and ride scheme will in part depend on how speedily it can deliver people from peripheral car parks to the city centre. As well as reviewing the efficiency of the service, it will be important to monitor the impact of park and ride buses on the historic environment of the city centre.

ACTION: As stated in Draft Policy 2, traffic management and parking proposals should be devised to help enhance the character of the city centre streets. This can in part be achieved through the retention or reinstatement of historic surfacing materials and layouts.

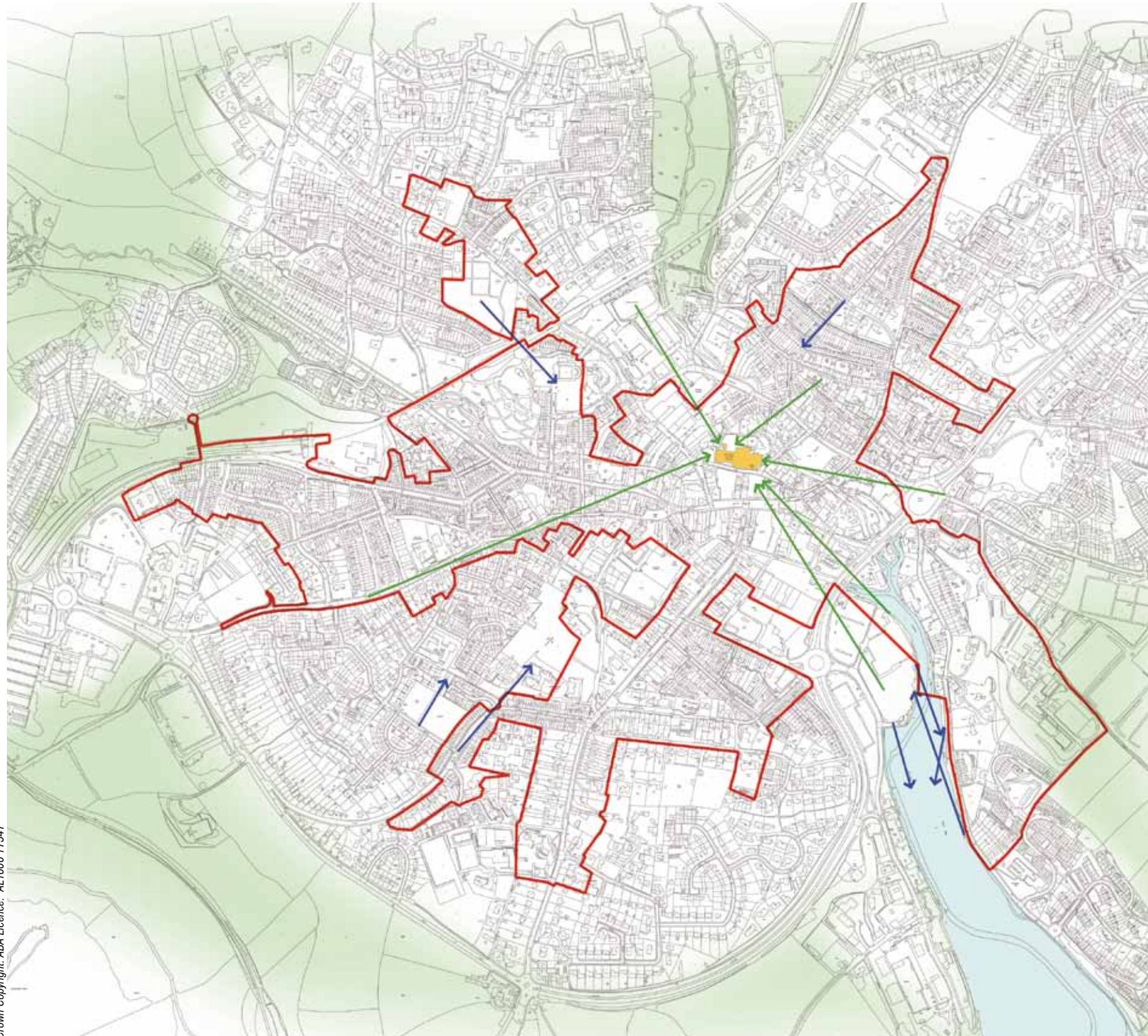
Responsibility: Cornwall Council.



Parking on Bridge Street at the east end of the Cathedral



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KEY:

- CATHEDRAL VIEWS
- CONTEXTUAL (CITY/COUNTRYSIDE) VIEWS

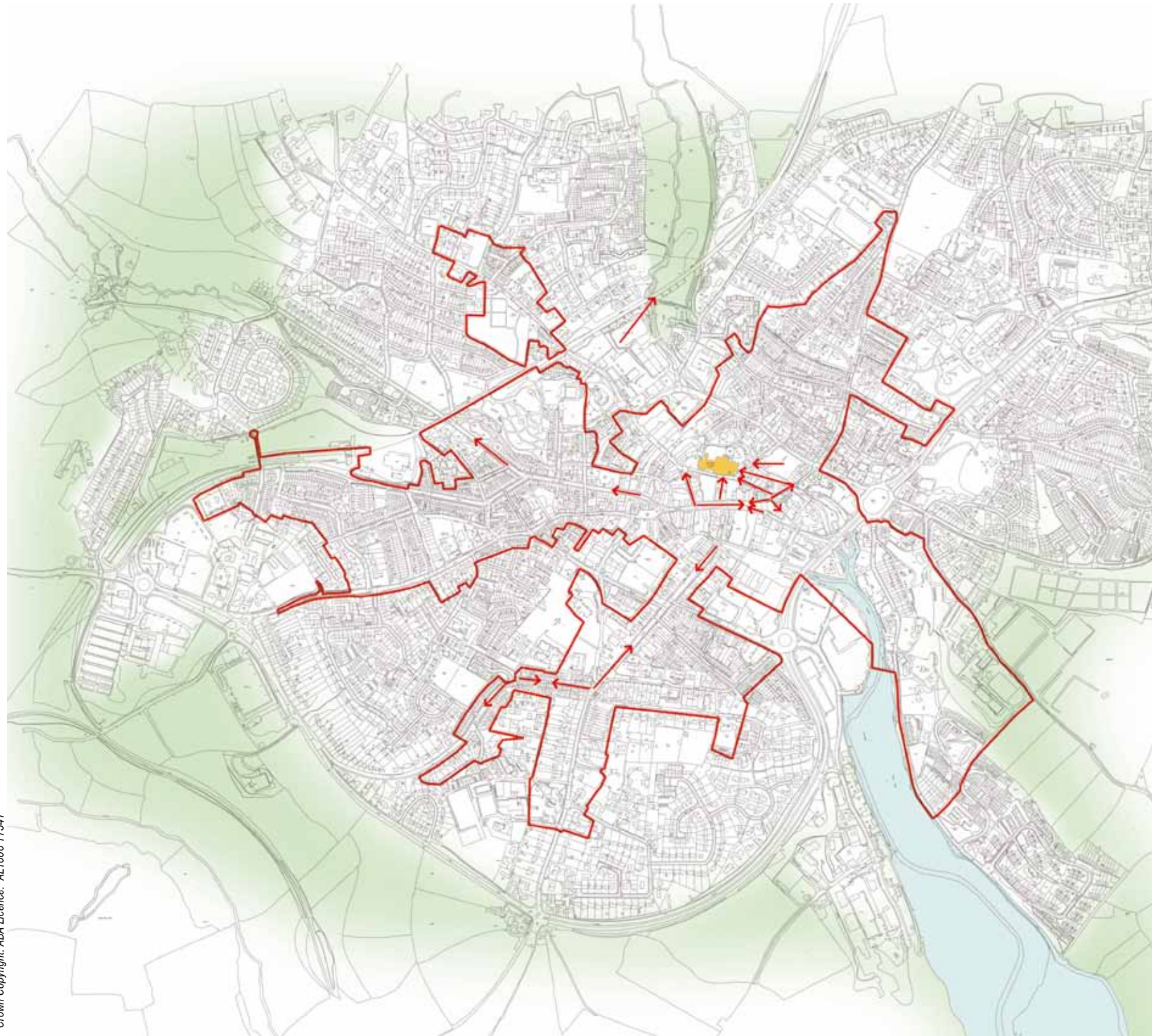
Strategic views of the cathedral from Rosewin Row, Chapel Hill, Pydar Street, Trafalgar Roundabout and Tesco.

TRURO CONSERVATION AREA MANAGEMENT PLAN

FIGURE 2:
STRATEGIC VIEWS



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KEY:

→ STREET AND LOCAL VIEWS AND VISTAS



Contextual views of the river and countryside



Local views of the Cathedral from New Bridge Street and St Mary's Street



Local street views of Lemon Street, Daniell Street, and Boscawen Street

TRURO CONSERVATION AREA MANAGEMENT PLAN

FIGURE 3:
STREET AND LOCAL
VIEWS AND VISTAS

Uses

The city has a clearly defined edge and core. There is little capacity for expansion without damaging the historic building stock and identity of the city. The introduction of new uses should be integrated within the existing fabric.

Retail

The historic character of Truro provides a distinctive environment for retail uses in the city centre. In essence the city is a historic market town. Its fabric is vulnerable to an inappropriate increase in retail and other commercial uses. The historic core of the city centre (focused on Boscawen Street and High Cross combined with the streets leading in such as Kenwyn Street, Lemon Street, St Mary's Street, Quay Street, River Street etc) contributes to the historic grain and quality of the place. Within this core are a combination of multiple and specialist shopping units. The presence of the specialist retailers, often occupying the secondary shopping streets, distinguishes Truro from other retail centres and the majority of shops occupy existing historic buildings.

It is this distinctiveness, the combination of a high proportion of independent retailers and the historic buildings, together with the compact and walkable nature of the shopping area, that makes Truro an attractive retail area. The city core is vulnerable to expansion that may weaken the city core and the specialist retail market that contributes to Truro's identity.

There are few food retail shops within the city core, such as greengrocers, butchers, bakers, fishmongers etc, and the introduction of this type of retail may contribute to the appeal of the city centre.

ACTION: Planning decisions for the city centre should seek to reinforce the city core, and the historic distinctiveness of the existing centre, by supporting independent retail. The introduction of new retail premises should be integrated within the existing historic fabric and should aim to reinforce the historic core of the city. New retail development should be in scale and in keeping with the urban grain and should complement and not compete with the existing retail offer.

Residential – The introduction of residential use should help to improve the natural surveillance and vitality of the city centre, particularly in and around core areas such as Boscawen Street.

ACTION: Proposals for residential accommodation in the upper levels of historic properties within the city core, or the conversion of former townhouses back to residential use, will be encouraged (see Draft Policy 4).

Building Maintenance

The focus of conservation area measures is on times of change – proposals to develop or alter buildings, or to change the landscape and planting. However the quality of a conservation area depends as much on everyday care and maintenance; whether the footways are weeded, gutters and drains cleared, old notices removed and buildings repaired. People generally recognise the need to redecorate their houses or premises, but they often feel less responsible for the public face of their buildings and the streets where they stand; yet it is these aspects which matter most to the quality of a conservation area.

This is an aspect of conservation area management where community action can be most effective. Already in some streets residents have joined together to carry out modest improvements or to agree a common course of action (e.g. the repainting of housefronts), and the BID scheme (Totally Truro) represents a major step forward in collective action by city centre businesses. Elsewhere in the country there are useful examples of grassroots schemes for street improvements, for instance the DIY streets project masterminded by Sustrans. The aim is to make it easier for individual building owners to look after their buildings and to help involve people in the overall care of the public face of their buildings.

ACTION:

1. In residential areas: the local authority should encourage residents to carry out collective maintenance of their properties and common areas. A leaflet outlining possible collective DIY measures, including practical advice, would be an incentive for that line of action.
2. In the city centre, the BID scheme may include an annual 'spring clean' to remove unwanted posters, wires etc. and to alert building owners to maintenance problems.

Responsibility: local authority; building owners and residents, Totally Truro.



Truro Cathedral

4.2 Specific guidance and actions - The Character Areas

The Conservation Area Appraisal divided the Conservation Area into six distinct character areas to reflect the differences of character and appearance in the Conservation Area and to help facilitate the management of the Conservation Area. The six character areas are:

- Character Area 1- City Centre
- Character Area 2 – Working Waterfront
- Character Area 3 – Artisan Housing
- Character Area 4 – Planned Elegance
- Character Area 5 – 19th Century 'Middle-class' terraces
- Character Area 6 – 19th Century town villas

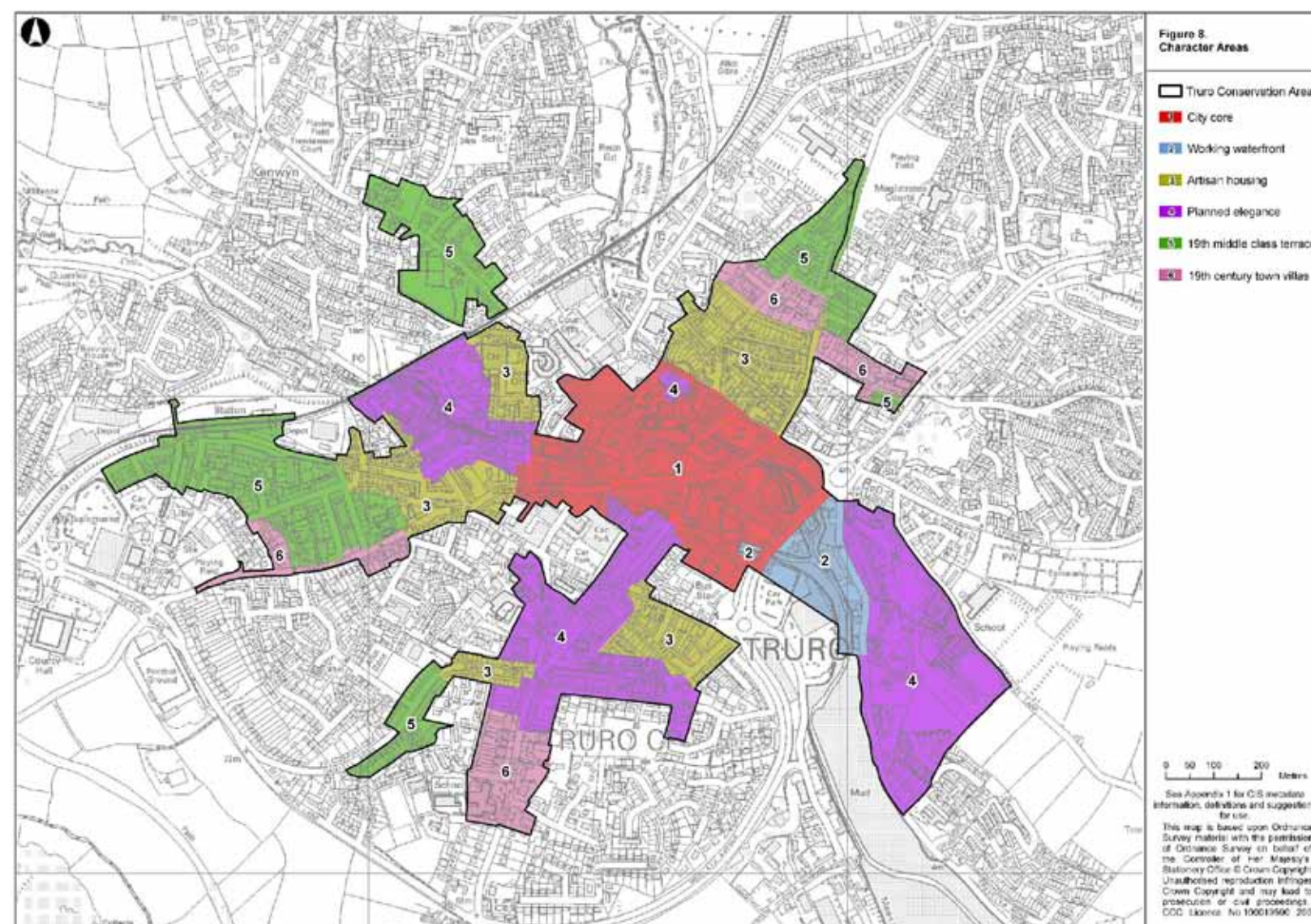
This section should be read in conjunction with Chapter 6 of the Conservation Area Appraisal. The building types, spaces and features that define these areas are described in detail in that chapter of the Appraisal. In terms of land use, Character Areas 3 to 6 are generally residential areas that spread out from the city centre, with the exception of Lemon Street in Character Area 4, which is primarily commercial office space. The City Centre is predominantly commercial and retail, while Character Area 2 is mixed use retail and office with new waterfront residential development.

The Character Areas are summarised below followed by specific actions for their enhancement and/or management in accordance with English Heritage guidance.

4.3 Character Area 1: City Centre

Summary of the Character Area

This character area represents the historic core of the city and is the public face of the city. It includes the primary retail streets, the Cathedral and the main public spaces. It largely retains its historic street pattern with the majority of streets leading into Boscawen Street. The historic relationship that connected the commercial centre with the waterfront and quayside, via streets such as Quay Street has been lost due to the imposition of Morlaix Avenue over the historic layout and the capping of the River Kenwyn between Lemon Quay and Back Quay which has created Lemon Quay.



The six Character Areas

The city centre represents a compact area on the floor of the valley basin, with a contained and enclosed townscape character framed by the valley side, down which the residential areas descend to meet the centre. The street layout is medieval in origin, defined by the need to cross the rivers and maintain access to the tidal estuary. This street pattern is most evident around Boscawen Street and the many roads that join it from the valley sides, such as Kenwyn Street/Chapel Hill, Kenwyn Road/Pydar Street, Prince's Street and Mitchell Hill/New Bridge Street. This reflects the importance of Boscawen Street as the marketplace. Some of these streets are enclosed, sinuous, narrow spaces, such as Kenwyn Street, Duke Street and Princes Street, leading out from this primary street. The imposition of the ring road, and gradual culverting of the Rivers Allen and Kenwyn in the city centre, has severed the historic connections of these streets to the river and its wharves and quay buildings. There are, however, reminders of the proximity to water in the open leats that run along the edges of several primary streets.

Much of the historic streetscape survives in the city centre with buildings from medieval, Georgian, Victorian and Edwardian periods. The buildings are of high quality in a range of styles, forms, materials and colours. The streetscape has a tight vertical grain with buildings occupying narrow plots typically of 2 or 3-storeys in height but rising to 4-storeys on Boscawen Street. Despite the range of building styles there is a strong building line with most buildings tight to the back edge of pavement following the street line or curve.

In the few instances where this line is broken, such as the Royal Museum of Cornwall, River Street, visual interest is added by the location of the building within the street, the high quality of the street frontage and the continuation of the line in the front boundary wall. The roofline is varied which adds visual interest to the roofscape, and historic roofing materials such as Cornish slate survive on a number of buildings. Despite the high quality of buildings, the street level experience of these is frequently undermined by inappropriate shop signage and fascias at ground floor level and often-vacant spaces in the spaces above the shops, which impact on the activity levels and vibrancy of the place, as well as the condition of the buildings.



High quality historic building stock in River Street, Princes Street, Boscawen Street and Cathedral Lane

There are several public spaces within the city centre, all different in character and use. These include large public spaces that have emerged through redevelopment such as Boscawen Street and Lemon Quay and smaller, more organic spaces formed at street junction such as Victoria Square and High Cross. The city centre has the majority of landmark historic buildings within the Conservation Area as a whole including the Cathedral, the Hall for Cornwall, Coinage Hall, the facade of the Assembly Rooms and Bishop Philpotts Library, as well as a high concentration of listed buildings.



Lemon Quay, a new large public space.



The historic character on the whole is generally of a high quality, primarily due to the survival and maintenance of the historic building stock. There are, however, a few physical components that compromise that quality.

Many of these have occurred within the last 50 years and include the 1970s Morlaix Avenue, a dual carriageway elevated above its surrounding urban landscape. This road is a major visual and physical barrier and has a direct negative impact on the public realm and legibility between the city centre and waterfront. The construction of Morlaix Avenue and the inner ring road (St Clement Street and part of Pydar Street) has left poor townscape and gateways along its route, such as Trafalgar Roundabout and the NCP car park, and undeveloped gap sites such as the Bridge Street car park-a large unenclosed space. Inappropriately designed large-scale commercial buildings such as Littlewoods, the old and new Marks and Spencers buildings, the Co-op and Nat West bank have also all had a negative impact on the character of the area.



Victoria Square is potentially a high quality space, but even with recent improvements it still suffers from the dominance of buses and other traffic.



Landmark buildings within the city core include the Coinage Hall (now Pizza Express), City Hall (now the Hall for Cornwall) and Bishop Philpotts Library (the attractive rear of this building is obscured by the bus station canopies)



Morlaix Avenue has a severing effect on the legibility, permeability and historic fabric of the town



Priorities for Change and Actions

Design Principles

The existing architecture of the city centre, though of different periods and styles, has certain consistent qualities, in particular:

- 2-4 storeys high.
- Built to the back of pavement, following the line of the street.
- Defined by a clear hierarchy of storeys.
- Gabled or hipped roofs, occasionally with the gable end to the street.
- Materials: generally brick or stone, painted or rendered; exposed stone masonry for major buildings.

These qualities are capable of interpretation in a variety of architectural idioms. The key to new design is that the result should appear like a comfortable element of the existing townscape.

Shopfront design is to be the subject of separate design guidance.

Historic Buildings – Protection

The architectural integrity of much of the historic building stock has been undermined by inappropriate shop fronts, fascias and signage.



An inappropriate shop front within a historic building

ACTIONS: A shop front design guide will be prepared to inform the design of shop fronts and fascias so that they respect and enhance the physical qualities of historic shop buildings.

A townscape improvement scheme may be developed and implemented to enhance and repair the special architectural features of the ground floor frontages along the primary retail streets.

Responsibility: Cornwall Council

Public Realm

High quality historic surface materials, such as granite cobbles and large granite setts, survive in a number of places but often are mixed across the street with lower quality materials, signage, markings and street clutter. These fragment the quality of the streetscape.

ACTION:

There should be a preference for development proposals that deliver improvements to the public realm. These should reflect the historic palette of materials, reduce street clutter and enhance the setting and fabric of historic places and features.

See also General Guidance - Public Realm

Responsibility: Cornwall Council

Public spaces within the city, at present, appear to operate in isolation from each other, and individually are in need of enhancement. Linkages between spaces need to be improved as do the overall public realm and use of the spaces. The key public spaces that could benefit from improvements include:

- The green north of and links around the Cathedral – improved access to open spaces, car parking improvements, links with Old School House and to the river.
- Boscawen Street – low activity, competition with Lemon Quay for active uses, vacant spaces above shops, low quality retail and poor evening economy
- Victoria Square – a small, high quality space with good frontages. Even with recent improvements it still provides a poor pedestrian environment.
- Space at east end of the Leats – largely service area, but incorporates much-used pedestrian routes.
- Furniss Island – an important green space which relates badly to the rivers. The existing approaches to the pedestrian underpass are awkward and unattractive.

Indicative proposals drawn up to address the enhancement of four of these areas are shown in Figs 5-8 on the following pages.

ACTION: These spaces should be given priority for enhancement and improvement. Suggestions for how some of these spaces can be enhanced are illustrated in Figs. 5-8.

Responsibility: Cornwall Council and Totally Truro

Trees and Soft Landscaping

There are, at present few green spaces within the city centre: only the Cathedral green space and Furniss Island are within the city centre and both of these spaces could benefit from enhancements to the spaces themselves and improved linkages.

ACTION:

Improvements to and the introduction of new green spaces within the city centre should be encouraged. These could include:

- Furniss Island – improved connection to the River Allen (See Fig 8)
- The north side of the Cathedral (see also Fig. 5)

Responsibility: Cornwall Council, Totally Truro, the Cathedral

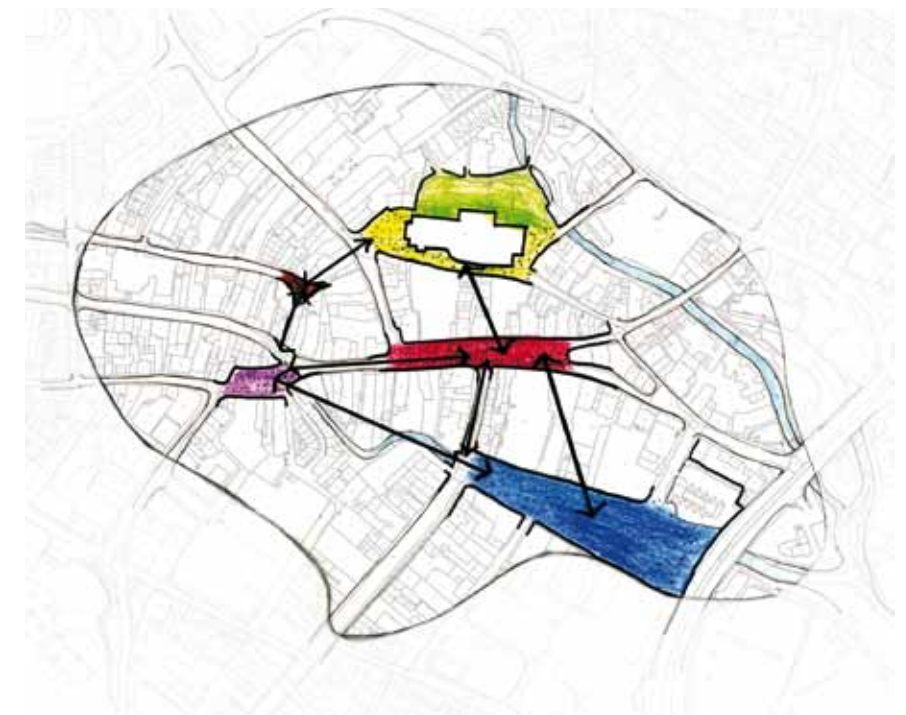


Figure 4: A strategy for high quality public spaces and linkages

ENHANCEMENT: CATHEDRAL SQUARE

The space to the north of the Cathedral is one of the only few green areas within the centre of Truro. It is also the only open space in proximity to the Cathedral. Small interventions can help to improve the quality of the space.

1. Currently, hedges that mark the Cathedral boundary are a visual and physical barrier which divide the space into sections thereby restricting the appreciation of the space as a whole and of the Cathedral. The Cathedral boundary can be marked by the use of a low fence that creates a physical division but allows for visual integration of the space.
2. The pathway junction can be enhanced by a paved square with planting to highlight the meeting of routes.
3. Increasing the number of benches within the green area and also along the northern edge of the space that benefits from direct sunlight, will encourage social activity.
4. Increasing planting along the eastern edge will help to block views of the adjoining car park.



Green space to the north of the Cathedral



Figure 5: North of the Cathedral

ENHANCEMENT: SQUARE AT THE EAST END OF THE LEATS

The end of the Leats is an interesting space located at the back of the River Street, which is no more than a service yard fronted by the back of shops. It is much used by pedestrians as it serves as a shortcut through the block. There is potential to improve this space and to encourage its use as a place to meet and enjoy.

1. A shared surface would create a more pedestrian-friendly environment whilst allowing for service access to the shops.
2. Parking can be organised to one side of the space so that the remainder can stay clutter free.
3. Refuse can be organized to be collected from 2-3 stations rather than from the back of each shop.
4. Shops can be encouraged to open their frontages onto the back space and thereby encourage activity and surveillance.
5. The central area can be enhanced by benches and trees to create a backdrop to the space.
6. Additional motorcycle parking can be located within this central area.



The end of the Leats is a service yard used for parking, fronted by the back of shops.



Figure 6: East end of the Leats

ENHANCEMENT: BOSCAWEN STREET

There is potential to utilize the width of Boscawen Street and to improve its sense of enclosure. It is a wide street with a defined axis that leads to the eye towards the east end of the street.

1. A central raised platform can allow for seating, planting and for occasional market stalls to be located at the east end of the street. It would also create an improved setting for the war memorial.
2. Street trees located within the centre would help to bridge the width of the street.
3. Pedestrian crossings are needed to help cross this busy street and to provide links to opes.
4. Retaining the taxi rank at the east end of the street.
5. De-cluttering the space by the organizing street furniture.



Strong axis to the east end of the street



De-cluttering the street by reorganizing street furniture.



Figure 7: Boscawen Street

ENHANCEMENT: FURNISS ISLAND

Furniss Island is a special yet hidden place that embodies the original essence of Truro which the city has, to some extent lost: its relationship with water. By virtue of its location at the centre of two rivers Furniss Island should retain this connection, and yet certain interventions on the island have caused it to be lost. The aim of the following proposals is to reinstate this relationship.

1. Replace existing hedges with metal railings which allow for a visual connection with the river. These are interspersed with stone walling that provides seating along the river's edge.
2. Provide for additional benches.
3. Replacing existing railings on the ramp for ones that are less obtrusive.
4. New paving that connects with existing pathway.
5. New paving that extends from existing staircase.
6. Retaining staircase and replace existing railings.
7. Existing pathway.
8. Review the possibility of reusing the sluice gates on the river.



Existing hedges are a visual barrier to view of the River.



Railings on the ramp are too dominant.



Figure 8: Furniss Island

Development Briefs

Opportunity Buildings

Several mid-late 20th Century large scale commercial buildings within the city centre have a negative impact on the character and appearance of the Conservation Area due to the quality of their design and materials. Some of these have been identified as opportunity buildings for potential redevelopment within the Area Action Plan (2007), or as part of this management plan process. The majority of them are in or adjacent to Character Area 1:

- 6 Boscawen Street
- 19 Boscawen Street
- Halfords, St Austell Street
- 4 Kenwyn Street
- 90-91 Pydar Street
- 2-4 St Nicholas Street
- 9-11 Victoria Square
- 26 Boscawen Street (Co-Op)
- 97 Kenwyn Street
- 1-4 New Bridge Street
- NCP Car Park, St. Clement Street

ACTION: When opportunities arise to replace buildings that have a negative impact on the character of the area, the local planning authority should prepare development briefs for these sites. Replacement buildings should reflect the historic grain and proportions of surrounding historic buildings, including the roof and building line, improve linkages and street enclosure, and should be of materials that are appropriate to those within the surrounding streetscape.

In addition design principles for specific sites are provided below:

- 19 and 26 Boscawen Street. These buildings currently back onto St Mary's Street and the Cathedral. Any proposals for redevelopment should provide an active and visually enhanced frontage facing St Mary's Street and the Cathedral, improving the setting of the Cathedral. Proposals should seek to reduce the servicing activities along St Mary's Street. These have a detrimental impact on the setting of the Cathedral.

It is recommended that urgent action is taken to seek appropriate occupiers and use of the listed 37 St Austell Street (see also Chapter 5 (Protection))

Opportunity Buildings



2-4 St Nicholas Street



97 Kenwyn Street



6 Boscawen Street



26 Boscawen Street (Co-Op)



9-11 Victoria Square



1-4 New Bridge Street



90-91 Pydar Street

Development Sites

There are several larger development sites, classified as Opportunity Sites within the Area Action Plan, that are due to be available for redevelopment following relocation of existing uses or because they accommodate existing car parks. The redevelopment of these sites may have direct or indirect impacts on the character and appearance of the Conservation Area. The opportunity sites include:

- New Bridge Street Car Park
- Pydar Street
- Moorfield car park, Charles Street
- HiQ Tyres and Auto Repair, Tregolls Road
- Parts of the east side of Lemon Quay

Note: This is not an exclusive list. Development briefs may be appropriate for other sites or buildings where redevelopment would affect the character and appearance of the Conservation Area and its setting.

ACTION: Development briefs for the Opportunity Sites should include the following design principles:

- New Bridge Street car park

Redevelopment of this site should seek to improve enclosure to the surrounding streets (St Clement Street and Old Bridge Street), encourage a tight urban grain, improve links to the river and Cathedral, and enhance views to the Cathedral.

Any new development must be in keeping with the scale, grain and massing of the other historic buildings adjacent to the site (which are two storeys high, two to four bays wide).

- Pydar Street Redevelopment Area

This Opportunity Site is the largest affecting the Conservation Area and is already subject to ongoing discussions and design work with a view to redevelopment. It could have a fundamental and irreversible impact on the dynamics and character of the city centre. Essential principles that should be taken into consideration in the redevelopment of this site include:

- the height and massing of any proposed new development should be sympathetic to and not overwhelm that of the adjacent Conservation Area;
- the proposed scheme should not detract from the key views of the Cathedral or those of the railway viaduct

- the proposed scheme should be integrated with existing pedestrian routes and into the city centre, most particularly Pydar Street, and should aim to establish greater permeability and new pedestrian routes between the site and the town centre to the east and to the Cathedral;
- The proposed uses for the site should complement and not undermine the retail and service vitality of the historic core and the Conservation Area;
- the site should be redeveloped in a manner that does not result in increased traffic and parking pressures within the Conservation Area.

- Moorfield car park, Charles Street

Any new development should retain and enhance existing routes between the site and the Conservation Area, in particular those towards Lemon Street and the exceptional Walsingham Place. The scale of the surrounding historic townscape should be taken into account. The potentially fine views of the Cathedral spire from the site should be enhanced. There should be an active frontage on Charles Street.

- HiQ Tyres and Auto Repair, Tregolls Road

This site is outside the Conservation Area, adjacent to the Trafalgar Roundabout. Proposals for its redevelopment should seek to enhance the Tregolls Road and St Clement Street gateway into the city centre, define the street edge and appropriately address the corner plot location by bringing building frontage to the edge of the plot.

- East side of Lemon Quay. Despite recent improvements Lemon Quay suffers as an open space because many of the buildings which enclose it, especially on the east side, are of too small a scale for the space. Buildings of 2-3 storeys, with a clearly articulated roofscape, would help provide a better sense of enclosure.



Moorfield Car Park-redevelopment of this site has the potential to enhance views to the cathedral and links to Lemon Street and the city core.



New Bridge Street car park – Enclosure of this car park and a new frontage along St Clement Street and Old Bridge Street in keeping with the historic morphology could enhance this entrance to the city centre.



Pydar Street Redevelopment Site- Design principles for this site should include: respecting the historic urban grain of the city corner, enhancing and improving pedestrian linkages and views of the Cathedral and viaduct. It is important that this site does not overwhelm the city centre.

A smaller number of key gap sites on existing streets within the Character Area have been identified as part of this Management Plan. These are:

- Gap within east side of terrace, Edward Street
- Gap site adjacent to rear elevation of 26 Boscawen Street, St. Mary's School

ACTION: Any proposal for their development, as with that of the Opportunity Sites and Buildings, should be carried out with particular reference to the character and appearance of the historic buildings adjacent, as well as that of the wider Conservation Area.

Movement and Linkages

The opes are an integral part of the street character of the city centre and create important linkages and permeability within the historic core. However the quality of the ope environment in many cases is poor, often creating unwelcome and intimidating passages through. This is largely due to their poor lighting and surveillance, but also their general appearance. Some passages are closed at night.

ACTION: Proposals that seek to enhance the quality and use of existing opes, and open up existing routes that are closed at night will be encouraged. The BID scheme for lighting opes will be supported. Opes that provide links between key public spaces, as set out above, will be a priority for improvement. These include:

- Roberts Ope
- Pearsons Ope
- Tankins Ope
- Squeeze Guts Alley
- Coombes Lane
- Ope between the Leats and River Street

Responsibility:

Totally Truro, property owners, Cornwall Council



Opes provide important links, yet their appearance and entrances are often uninviting. This could be improved through painting, signage, public art and/or lighting



4.4 Character Area 2: The Working Waterfront

Summary of the Character Area

The Working Waterfront character area is located at the convergence of the Rivers Allen and Kenwyn. It represents the surviving remnants of the much more extensive working waterfronts that were a key element of Truro's prosperity and growth.



Town Quay on the River Allen where it converges with the Truro River.

The east bank was formerly lined with a variety of tightly packed warehouses, mills and other industrial buildings, some of which survive and have been converted into other uses, but on the whole have been replaced by new residential or office uses. New developments take on a variety of forms and range of materials but are generally appropriate to the setting and appearance of the area, and have their principal elevations to the river. They include the award-winning West Briton offices. Elevations to Malpas Road, however, in contrast to the riverside elevations, tend to be plain and dominated by service functions.



Historic warehousing converted for office use



Residential developments are beginning to optimise on the riverfront location.



Successful new design (West Britton offices) is well integrated with the old.

The former Garras Wharf on the west side of the Truro River is dominated by the bulk of Tesco, related car parking, and the council car parks. These developments bear no relation to their context, particularly the waterfront. Historically this area was an open working quay and industrial area.



The Tesco store and car park on Garras Wharf bear no relationship with its surrounding or the river.

The presence of boats, whether moored vessels or the Falmouth ferry, are important parts of the character of this area and there is an abundance of river habitats and wildlife.

Within this character area there are significant long distance views across Truro River and to the surrounding countryside and hills. There are also significant long distance views west towards the city centre and the cathedral, including from the Tesco car park.

Priorities for Change and Action

Design Principles

The architecture of the waterfront should continue to reflect the functional traditions of its working history. Buildings, mostly of 3-4 storeys, should be set close to riverside, though allowing for public access to the river whenever possible. Materials – predominantly brick or timber, but occasionally metal cladding – should be used in a rigorous manner, with the simplest of articulation. The siting of buildings, and building heights, should take account of views from the river to the city and Cathedral.

Historic Buildings-Protection

There are a few historic buildings surviving on the east bank of the Truro River. Some have been incorporated into new residential developments, others are, however, redundant and could benefit from new use. Given the extent of private residential uses within the area there is the potential to introduce a more diverse range of uses through conversion of existing buildings and new development.

ACTION: Proposals for the reuse of historic buildings within this area for non-residential purposes (i.e. commercial, leisure, recreation) will be encouraged providing that they protect and enhance the historic fabric of the buildings and the character and appearance of this part of the Conservation Area.

New development opportunities on the east bank should continue to be of high quality and make proper reference to the surviving historic structures, including high quality architecture of surrounding streets, such as The Parade, and former industrial buildings.

New development should seek to provide a greater mix of uses, including leisure and recreational use to increase public access and use of the river and river frontage.

Responsibility:
Cornwall Council, property owners and developers

Public Realm

The character of the area is considerably affected by its current isolation from the city centre. This has been caused largely by severance due to the construction of Morlaix Avenue and the infilling of Lemon Quay (losing the waterfront and the quayside's historic connections with Furniss Island, Quay Street, Town Quay, Lemon Quay and Back Quay). These changes have resulted in poor pedestrian access and limited physical and visual relationships between the two areas.



Morlaix Avenue separates the waterfront from the city.

ACTION: The physical and visual connection between the city centre and the working waterfront should be improved through the downgrading of Morlaix Avenue, and the provision of improved pedestrian crossings between Lemon Quay and Garras Wharf, Quay Street and Town Quay, and Furniss Island and Worth's Quay.

Responsibility: Cornwall Council

Trees and Soft Landscaping

Along both sides of the river are attractive tree-lined routes that lead into the fringes of the city centre, connecting this with the surrounding countryside towards Boscawen Park and Malpas. These play an important recreational role linking the city centre with its rivers and countryside.

ACTION: Footpaths and green links to the countryside should be maintained and strengthened. These include:

- Tree-lined riverside footpaths along Malpas Road towards Boscawen Park and Malpas waterfronts
- Riverside footpaths on the west bank of the River Kenwyn/Truro River from Morlaix Avenue (along the edge of Tesco/Garras Wharf) towards Newham waterfront and beyond with green links back across Morlaix Avenue to Lemon Quay
- Green recreational links to St Clements and Pencalenick

Responsibility: City Council Parks Department, Cornwall Council

Development Briefs

The Tesco superstore and car parking use of the Garras Wharf site have a negative effect on the Conservation Area and its setting.

ACTION: Should the opportunity arise to redevelop the Tesco/Garras Wharf site a development brief should be prepared to set out the criteria for development. These should include:

- New development should seek to provide a greater mix of uses, including leisure and recreational use to increase public access and use of the river and river frontage
- Provide strong visual and physical links through new development and public realm between Lemon Quay and Garras Wharf
- Protect and enhance views to the Cathedral and other historic buildings such as Bishop Philpotts Library: the development brief should recommend a scale and massing of new development aimed at preserving key views
- Protect and enhance views to the countryside and riverside
- Improve pedestrian access along the waterfront and provide active frontage to the waterfront.
- Respect and enhance the soft landscaping of the area, such as the mature trees that line the waterfront
- Respect the existing river walls and wharfs

Responsibility: Cornwall Council

4.5 Character Area 3: Artisan Housing

Summary of the Character Area

This area comprises predominantly modest 19th Century two-up two-down terraced houses. The Lower Mitchell Hill and Campfield Hill areas on the north valley sides of the city are laid out in an irregular grid set around a network of footpaths that follow the contours of the hillside. The other groups of terraces on the south side of the city tend to follow narrow streets flanking roads, cutting across the contours and arranged to a more regular grid. These houses line narrow enclosed streets or footpaths with building lines typically to back edge of pavement. The unity of the streets tends to be strongest when the terraces are along both sides of the streets and have a distinct termination or end at junction with larger streets, and/or where the facades along the street have been little altered and therefore form a cohesive group.



Carclew Terrace fronts a footpath along the contours of the hillside



Daniell Street is enclosed on both sides of the street and cuts across the contour running perpendicular to Falmouth Road.

The best surviving streets tend to be those away from the main vehicular and pedestrian traffic routes (e.g Campfield Hill, Mitchell Hill, St Davies Street, Daniell Street). Common features within many streets include round-headed doorways and shallow window arches with key stone details. Materials vary from a mixture of roughly dressed and coursed rubble masonry, occasionally rendered or partially rendered. There are a few examples of slate hanging over stud on the first floor, as seen in the Campfield and Mitchell Hill area and along Kenwyn Street. This may once have been a more prevalent material.



Daniell Street - Common features such as round-headed doorways and shallow window arches emphasized by painting against the stone façade add unity and harmony to the street.



A slate hung property on Rosewin Row

Views of hillside terraces are an important feature of the city's streetscape, particularly those in the Mitchell Hill and Campfield Hill areas. Within the Conservation Area there are significant views of the Cathedral from hillside terraces particularly those on the north of the city centre, such as that of the north west elevation from Rosewin Row.

Priorities for Change and Action

Design Principles

The existing architecture of this character area has a strong consistency based on four elements:

- terraced layouts, with buildings mostly to the back of pavement.
- 2 storeys.
- Materials: stone masonry or rendered brick, often painted, occasional slate-hanging.
- Gabled roofs parallel to the street.

To maintain the distinctive quality of this character area, these design parameters should be respected. Building designs which break the sense of street enclosure, through their individuality or siting, are to be avoided.

Historic Buildings-Protection

The physical character of a building or even whole streets can be substantially undermined by incremental change and alterations. Such alterations include:

- replacing original windows and doors with uPVC, and concealing round-headed doorway and other common details
- roof extensions and alterations that break the roof line and profile of the street
- loss of buildings and replacement with properties that break the building line and proportions, or are incompatible uses, or use plain materials or finishes or destroy the sense of street enclosure; such as are to be seen in St Austell Street, Edward Street and Kenwyn Street
- removal or alteration of front gardens (where originally present) and replacement with hard surfacing
- street widening resulting in loss of terraces and enclosure (e.g. Richmond Hill, Fairmantle Street, St Clement Street)



St Dominic Street - The replacement of original windows with uPVC and an inconsistent approach to painting can severely diminish the quality of the street



The replacement of front garden areas on individual properties can alter the historic appearance of the site – Paul's Row



The widening of Fairmantle Street has swept away one side of the terrace.

ACTION: Subject to a review of policy, resources and further local consultation, the local authority should prioritise Article 4 directions to protect streets from incremental change and alteration (see chapter 6). They should use their existing powers to prevent further loss and alteration of historic fabric. There should be a presumption against proposals for roof extensions and other alterations such as roof lights or the introduction of new roofing materials.

The local authority should prepare and distribute design guidance for alterations to buildings such as renders, windows, doors, enhancing architectural features such as round headed doors, and encourage soft planting to front yards/gardens (where they exist) and the reinstatement of lost boundaries.

The local authority should use their powers under the Town and Country Planning (Listed Building and Conservation Areas) Act 1990 to protect historic buildings that make a positive contribution to the character of the conservation area from demolition.

The local authority should make preference for proposals for new development that seek to reintroduce street enclosure and street vistas where these have been lost.

Planning permission should only be granted for new development that respects the modest/domestic scale and nature of the streets within this character area, and should respect the historic building line, building height, plot width and roof profile of the adjacent buildings and surrounding area (generally new developments should be no more than two storeys). New residential buildings should respect the proportions of existing openings.

Responsibility: Cornwall Council

Uses

Although essentially residential in character these streets were provided with a number of corner shops, chapels, pubs and originally a school (now demolished). There are presently few community amenities within these areas.



An example of a good shopfront refurbishment on Daniell Street

ACTION: Where a case can be made for new local amenities (i.e. community shop) then these should take their cues from historic precedents within the character area, e.g. the new shop frontage on Daniell Street.

Responsibility: Cornwall Council, property owners

Public Realm

The streets are typically narrow and very modest in nature. There is little space for street furniture and signage in many of the streets. The appearance of the streets within the area could be lifted by small, but consistent changes, that define the streets within this character area, such as a consistent approach to street name signs (such as set into the wall as found in several places within the character area), and providing discreet lighting and street furniture.

ACTION: A palette of materials, furniture and signage appropriate to the modest scale and nature of these streets and individual properties should be developed for the public realm. Proposals to reduce street clutter, rationalise street furniture and encourage a consistent approach to signage and lighting should be supported.

Responsibility: Cornwall Council, building owners, residents

Development Briefs

The vacant corner plots at the meeting of Daniell Road and Albert Place/Daniell Street are a particularly sensitive aspect of this Character Area, because of the completeness of the adjoining terraces and the views from these sites across the City.

ACTION: These plots should be the subject of a development brief, to identify the parameters for development in relation to the character and appearance of the adjacent historic buildings.

Responsibility: Cornwall Council

The service yard and former bus depot site on Fairmantle Street has undermined the street character by sweeping away whole terraces of houses and losing the sense of street enclosure and unity.

ACTION: Opportunities for the redevelopment of the bus depot along Fairmantle Street, should they arise, should seek to enclose the streets and conceal service and parking uses behind. As this site becomes available a development brief should be prepared.

Responsibility: Cornwall Council

4.6 Character Area 4: Planned Elegance

This is an area of mixed land use comprising residential, institutional, commercial (small office and retail) and recreational uses lining streets leading from the city centre; Lemon Street and Infirmary Hill, Malpas Road, Frances Street and Ferris Town. The building type is predominantly Regency or early Victorian townhouses. These have often been converted to commercial use on streets that come into the city centre, such as Frances Street and Lemon Street. Some of the secondary retail streets are, therefore, within this character area, such as Frances Street.

Buildings are moderately proportioned and built of high quality materials and finished with fine ashlar or painted stucco elevations. They are typically two-storey, and with the exception of Lemon Street, they are without roof extensions. The majority of buildings are listed. There is a noticeable difference between the condition and quality of the listed buildings and non-listed building within this area, particularly along Frances Street, Ferris Town and St George's Road.



Listed and unlisted properties on Frances Street.



Typical property styles for this character area; Falmouth Road (lower end), Walsingham Place and Union Place. All of these are listed buildings.

The character area is generally well maintained with streets having an urban elegance to them. Buildings are typically set close to the pavement behind a small basement yards enclosed by railings. Buildings along Malpas Road have a different relationship to the street: here they are set far back from the pavement with long enclosed private gardens.



Properties are set back from the street with long front gardens along Malpas Road.

Elegantly curved buildings or landmarks, such as the Lander Monument at the junction of Lemon Street and Strangways Terrace, accentuate street junctions.

Priorities for Change and Actions

Design Principles

The elegant quality which gives this character area its name is based mainly on the use of the classical idiom, particularly in streets such as Lemon Street and Walsingham Place, but also in less pretentious streets. The key to maintaining this quality will be in acknowledging the same formal language; also in the use of rendered and painted brickwork or stone ashlar for frontages. Where streets or buildings have front boundaries with walls or railings that boundary treatment should be maintained. On shopfronts, separate advice is to be published in a shopfront design guide.

Historic Buildings-Protection

The high quality of the historic buildings and their street frontages has, in some instances been compromised by inappropriately designed or installed shop frontages, fascias and signage. In most cases the fascias have been fixed onto the buildings concealing architectural features. For example, some fascias along the south side of Frances Street conceal round-headed doorways.

ACTION: A shopfront design guide will be prepared for commercial streets within this character area to inform the design of shop fronts, fascias and signage so that they respect and enhance the physical qualities of historic shop buildings and the streetscape.

Responsibility: Cornwall Council, property owners

The removal of original boundary treatments and the conversion of frontages for parking has affected many streets. Although some alterations may be considered to be minor, such as the removal of railings or alterations to a boundary wall, these can have a lasting and detrimental impact on the appearance of the street as a whole.



Union Place-the conversion of front garden areas for parking can affect the appearance of the street.



The removal of boundary treatment such as railings and walls can have a detrimental effect on the streetscape.

The roofscape within the character area is a strong feature of the area and generally has not been compromised by roof extensions or inappropriate alterations. Lemon Street is an exception to this. Here, there are a number of roof extensions, which on the whole add visual interest to the street due to the high quality design of the mansards and dormers, but also the topography of the street.

ACTION: The retention of original front garden and other boundaries and treatments should be encouraged through example and guidance literature. The conversion of frontage areas into hard standing should be restricted.

The local authority should use their existing powers under the Planning (Listed Building and Conservation Areas) Act 1990 to prevent further loss or degradation to the historic fabric of historic (listed and unlisted) buildings.

The potential for a resident parking permit scheme should be explored to provide residents with designated areas for parking and remove the need for converting front areas for parking use.

Roof extensions and alterations should generally be discouraged. There may, in exceptional circumstances, be a case made where a roof extension is appropriate such as in Lemon Street, where the extension is of such a high quality design that it will contribute to the varied roof line of the street. This will be subject to listed building consent and/or planning permission.

Responsibility: Cornwall Council, property owners, residents

Public Realm

A number of the streets within this character area lead into the city core, in particular Lemon Street, Richmond Hill/ Ferris Town. Considering the important role that they play in signalling the approach into the historic city centre, they should be enhanced and have an identity as approach streets.

Frances Street is an important secondary shopping street that could benefit from townscape improvements to reinforce the attractiveness, vitality and character of the street. These improvements should include rationalising the traffic flow and street markings, improving surface materials, a consistent approach to signage (along south side), and the enhancement of architectural features such as round-headed doorways.

The retention of distinctive granite kerbs and paving slabs and local cast iron gutters where they survive and the reinstatement of them where they are lost is important to maintaining and enhancing the character of this area.



The junction of Richmond Hill and Ferris Town is on a main approach into the City and could benefit from improvements as could the Ferris Town approach



Frances Street is an important independent shopping street that could benefit from townscape improvements.

ACTION: Priority should be given to improving the public realm of the approach streets, in particular:

- The lower end of Lemon Street (between Boscawen Street and Lemon Quay) and the visual and physical connection between Lemon Street and Lemon Quay.
- An improved gateway junction between Ferris Town and Richmond Hill, including providing new corner building or feature on the existing gap site
- Frances Street townscape improvements and rationalisation of traffic flow and management (see also retail strategy below)

The retention of distinctive granite kerbs and paving slabs and local cast iron gutters where they survive and the reinstatement of them where they are lost is a priority for the public realm. Proposals that seek to reinstate lost historic surfaces, street furniture and features will be encouraged. All public realm proposals should seek to reflect the historic palette of materials, reduce street clutter and enhances the setting and fabric of historic places and features.

The retail strategy should include townscape improvements for secondary shopping streets such as Frances Street.

Responsibility: Cornwall Council, Totally Truro, property owners.

The leats play an important role within the city. They are a significant part of its identity and provide a connection between the hard urban core and water. This feature of the city should be enhanced and celebrated.



The leats are an attractive and essential part of the fabric of the town

ACTION: Proposals that enhance the leat system will be encouraged and any lighting strategy for the city centre should improve lighting of the leats system.

Responsibility: Cornwall Council, The City Council

Use

Lemon Street has been transformed from a residential street into a commercial street providing accommodation for small business and office space. The lower end of Lemon Street (east of Lemon Quay) is dominated by retail. The architectural quality of the street and the nature of its office use along the majority of the street distinguish it from any other. The conversion of the properties has retained the special quality of the street. The encroachment of retail up the street, however, threatens its special character.



Lower Lemon Street (above) is dominated by retail use and is different in character to the small business nature of the converted residences on the upper parts of the street (below). The more residential nature and appearance of the upper Lemon Street terraces should be retained and enhanced



ACTION: The pressure for change on Lemon Street should not impact on the historic integrity and nature of the street. Proposals for retail use beyond where it meets Lemon Quay should be resisted.

The introduction of further commercial uses throughout the character area within the existing building fabric should only be appropriate where such uses are already a predominant feature of the existing streetscape.

Responsibility: Cornwall Council

Trees and Soft Landscaping

Victoria Gardens is a significant green space within the character area. It is formally laid out as it rises up the Kenwyn Valley sides and is interspersed with water features that drain into the leat below. This leat formerly served the Town Mill at Victoria Square and now fills the stone-lined leats within the city centre.



Victoria Gardens are significant and attractive resource for the city.

ACTION: Promote Victoria Park as a key green space within the city and improve access routes along The Leats to the park as part of the water/river links strategy for the city centre.

Improvements to the leats should also include a lighting strategy to highlight them at night as a feature of the city centre.

Responsibility: City Council, Cornwall Council

The soft verge on the west side of Malpas Road is used as an informal footpath, this is an attractive green route out of the city centre connecting it with its rivers and countryside.

ACTION: The landscape along Malpas Road should be maintained and strengthened. Its informal character should be retained (see also trees and soft landscaping for Character Area 1).

Responsibility: City Council, Cornwall Council

4.7 Character Area 5: 19th Century 'Middle-class' terraces

Summary of the Character Area

This character area comprises the Victorian suburban residential areas. It incorporates a number of important approach roads that descend down the valley sides into the city centre - Richmond Hill and Kenwyn Road, as well as more local approaches such as Mitchell Hill and Daniell Road. Streets leading off the approach roads tend to follow an irregular grid, some follow medieval field patterns, such as Trehaverne Lane and adjacent streets. Streets within this area are often inter-connected by green alleyways. Some terraces are raised above street level, such as Coronation Terrace, Mitchell Hill and Dereham Terrace.

The sloping topography provides extensive views into the city and countryside beyond, as well as interest to the streetscape with most terraces and roof lines along the approach roads stepping down the hillside, such as Mitchell Hill and Daniell Road.



Properties on Dereham Terrace are raised above street level.



More modest terraces on Broad Street



Kenwyn Road



Kenwyn Road

The building stock comprises terraced houses and semi-detached villas fronting on the roads set behind small front gardens or lawns, occasionally yards. There is the variety in planting, and the presence of front gardens gives a soft, green character. The area includes St Mary's Churchyard. This is a special green space with views of the railway viaduct and across the city.



St Mary's churchyard a secluded green space above the city.

There is generally uniformity in the architectural detailing along each street but variety across the character area. The majority of properties are, however, in Killas stone with brick dressings, or painted stucco. Projecting bay and sash windows are common features.

The area is predominantly residential but with a few Victorian institutional buildings, including the Old County Hall (1912) which is set back from the road as a landmark building on the route to the city, and the former Catholic Church and presbytery in Dereham Terrace.

Although few of the buildings are listed, they are generally well maintained. The architectural quality of some individual properties has been degraded due to incremental alterations and as pressure for parking increases there is a tendency to convert front garden areas into hard paving for parking. The roofscape of a number of streets is very distinctive such as in Daniell Road. On the whole there are few roof extensions in the area. Roof extensions generally have a detrimental impact on the character of the area due to the distinctive roofscape of many of the streets. There are, however, a couple of good examples of well executed roof alterations involving the provision of roof lights, as seen at the top of Mitchell Hill.

The streetscape quality of the approach roads can be undermined by the presence of inappropriately designed or overlarge street furniture and signage such as the large illuminated car parking signs and the high lighting columns on Station Road.



The conversion of front garden areas for parking can undermine the special character of the street- Coronation Terrace



The distinctive roofscape of Daniell Road.

Priorities for Change and Action

Design Principles

The key design principles which apply to this area concern building layout and height, and the way buildings relate to the topography. Buildings should be of no more than two storeys, grouped wherever possible in terraces with a uniform language of window and roof treatment. Bay windows occur frequently thought this area and should, if appropriate, be used in new designs. Where buildings are set back from the street, special consideration should be given to the boundary treatment. Building layouts should always avoid frontage parking.

Historic Buildings

The appearance of a street can be undermined by alterations to individual properties such as replacement uPVC windows and doors, roof extensions and alterations to front gardens and boundaries.

There are streets within the character area that stand out from others due to the unity in their architectural design and appearance, such Daniell Road (north side), Coronation Terrace, Station Road (south side) where such alterations would have a significant irreversible impact on the special quality of the street.

ACTION: Subject to a review of polict, resources and further local consultation, Article 4 directions should be applied to specific streets within the character area to preserve their special, distinctive, character (see also Chapter 6- Enforcement).

Design guides will be developed to advise owners on roof, window, door and other alterations to their properties, and to encourage retention of front garden areas. Proposals for roof extensions throughout the character area will be resisted.

Responsibility: Cornwall Council

Public Realm

There has been incremental degradation of the quality of the streetscape due to the loss, or poor maintenance of surface materials and historic street furniture. Geometric tiles found along pavements, steps and footpaths are distinctive within this character area and were probably more widespread in the past. The best-preserved examples are in Coronation Terrace, but they are also found at the Catholic Chapel, Dereham Terrace and on the front steps of properties on Agar Road.



Geometric tiles on Coronation Terrace

Station Road and Richmond Hill on the south west side of the city form an important gateway approach into the town and could be made more attractive and welcoming to local users or visitors. Kenwyn Road is also an important gateway joining with Pydar Street under the viaduct. It is heavily trafficked and in some parts there is only a pavement on one side. There are no safe pedestrian crossings.



The railway station environment could be improved to provide an attractive welcome to the city.

ACTION: Distinctive features of this character area such as the geometric tiles should be enhanced and repaired. There should be a preference for proposals that reflect the historic palette of materials, reduce street clutter and rationalise signage and lighting.

The movement framework for the city centre should consider alternative waymarking for parking areas within the city centre to minimise the impact of parking signage.

Public realm proposals to improve the station entrance and public realm onto Station Road should be developed as part of the strategy for improving approaches into the city centre (see also General Guidance-Movement). Kenwyn Road should also be included in these proposals. Here changes to street surfacing should be developed to reduce traffic speeds and indicate places to cross. A change to the streetscape may occur after the viaduct at Pydar Street to announce entrance to the city centre.

Responsibility: Cornwall Council, building owners.

St Mary's Churchyard is an underused asset, which currently has poor public access. It is a pleasant, green, tranquil spot. The chapel in St Mary's Churchyard is vacant but has recently been sold. Proposals for its future are under discussion.

ACTION: An Action Plan for St Mary's churchyard should include proposals for improving public access, maintenance and public appreciation of the space. Its tranquil nature should be retained. Proposals for the reuse of the chapel should respect the quiet ambience and secluded nature of the space, and should not inhibit public access or appreciation.

Responsibility:

Green lanes and alleyways connect many of the streets to each other. These are important characteristics of this area and create good permeability.

ACTION: Green lanes and alleyways should be retained.

Responsibility:

4.8 Character Area 6: 19th Century Town Villas: The Leafy Suburbs

Large late Victorian/Edwardian houses with fairly extensive gardens distinguish this character area. Properties are along the main approach roads, such as Falmouth Road and quiet residential streets including the unadopted road, The Avenue. Buildings are generally set back from the road sitting deep within large plots displaying extensive front gardens. The presence of large established gardens and landscaped areas gives an incredibly green enclosure to the roads, in particular Chapel Hill and Falmouth Road. There are prominent views of the Cathedral from Chapel Hill.



Villa properties on Crescent Road and Falmouth Road set deep within their plots



The large mature gardens provide a green corridor into the city



Terraced villas on Carvoza Road

Many of the larger properties have been subdivided into flats, or in particular along Falmouth Road into hotels or guesthouses. The need for extensive parking to accommodate these uses means that many of the large front garden have been converted to provide forecourt parking resulting in loss of green character and the secluded nature of the properties.

Priorities for Change and Action

Design Principles

The suburban quality of this character area is based on its housing densities and the predominance of gardens and mature planting. New design should avoid the over-development of existing plots, and the production of layouts in which the buildings and parking outweigh the landscape. In accordance with existing patterns, new housing should be of two storeys, plus a dormer storey where appropriate. Street boundaries should be clearly marked with walls, hedges and railings.

Historic Buildings-Protection

The conversion of front gardens into parking areas removes mature vegetation and greenery that contributes to the quality and appearance of the conservation area.

ACTION: Proposals for converting front gardens to parking should retain a substantial strip of vegetation in order to maintain the green routes into the city. Parking should be concealed behind a green frontage. New vegetation should be in keeping with the existing species within the area.

Design guides will be developed to advise owners on roof, window, door and other alterations to their properties, and to encourage retention of front garden areas. Proposals for roof extensions throughout the character area will be resisted.

Responsibility: Cornwall Council

Public Realm

Mature large front gardens within this character area provide the pleasant, leafy, green edge and approach to the city which are a significant part of Truro's identity. The retention of these mature gardens and trees is essential to maintaining this important aspect of the City's character.

ACTION: Proposals for the felling or lopping of trees and other greenery within this character area should be strongly resisted, unless necessary for the health of the specimen.

Responsibility: Cornwall Council

5.0 PROTECTION

5.1 Existing Designations

The existing designations within the conservation area are shown on Figure 7 of the Conservation Area Character Appraisal and are summarised below. These designations include:

- Truro Conservation Area
- 280 listed buildings including:
 - a. 1 grade 1 – the Cathedral,
 - b. 5 grade II* – City Hall, Boscawen Street; Princes' House, the Mansion House and Penhaligon House, Princes' Street; and Lander's Monument, Upper Lemon Street
 - c. 274 grade II – primarily residential terraces such as Daniell Street and Lemon Street, churches, historic institutional buildings and many of the buildings within the shopping core of the city.
- 1 Scheduled Monument – a medieval wheel-headed cross discovered at the junction of Victoria Place, River Street and St Nicholas Street but now at High Cross.
- Several tree preservation orders

5.2 Potential Listed Buildings

Coronation Terrace, including its raised pavement, railings and revetment wall, may be considered as a suitable candidate for listing.



Coronation Terrace

In addition, the West Briton offices and the Courts of Justice are modern buildings that may, in the future, be considered to be suitable candidates for listing because of their distinctive architectural quality.



The West Briton Office



The Magistrates Court

5.3 Locally Listed Buildings

The Local Authority have the power, through their Local Planning Framework, to include buildings on a local list and develop policies within the Local Development Framework or Supplementary Planning Documents to protect these buildings from inappropriate change or development. Although these buildings have no statutory designations they can be a material consideration when determining planning applications.

ACTION: The local authority should develop a local list of buildings and criteria for inclusion in consultation with the local community and businesses.

Amongst the buildings identified in the Conservation Area Appraisal as having historic value, the following are potentially locally listed buildings:

- Daniell Road terraces (north side)
- Daniell Road semi-detached villas (south side)
- Truro Railway Station, Station Road
- Station Road terraces
- The railway viaduct
- Unlisted villas on Falmouth Road
- 13 and 14 Rosewin Row
- North boundary wall and pavilion, Victoria Park
- Unlisted terraces, Trennick Row (Malpas Row)
- St Mary's Terrace, Kenwyn Road
- 1 and 2 Campfield terrace
- Trennick House and Clock Tower, Truro School



Potentially locally listed buildings include: Daniell Road terraces (north side), Daniell Road semi-detached villas (south side), the railway station, Station Road terraces, 1-2 Campfield Terrace, the railway viaduct, St Mary's Terrace and the pavilion in Victoria Gardens.

The majority of these buildings have been identified because of the survival of their architectural features, the overall contribution that they make to their local context, and because they stand out as good examples of their type or are good representations of the phase of Truro's development. In addition the majority of unlisted historic buildings, as identified on Figure 7 of the Conservation Area Appraisal, make a positive contribution to the character and appearance of the Conservation Area as representative of the phases of historic development of the city. The current condition or extent of alteration to some buildings, however, such as several properties in Ferris Town/Richmond Hill, Bosvigo Road, Agar Road (south side) and on the west side of St George's Road diminishes their contribution.



The condition of these properties on St Georges Road diminishes the contribution that they make to the character and appearance of the conservation area

ACTION: The local authority should identify and develop a local list of buildings of townscape merit.

PPG 15 states that there should be a presumption in favour of the retention of unlisted buildings that make a positive contribution to the character of a conservation area and advises that proposals that may involve the demolition of such buildings should be assessed against the same broad criteria as proposals for the demolition of a listed building. The quality of the replacement building may be taken into consideration in these cases.



Buildings at risk include; St Paul's Church and Church Hall, Agar Road, Mission Church of St Mary's in St Mary's Cemetery and 37 St Austell Street (Macnamara's Roundhouse)

5.4 Buildings at Risk

Truro is an attractive historic city and owners of listed buildings, on the whole seem to maintain their properties to a good standard. There are only a few listed Buildings at Risk identified within the Conservation Area. These include:

- St Paul's Church, Agar Road (grade II) – the church has closed for health and safety reasons relating to the condition of the tower and east end, despite having a thriving congregation
- St Paul's Church Hall, Agar Road (grade II) – the church hall is closed has no current use
- Mission Church of St Mary, St Mary's Cemetery (grade II) – the building is closed, and has recently been sold
- 37 St Austell Street (Macnamara's Roundhouse) (grade II) – this building is currently unoccupied and unused

In addition to listed buildings that are at risk, there are several unlisted historic buildings that are in disrepair. The repair and reuse of these buildings will enhance the character and appearance of the Conservation Area. These buildings include:

- 14-16 St Clement Street and,
- 11 Old Bridge Street

ACTION: The local authority should develop a system for monitoring and reporting potential buildings at risk or in



These buildings are in urgent need of repair: 14-16 St Clement Street

disrepair.

5.5 Landmark and High Buildings

Within the conservation area itself there are few landmark buildings. The Cathedral stands out as the prominent landmark, with the viaduct providing a dominant edge to the city. The prominent height of buildings within the city is generally 2-3 storeys and there are no buildings, other than the Cathedral, above 4 storeys. The potential for new development and growth of the town may bring with it the desire to produce new landmark or high buildings. The management of such proposals will be immensely helped by the preparation of development briefs and by the exercise of Draft Policy 1 in this Plan, dealing with the setting of the Conservation Area and the protection of views. In addition the Local Planning Authority may consider the introduction of a general height limit on new development, similar to the 40ft limit in Salisbury which provides protection for significant views of Salisbury Cathedral.

ACTION: the local authority will consider the introduction of a height limit on new development.

5.6 Extensions to the Conservation Area

The Conservation Area Appraisal proposed 16 extensions to the Conservation Area. This Management Plan has reviewed these proposals and suggests that 5 of them should be taken forward for designation. These are:

- No. 5 – Truro River. This covers an area which provides essential views to and from the city centre: it is key to the relationship between the city and this aspect of its setting.
- No. 5 – West Side of Tabernacle Street. This is historically the service area for Lemon Street, and merits protection because of that association.
- No. 7 – Lower Tregolls Road Area (West). An important part of this gateway to the city, and a backdrop to St. Paul's Church (listed and in the Conservation Area).
- No. 13 – The Viaducts. Significant in themselves (and recommended for local listing) and as forming the principal northern edge to the Conservation Area.
- No. 16 – The South side of Charles Street. Typical 19th century terraces which provide character in an otherwise damaged area of townscape.

ACTION: The local authority will seek to extend the Conservation Area designation as stated above.

The 11 extensions proposed in the Conservation Area Appraisal which are not recommended for designation are discussed in Appendix Three.

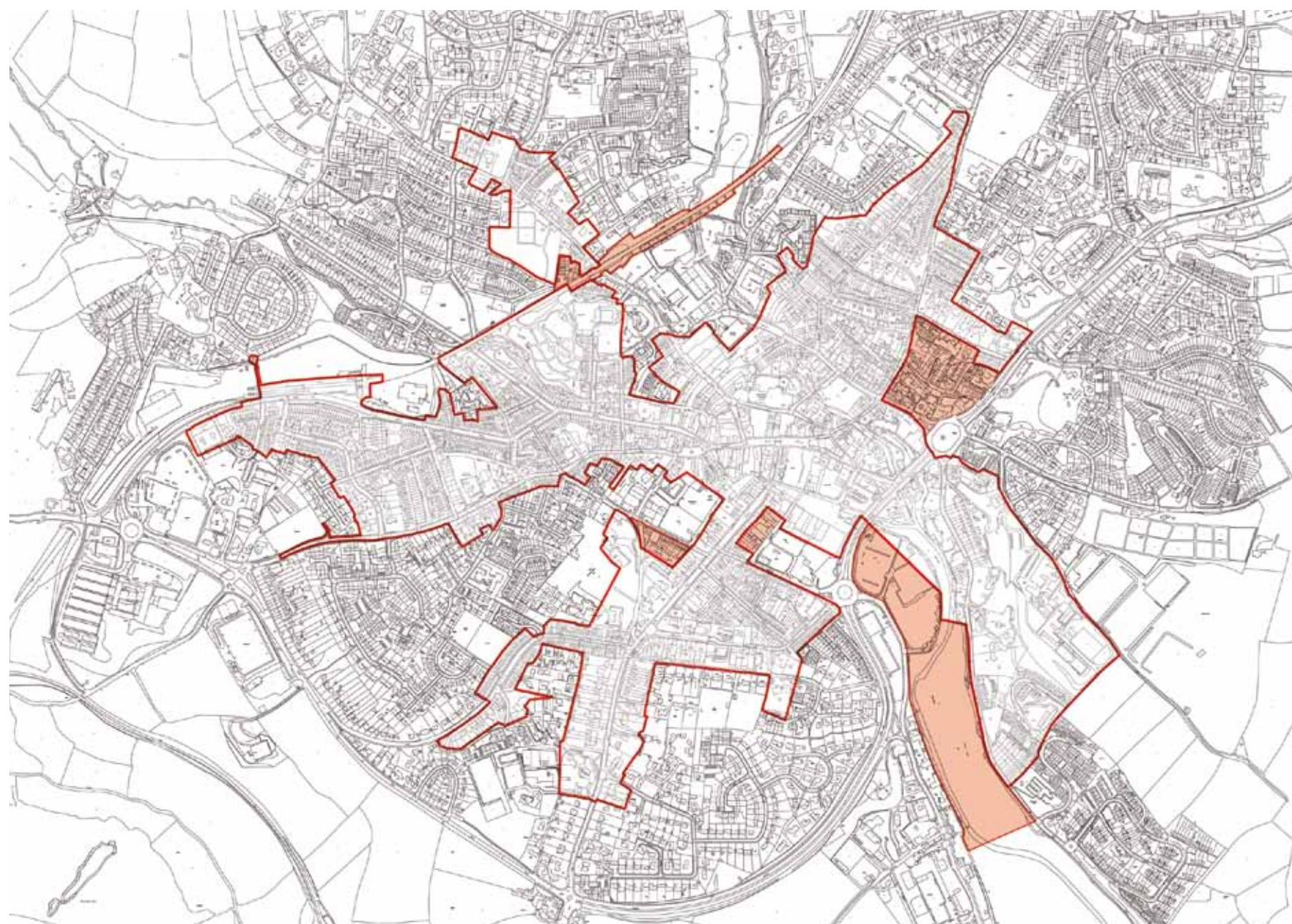


Figure 9: Extensions to the Conservation Area

6.0 ENFORCEMENT

6.1 Introduction

The development control powers available to the Local Planning Authority through listed building and conservation area designation are outlined in Chapter 3 and Appendix one. There are several examples where alterations to listed and unlisted buildings may have been made without listed building consent and/or planning permission. These include the conversion of front yard areas and introduction of hard standing for car parking, and removal of boundaries (such as railings) to listed buildings that may be considered to be part of their curtilage. Such alterations have occurred at several properties on the south side of Union Place (hard standing for parking), and Lemon Street (removal of boundary railings). Elsewhere several commercial unlisted buildings have been altered by such works as replacing windows, for example several properties along Frances Street.

6.2 Article 4 directions

The Conservation Area Appraisal identified the need for Article 4 directions to prevent the incremental erosion of the character and appearance of the Conservation Area (p. 106).

It is tempting to suggest a blanket Article 4 (2) direction for all unlisted residential properties within the Conservation Area. Article 4 (2) directions, however, require additional resources from the local authority to enforce and a blanket direction may not be feasible. Many works are subject to existing statutory protective measures such as Listed Building and conservation area protection. The prevention of such works being carried out is down to more efficient enforcement by the local authority. Some streets have undergone such alteration that their overall appearance has already been irreversibly diminished, such as Ferris Town, Bosvigo Road, St Georges Street (north side).

Article 4 (2) directions are only recommended in Truro for a small number of streets that are exceptional examples of their type, that are not currently protected, and which have a high public presence.

The following street sections are recommended for Article 4 (2) directions as shown on Figure 10:

- Daniell Road – North side, Nos 1-49, to protect distinct end gables with barge boards, roof coverings, windows and doors in front elevation, front boundaries and to prevent the painting of brickwork facades

- Station Road – south side, including Coronation Terrace, to protect existing roofs and roof coverings, windows and doors in front elevation, and front garden layouts and boundaries
- Edward Street – west side, to protect traditional roof coverings and roof slopes, windows and doors
- Mitchell Hill Terrace – north west side, Nos 1-20 to protect existing roof coverings, windows and doors in front elevations, front gardens and boundary walls (the protection of roof coverings will preclude the erection of solar panels on the front roof slopes of these properties)
- Paul's Row – To protect distinctive slate hanging at Nos. 1-7 and 20-23
- Carclew Terrace – to protect historic garden layouts and boundary walls

ACTION: the local authority are to produce and distribute guidance leaflets for property owners affected by Article 4 (2) directions.

6.3 Repairs Notices/Urgent Works Notices/Section 215 Notices

It is recommended that building surveys are undertaken and an Urgent Works Notice issued for the unlisted buildings 14-16 St Clement Street to prevent further degradation and loss of fabric. (Permission to serve such a notice will be required from the Secretary of State).

ACTION: The local authority should serve an Urgent Works Notice as stated above.

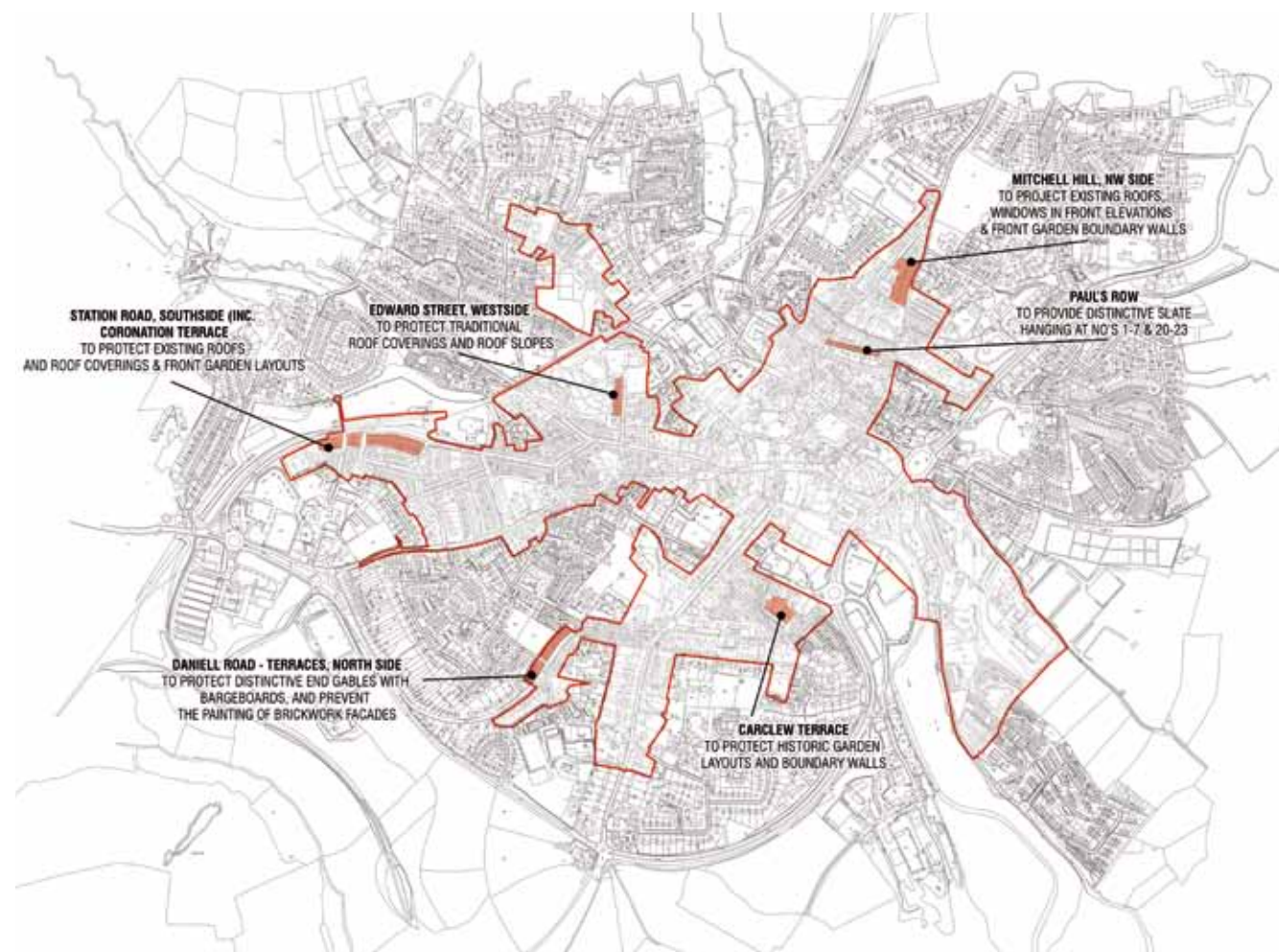


Figure 10: Article 4 directions



Mitchell Hill Terrace



Daniell Road

7.0 IMPLEMENTATION OF THE PLAN

7.1 Introduction

The previous chapters have examined the measures required to protect and enhance the Conservation Area, including specific recommendations for the six character areas which it contains. This chapter looks at how these measures should be implemented, i.e. which organisations or groups should be responsible for them, how they might be funded, and over what timescale the proposals should take place. Because of the size and character of the Conservation Area the division of responsibility in caring for it is bound to be complex. It is sensible to think that some of the recommendations in this report can be implemented almost immediately: others will be ongoing, or should be programmed within a specific timeframe.

7.2 Relationship with other frameworks

It is essential that the actions and implications set out in this plan are carried forward by Cornwall Council and appropriate resources allocated for their implementation and for the enforcement of conservation area and listed building controls.

The Cornwall Local Development Framework (LDF) is currently in preparation. The Truro Conservation Area Management Plan will be adopted as a material consideration as part of the LDF.

The Truro and Threemilestone Area Action Plan will also form part of the LDF. This will include a masterplan and public realm strategy for Truro City Centre including those parts within the Conservation Area and its setting. The proposals within this Conservation Area Management Plan, particularly those relating to Character Areas 1 and 2 (Historic Core and Working Waterfront) and those parts of Character Area 3 and 4 that are adjacent to the city centre, inform and are incorporated into the Area Action Plan. Funding through developer contributions or other grants may be available for improvements through the Area Action Plan.

7.3 Actions arising from the Management Plan

The legislation and official guidance for conservation areas deal mainly with local authority powers and responsibilities. Ideally however a conservation area is the responsibility of all the building owners, users and others who enjoy the area, acting in partnership with the local authority to protect and enhance its character. Whenever possible this Management Plan identifies actions which can be shared amongst those who have an interest in the Conservation Area.

The resourcing and programme for the actions are often difficult to give in detail, but every attempt has been made to give an order of magnitude to different actions, plus an indication of where the priorities should lie. The actions are described here under seven main headings, with cross-references to the policies and recommendations in previous chapters.

Development Control

The first and principal line of protection for the Conservation Area lies in development control by the planning authority. As described in Appendix One, this covers demolitions and alterations to unlisted buildings, new developments in the Conservation Area, other works affecting the streetscape and the felling and lopping of trees. It also covers changes of use. See Draft Policies 1-6, Retained Local Plan Policies 4D, 4F, 4Q and Chapter 4 of this Plan.

Two aspects of development control deserve special mention:

- The protection of views, both within the Conservation Area and between the area and the surrounding landscape. See Draft Policy 1 and pp. 11-13.
- The preparation of development briefs for opportunity buildings and sites. See pp. 23-24, 27, 29.

Programme: ongoing

Responsibility: Local Planning Authority

Resourcing: Development Control will require regular and consistent input from conservation professionals with some increase due to the detailed recommendations in this Plan. The protection of views and the preparation of development briefs will require some increased resourcing by the LPA, especially in the next 5-10 years.

Enforcement

In the case of conservation areas the mechanisms of Development Control may be strengthened in three ways:

- The application of Article 4 (2) directions. See p. 40. In this instance it is recommended that six directions be served, and these have been identified in presentations to consultation workshops during the preparation of this Plan.
- The monitoring of Buildings at Risk. See p. 38.
- The serving of Urgent Works Notices or Section 215 Notices. See p. 40. This Plan recommends the use of Urgent Works powers in one case: 14-16, St Clement St.

Programme: Article 4 (2) directions to be served within the next 3 years (see also Guidance, below). Monitoring of Buildings at Risk: ongoing. Serving of Urgent Works Notice: immediate.

Responsibility: Local Planning Authority.

Resourcing: The use of Article 4 (2) directions will involve a modest increase in Development Control work, especially in drafting and serving the directions [an extensive photographic record will be needed on day of serving notices]. Monitoring Buildings at Risk and the serving of an Urgent Works Notice also have only modest implications for resourcing. However if a significant number of listed or unlisted buildings fall into disrepair there will be a need to apply additional resources to meeting that challenge.

Enhancement

Proposals for the enhancement of this Conservation Area are discussed in detail in Chapter 4 of this Plan. They apply in particular to the improvement to the streetscape of Truro, including the open spaces and opes.

- Public Realm Projects. This Plan discusses illustrative proposals for four public realm projects (see pp. 18-22). In order of priority they are:

Boscawen Street

Responsibility: Cornwall Council.

Resourcing: principally developer funded through Section 106 Agreement, plus public grant funding.

North of the Cathedral

Responsibility: Cornwall Council and the Cathedral.

Resourcing: partly developer-funded through Section 106 Agreement, plus public grant funding.

Furniss Island

Responsibility: Cornwall Council

Resourcing: developer funded through Section 106 Agreement tied to redevelopment of Garras Wharf.

East End of the Leats

Responsibility: Cornwall Council

Resourcing: developer funded through Section 106 Agreement

Lighting

It is a high priority to improve the lighting of the City Centre, especially the opes: see p. 24

Responsibility: Cornwall Council and Totally Truro

Resourcing: Totally Truro has designated funds for lighting in its 5-year budget.

Signage

Improved signage, especially wayfinding signs, is discussed on pp. 9-10.

Responsibility: Cornwall Council and Totally Truro

Resourcing: Totally Truro has designated funds for lighting in its 5-year budget.

Trees and planting

The four public realm projects described above all include proposals for trees and planting. The provision of street trees in other locations is to be encouraged.

Programme: ongoing

Responsibility: Cornwall Council and Totally Truro, possibly in conjunction with the charity Trees for Cities.

Resourcing: The main resourcing will be as for the public realm projects discussed above. Additional funding for other projects may be provided via Totally Truro, working with Trees for Cities.

Guidance

This Plan has identified three specific areas where the production of guidance literature will be important to the protection and enhancement of the Conservation Area.

- Shop fronts, fascias and shop signage. See pp. 17 and 30 and Retained Local Plan Policy 4Q.
- Design guidance on windows, doors, roofs etc. in residential areas. See pp. 29, 34 and 36.
- Advice to building owners of properties which are the subject of Article 4 directions. See p. 40.

Programme: The preparation of shop front guidance is already in progress. Preparation of the other types of guide will be ongoing, and in the case of the Article 4 direction will depend on when those directions are introduced.

Responsibility: Cornwall Council

Resourcing: The preparation of guidance will require additional resourcing during the next 5 years.

Maintenance

The proper maintenance of buildings, street materials and other features is crucial to the long-term care of the Conservation Area. This falls under four headings:

Buildings: Commercial

Proposals to remove unwanted wires, posters etc. from City Centre buildings, and to clear gutters and downpipes where necessary, are already under discussion.

Programme: ongoing

Responsibility: Works to be organised by Totally Truro and building owners, funded principally by the Cornwall Council and Totally Truro.

Buildings: Residential

There are already examples in Truro of residents cooperating in the maintenance of their properties and street. See p. 14. This can be encouraged through guidance literature and other advice.

Programme: ongoing

Responsibility: building owners

Resourcing: principally a matter for collective decision-making by building owners.

The Leats

The leats are a special feature of Truro which call for a carefully-managed maintenance regime. See Retained Local Plan Policy 4W and pp. 10, 30-31.

Programme: ongoing

Responsibility: the City Council.

Resourcing: maintenance of the leats is already budgeted for by the City Council, though repairs to the junctions or 'pits' in the system will require additional funding.

Street Paving

Historic paving materials are a key aspect of the Conservation Area, for which special provision needs to be made as part of street maintenance and replacement. See Draft Policy 2 and p. 8. The local authority should make maximum use of its powers under the New Roads and Streetworks Act to inspect works by utility companies and to apply financial penalties for inadequate reinstatement. Programme: ongoing
 Responsibility: Local Planning and Highways Authorities.
 Resourcing: The use of historically appropriate materials may be an additional cost in carrying out street works. Highways contractors may need specialist skills for maintenance]. In respect to the inspection of works by utility companies, provision exists for costs to be recovered from the companies.

Protection

This Plan has identified two additional forms of protection which will help strengthen the Conservation Area:

- Five extensions to the Conservation Area. See p. 39.
- Development of a local list of buildings. See p. 37.

Programme: Within five years

Responsibility: Cornwall Council.

Resourcing: The implementation of these two forms of protection will require some additional resourcing.

Traffic and Movement

Throughout this Plan emphasis is laid on the role that traffic and movement have in the Conservation Area, for both good and bad. See Draft Policy 2 and p. 11. In this respect, some specific recommendations are dealt with under other headings (public realm, paving). No detailed recommendations for alterations in road or street layouts are made in this Plan, but some recommendations (especially regarding Morlaix Avenue) will form part of the Area Action Plan Masterplan.

7.4 Funding and Resourcing

The preceding paragraphs indicate the extent to which the care of the Conservation Area can be a shared responsibility. The Conservation Area Advisory Committee is well-placed to identify and encourage partnerships which can take forward the actions identified in this Plan. In this respect an Historic Environment Champion for Cornwall Council will also have an important role to play.

However, inevitably the principal burden in caring for the Conservation Area falls upon the local authority, because of the obligations placed upon it by the planning legislation. It is essential that the authority commits adequate resources to enable it to exercise its powers and responsibilities. As already stated, there will be a need for additional resourcing, especially in the next five years, to carry out the recommendations in this Plan.

In recent years Townscape Heritage Initiative grants administered by the Heritage Lottery Fund, have been an important source of finance for Conservation Area enhancement projects. It is unlikely that such grants will play a major role in the future, especially in a comparatively prosperous and successful town such as Truro. Therefore the principal sources of funding for the enhancement projects will be:

- Developer funding through Section 106 contributions. There are well-established precedents for the use of such contributions for improvements which are not directly related or adjacent to the relevant development. The delivery strategy for the Area Action Plan Masterplan gives further details of the Section 106 process.
- Business Improvements Districts funding. As already mentioned, certain projects identified in this Plan have already been earmarked for BID (Totally Truro) funding.
- Owners of commercial and residential properties, in addition to their own funds, may be eligible for grants for building improvements and repairs, for instance through the Architectural Heritage Fund.
- Charitable trusts and government agencies.
- Convergence and SIF funding may be available in Truro

7.5 Monitoring and Updating of this Plan

The effectiveness of the Management Plan will depend upon the way its policies and recommendations are administered. It is important to secure the long term implementation of this Management Plan by Cornwall Council.

There are three strands to the implementation process:

- The commitment of local authority departments to the protection and enhancement of the Conservation Area. Other stakeholders, including government agencies, local organisations and building owners also have a key role to play, as does the Conservation Area Advisory Committee.
- The application of sufficient resources, not just to enable the local authority to carry out its statutory duties but also to help initiate (in partnership with others) Conservation Area enhancements recommended in the Conservation Area Management Plan.
- The review of the Management Plan after five years, involving a fresh round of consultations similar to those which have taken place at this initial stage.

This Conservation Management Plan forms an important part of the emerging Cornwall Local Development Framework, and it is intended that it should have a symbiotic relationship with other aspects of the Framework. Just as this document takes account of, for instance, the Sustainability and Energy Strategy, so it is expected that other planning documents and decisions will take account of the policies and recommendations in this Management Plan. Of particular relevance in this respect are:

- Enhancements to the public realm, as detailed in Chapter 4.
- Development briefs for opportunity sites.

Summary of Actions

Action	Description	Relevant Policy	Responsibility	Timetable
Development Control	Control over demolitions / alterations to unlisted buildings; streetscape works etc.	Local Plan Policies 4D and 4F. Management Plan Draft Policies 1, 3, 4 and 5.	Local Planning Authority	Ongoing
Article 4 (2) directions	Serving of 6 directions in Conservation Area	National Conservation Legislation	Local Planning Authority	2010-13
Urgent Works Notice	Serving of Urgent Works Notice	National Conservation Legislation	Local Planning Authority	2008
Buildings at Risk	Monitoring of Buildings at Risk	National Conservation Legislation	Local Planning Authority	Ongoing
Public Realm Projects	Boscawen Street	Management Plan Draft Policy 2	Local Planning Authority / Cathedral	2010-13
	North of the Cathedral	Ditto	Local Planning Authority	2009-11
	Furniss Island	Ditto	Local Planning Authority	2010-13
	East End of Leats	Ditto	Local Planning Authority	2010-12
Lighting	Improved lighting, especially of opes	x	Local Planning Authority / Totally Truro	2010-13
Signage	Improved signage, especially wayfaring signs	Local Plan Policy 4R	Local Planning Authority / Totally Truro	2009-12
Trees and Planting	Provision of street trees	Local Plan Policy 4A	Local Planning Authority / Totally Truro	2009-12
Guidance	Provision of Guidance Notes for building owners etc.	Management Plan Draft Policy 6	Local Planning Authority	Ongoing
Maintenance	Works to maintain residential/ commercial properties	x	Local Planning Authority / Building Owners / Totally Truro	Ongoing
The Leats	Maintenance of leats system	Local Plan Policy 4W	City Council	Ongoing
Street Paving	Supervision of streetworks by utility companies.	Management Plan Draft Policy 2	Local Planning Authority	Ongoing
Extensions to Conservation Area	Implementation of proposals to extend the Conservation Area	National Conservation Legislation	Local Planning Authority	2010
Local listing	Development of local list	x	Local Planning Authority	2010-13
Monitoring the CAMP	Monitoring and updating this Plan	x	Local Planning Authority	2015

APPENDIX ONE

The Legislative Background

1. Introduction

Conservation area designation, along with the listing of historic buildings, forms the core of the British planning system's protection measures for the historic environment.

Typically carried out by the local authority, the purpose of conservation area designation is to introduce additional levels of planning protection and control within any geographical area that is judged to have special architectural or historic qualities, and therefore whose character or appearance should be preserved. In official terms, Conservation Areas are 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve' (paragraph 4.1, Planning Policy Guidance 15).

PPG15 and PPG16 are due to be replaced with a single document PPS5 in the near future.

Conservation area protection, in contrast to 'listing' (which is typically directed at individual or small groups of related buildings), allows for a large and often diverse group of buildings and streets to be protected under a single protection measure. Typical subjects of conservation area status include historic planned residential areas, from town squares to garden cities or, more commonly, town centres, which accommodate the services for and define the identity of their wider communities. The city centre of Truro is a typical example of the kind of historic environment that conservation area designation is intended to protect.

Truro Conservation Area was first designated in 1969, and its boundary has been expanded a further seven times in subsequent years.

The designation of conservation areas is the responsibility of Local Planning Authority and is carried out under the Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The principal consideration in the designation of conservation areas and in the assessment of any proposal for the alteration of an area is to ensure the preservation and enhancement of those features which contribute to its special architectural and historic interest. Such features will of course include historic buildings, but numerous other features are also of importance: the public realm, signage, traffic, the mix of uses, views etc. Conservation area policy is therefore concerned with the quality of the townscape in its broadest sense (paragraph 4.2, PPG15).

The preservation and enhancement of a conservation area, and of its setting and views, should be a material consideration in the handling of any development proposal within or adjacent to the conservation area. This should not however preclude change and development where it can be demonstrated that it will preserve or enhance the area's special interest. The emphasis will generally be on controlled and positive management of change (paragraph 4.16, PPG15).

Information on the assessment and designation of conservation areas, the handling of consent applications and on development controls within conservation areas is laid out in statutory guidance Planning Policy Guidance 15: Planning and the Built Environment (PPG15). Conservation area designation introduces general control over the demolition of unlisted buildings and works to trees within the Area, requires the desirability of preserving or enhancing the character and appearance of the conservation area to be taken into account as a material consideration when determining any planning application within an Area, and will typically involve the suspension of permitted development rights.

2. Legal Implications of Conservation Area Designation

In order to ensure that a conservation area continues to retain its status as an area of special architectural or historic interest, sections 71 to 73 of the 1990 Act require the local authority to carry out the following ongoing duties:

- From time to time formulate and publish proposals for the preservation and enhancement of [their] conservation areas: clearly assessing and defining what it is about the area that should be preserved or enhanced and setting out the actions needed to protect it;
- To submit any proposals involving the preservation and enhancement of the conservation area for consideration to a 'public meeting', and to have regard for the arising views of consultees;
- In the exercise of any planning powers, to always pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area;

3. Development Control in Conservation Areas

Development control measures for conservation areas include the suspension of permitted development rights within the area, regulation of the demolition of unlisted buildings within the area, and a requirement to provide notice to carry out works to trees within the area.

Development control measures are laid out in relevant national guidance (the 1990 Act & PPG15) and as part of the Local Development Framework for each authority, which may include additional restrictions relevant to individual conservation areas.

Suspended permitted development rights

Planning permission is required for certain types of development within conservation areas, which would elsewhere be classified as 'permitted development' and therefore not requiring permission.

Typically permitted works for which planning permission is required for residential properties in conservation areas include:

- Demolition of an unlisted building;
- The addition of cladding with stone, artificial stone, pebble dash, render, timber, plastic or tiles;
- The alteration of a roof's shape, including the insertion of dormer windows into roof slopes;
- The erection of satellite dishes: fronting or visible from a highway; exceeding 100cm in length; or on a building which exceeds 15m in height;
- The installation of radio masts, antennae or radio equipment housing over 35m³ in volume;
- Extensions to the side of a residential property or extensions to the rear of a property which are greater than one-storey in height;
- The construction of a structure within the curtilage of a residential property sited on land between a side elevation and a boundary wall.

The local authority has the powers to withdraw further permitted development rights in order to control works that materially affect the external appearance of dwelling houses, such as the alteration of windows, doors, roofs and façades. This may be done through the introduction of Article 4 directions, which means that works must be considered against conservation area interests and planning permission granted before works can take place.

Commercial properties within conservation areas have very limited permitted development rights and planning permission will be required for any material alteration to a commercial building. These include:

- Change of roofing material or profile of roof
- Removal of architectural features
- Replacement of shop front
- Replacement of windows or doors unless in an identical material, design or finish
- Installation of decorative lighting
- Provision of fire escapes
- Addition of solar panels, rooflights or dormers
- Erection of an extension
- Addition of plant/machinery, ventilation and extraction equipment

Demolition of unlisted buildings in conservation areas

Conservation area designation introduces control over the demolition of all unlisted buildings within the area (with the exception of ecclesiastical buildings in ecclesiastical use). Listed buildings and Scheduled Ancient Monuments are covered by other legislation.

The general presumption is in favour of retaining those unlisted buildings classified by the local authority as making a positive contribution to the character or appearance of the conservation area.

Where demolition of an unlisted building within a conservation area is proposed conservation area consent must be gained ahead of works. In order to gain consent proposals must address those considerations laid out in paragraph 3.19 of PPG15:

- i. the condition of the building, the cost of repairing and maintaining it in relation to its importance and the value derived from its continue use;
- ii. the adequacy of efforts made to retain the building in use; and
- iii. the merits of the alternative proposals...subjective claims for the architectural merits of proposed replacement buildings should not in themselves be held to justify the demolition of any listed building [or unlisted building in a conservation area]. There may very exceptional be cases where the proposed works would bring substantial benefits for the community which have to be weighed against the arguments in favour of preservation.

Though the demolition of unlisted buildings is assessed against the same criteria as for the demolition of listed buildings, this does not make unlisted buildings in conservation areas of equal historic or architectural importance to listed buildings.

The local authority or Secretary of State may take enforcement action if the demolition of an unlisted building within a conservation area is carried out without consent.

Condition of unlisted buildings in conservation areas

Financial grant schemes to assist with the renovation and upkeep of unlisted buildings in the conservation area are sometimes available through English Heritage and the Heritage Lottery Fund, as well as through some local authorities. Though available funds will be prioritised for the most urgent cases.

The local authority has the ability to enforce the repair of unlisted buildings within conservation areas through the use of Repair Notices and Urgent Works Notices.

Trees

Trees form an integral part of the character and appearance of conservation areas. As such all trees within conservation areas, whether covered by Tree Preservation Orders or not, are protected by virtue of being located within the conservation area. As a result, anyone proposing to cut down, top or lop a tree over 1.5m high and 10cm in diameter within the conservation area must provide written notice of the intended works to the local authority six weeks before carrying out the works.

Control of advertisements and signs

Stricter rules apply in Conservation Areas with regard to the size and type of advertisements, signage and shopfronts erected or installed without consent.

4. The Local Development Framework

Cornwall Council is currently in the process of drafting those documents that will comprise the contents of its Local Development Framework. The Local Development Framework will contain a comprehensive collection of planning guidance documents which will, when adopted, supersede the existing Carrick District-Wide Local Plan (1998). Until their adoption, the relevant policies at local level are the retained policies of the Local Plan (see Appendix Two).

APPENDIX TWO

Retained Carrick Local Plan Policies

The following are the Carrick Local Plan Policies of direct relevance to the Conservation Management Plan:

Policy 4D

Development should be designed to respect the setting of listed buildings following the fundamental architectural principles of scale, height, massing, alignment and use of appropriate materials. developments should also respect the quality of spaces between and the grouping of buildings which form the setting of a listed building.

Proposals which would have a significant adverse impact upon the setting of a listed building will not be approved.

Policy 4F

Proposals for development in a Conservation Area should preserve or enhance the special character of the area in terms of scale, height, form and massing, respecting the traditional pattern of frontages, vertical or horizontal emphasis, detailing and materials. There will be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of Conservation Areas. Redevelopment which involves the demolition of an existing building within a Conservation Area will not be allowed unless:-

The alternative development preserves or enhances the character or appearance of the conservation area. And

- i) the building makes no positive contribution towards the character or appearance of the Conservation Area, or
- ii) that the condition of the building and the cost of its repair and maintenance renders it impracticable to retain when assessed in comparison with its importance and the value derived from its continued use; and
- iii) that there is clear and convincing evidence that all reasonable efforts have been made to sustain existing uses or to find viable new uses and these efforts have failed.

Policy 4Q

Proposals for the development of new, or the refurbishment of existing shop frontages and other commercial premises within the Area of Outstanding Natural Beauty or Conservation Areas should be sympathetic to and respect the architectural integrity of the building and the character of the area with special regard to such matters as scale, pattern of frontages, vertical or horizontal emphasis, materials and detailed design.

Policy 4R

Within Areas of Special Control of Advertisements, the Area of Outstanding Natural Beauty, Conservation Areas and on Listed Buildings signs should respect the architectural integrity and features of the buildings and the character of the locality and be located so as not to be a cause of confusion or danger to the travelling public.

Policy 4S

Where nationally important archaeological remains, whether scheduled or not, are affected by proposed development, there will be a presumption against proposals which would involve significant alteration or cause damage, or which would have a significant impact on the setting of visible remains.

Policy 4T

Where proposed development is likely to significantly affect sites of local archaeological importance, they should be protected in situ, unless the significance of the remains is not sufficient, when weighed against the need for development, to justify their physical preservation. where retention of remains is not possible, the District Planning Authority may impose conditions or seek planning obligations to ensure that adequate archaeological records are prepared before development commences.

Policy 4U

Planning permission will be granted for proposals which through management and interpretation encourage and develop the cultural, recreation, educational and tourist potential of archaeological and historic sites and monuments, subject to all of the following criteria being met:-

- i) no adverse impact upon the character or setting of the site;
- ii) a safe means of access can be provided and the approach roads can reasonably accommodate the additional traffic;
- iii) parking can be provided in accordance with approved standards as set out in Policy 5EA.

Policy 4W

Development proposals should retain and respect the unique leats system in Truro city centre and should, wherever possible, ensure that the system remains uncovered and operational. proposals which damage or significantly adversely affect the system will not be approved.

Policy 4XA

Proposals for development affecting other Historic Gardens and parklands not listed by English Heritage, will not be approved unless:-

- i) there is no significant adverse impact upon the historic features, architectural structures, layout or ornamentation of the garden/parkland;
- ii) there is no significant adverse impact upon the character of the historic parkland setting;
- iii) the trees and woodland that contribute towards the historic character of the garden or parkland are retained; or

Formal Gardens

- a) Victoria Gardens, Truro (SW821450)

APPENDIX THREE

Conservation Area Extensions

The Conservation Area Appraisal recommended 16 possible extension to the Conservation Area (pp. 112-19). It is suggested in this Plan that five of these should be taken forward for designation (see p. 37 and Figure 9). Those which are not to be taken forward are:

1. 13-57, Treyew Road
Although the houses here have many original features, they do not form a logical part of the Conservation Area and are not closely linked to Chapel Hill.
2. Former railway station complex
This area has been developed with new housing since the completion of the Conservation Area Appraisal.
3. Redannick Park allotment gardens, 49-51 and 58, Daniell Road
The park and allotments will enjoy protection under planning legislation: The houses in Daniell Road, though interesting in themselves, do not add to the consistent character of the road.
4. Upper Falmouth Road
Although these boundary treatments are important, the designation of just the boundaries, without the buildings to which they relate, is not justifiable.
8. Lower Tregolls Road area (East)
Because of the dual carriageway in Tregolls Road this proposed extension would not form a coherent part of the Conservation Area. Any proposed development in this area would be assessed for its impact on the setting of the Conservation Area.
9. Tregolls Road
Some historically interesting individual houses, but like (8) too cut off from the Conservation Area.
10. Alverton and Tremoruah
The two houses are interesting but the adjoining development in the area, and the frontage to Tregolls Road, means that this area has little consistent overall character.
11. Mitchell Hill / Bodmin Road etc.
Like proposed extension (10) this has insufficient overall character to merit inclusion in the Conservation Area.
12. Doubuz Moors
Too detached from the Conservation Area to form part of its overall character.
14. Moresk Road Area
An area containing some interesting individual buildings but with little unifying character.
15. Pydar Street
The survival of medieval burgage strips is important, but in its existing architectural and townscape quality this area contributes little to the Conservation Area.

APPENDIX FOUR

Truro Conservation Area Management Plan

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