Cornwall & Scilly Urban Survey

Historic characterisation for regeneration

FALMOUTH

HISTORIC ENVIRONMENT SERVICE

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CORNWALL COUNTY COUNCIL

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The Objective One Partnership for Cornwall and Scilly

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Cover illustration

Falmouth from the north, 2003 (CCC Historic Environment Service, ACS 5006)

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Abbreviations

Carrick DC	Carrick District Council
CCC	Cornwall County Council
CSUS	Cornwall & Scilly Urban Survey
CUC	Combined Universities in Cornwall
DCMS	Department for Culture, Media and Sport
DTLR	Department for Transport, Local Government and the Regions
EH	English Heritage
GIS	Geographical Information System
HER	Historic Environment Record (formerly Sites and Monuments Record)
HERS	Heritage Economic Regeneration Scheme
IADP	Integrated Area Development Plan
NMMC	National Maritime Museum, Cornwall
South West RDA	South West of England Regional Development Agency
TPO	Tree Preservation Order

Summary

Cornwall & Scilly Urban Survey

The Cornwall & Scilly Urban Survey is a pioneering initiative aimed at harnessing the quality and distinctive character of the historic environment to successful and sustainable regeneration. The Survey is investigating 19 historic towns and creating for each an information base and character assessment which will contribute positively to regeneration planning. The project is based within Cornwall County Council's Historic Environment Service and funded by English Heritage, Objective One and the South West RDA.

Falmouth

The Objective One Single Programming Document provides the following profile of Falmouth:

> 'With a population of nearly 20,000, Falmouth is one of Cornwall's largest towns, but it is also one of the slowest growing. This is mainly because of the physical difficulties of achieving expansion. Its economy is varied with ship repairing and other industry complementing a tourist industry which has a relatively long season and attracts many prestigious events. However, unemployment in some winters is among the highest in the county.'

Character-based principles for regeneration
(Section 6)

The following principles, derived from analysis of Falmouth's overall character and assessments of its individual Character Areas, are recommended as the foundation for all regeneration planning.

- Falmouth's historic built environment – buildings, historic topography and streetscapes – represents a major asset, the primary component of the town's unique character, charm and significance. The importance of this distinctive 'sense of place' in differentiating Falmouth from other potentially competing centres – locally, nationally, internationally – means that actions which maintain and enhance the historic environment offer key contributions to regeneration.
- Falmouth's spectacular natural setting is a key element of character, particularly in terms of the striking views to the sea, across Carrick Roads and to Pendennis from various parts of the town and the high visibility of much of the historic area of the town from the water. These factors should be given primary importance in conceiving and planning future change.
- The urban hierarchy and pattern of diversity which Falmouth's six very different Character Areas represent are key elements of the town's unique character. Respect for this hierarchy and for the distinctive differences between areas should be key considerations in planning and executing future change.
- A commitment to achieving quality and to maintaining, enhancing or reinstating character should be fundamental in both new developments and in approaches to repairing past mistakes.
- Falmouth should be perceived - and accordingly managed, presented, interpreted and promoted - as an historic Cornish town of quality, character and significance.

Regeneration and the historic environment: key themes for Falmouth
(Section 6)

Characterisation has highlighted a number of regeneration and conservation opportunities, which fall broadly into the following themes.

- Recognise the asset represented by Falmouth's distinctive character and high quality historic environment
- Recognise priority opportunities for change

- Reinstate character and quality where these have been eroded by inappropriate past development or neglect
- Build character into change
- Maintain and enhance the asset
- Enhance streetscapes and the public realm
- Maintain the green element
- Enhance approach routes
- Reduce the dominance of traffic and parking
- Review conservation designations
- Develop historic and cultural tourism.

Character Areas and regeneration opportunities

This study identified six distinct Character Areas within Falmouth's historic urban area. Its findings on these areas (Section 7), together with an assessment of overall settlement character (Section 6), 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 of the town as a whole - *sustainable local distinctiveness*

Character Areas and regeneration opportunities: summary

1. Main commercial axis An area of memorably high-quality townscape making up Falmouth's primary retail and commercial focus. It incorporates the oldest portions of the town and its distinctive form – a series of narrow streets on varying alignments connecting end-to-end and strongly enclosed by tall, predominantly historic buildings – has a unique interest and charm.	• Produce a comprehensive management plan for the area. • Encourage high standards of maintenance and appropriate quality uses for historic buildings. • Improve the quality of public realm provision. • Encourage new developments which will enhance character. • Identify opportunities for improving building elevations and shop fronts. • Reduce traffic and parking problems, removing as much traffic as possible from the area. • Improve visual and physical access to the waterfront. • Ensure that design and planning for all future interventions in the area are shaped by detailed understanding of character.
2. The Moor Falmouth's busy civic centre and former market area, with a cluster of large historic institutional buildings around an extensive open public space recently the subject of a major environmental scheme. With the adjacent streets it forms an important urban focus and a key entrance to the town.	• Plan for the Character Area as a whole; treat as an integrated space and entrance to the town. • Ensure long-term retention, refurbishment and beneficial re-use of the Drill Hall. • Encourage redevelopment of poor and inappropriate buildings. • Explore potential for restoring architectural quality of former Co-op building, re-establishing unified elevation to former bus depot. • Encourage and maintain prestige uses. • Review and improve the public realm. Work for long-term retention of street trees. • Reduce dominance of traffic and improve pedestrian access. • Modify the Moor piazza scheme to better complement the civic space and historic buildings. • Ensure continuing beneficial use and long-term retention of the Post Office building.

3. The waterfront Falmouth's historic working focus and *raison d'être*. Its historic topography and fabric form a striking and distinctive area of townscape, both from land and water. Large-scale modern developments are visually prominent but the area remains particularly notable for the fine grain, diversity and charm of its historic components.	• A programme of improvement for waterfront building elevations. • Maintain and conserve distinctive historic quay walls and structures. • Explore potential for new build on the landward side of Fish Strand Quay. • Improve the public realm in Church Street car park; explore potential for removing or reducing parking and developing a prestige building. • Ensure that all future change is closely guided by characterisation. • Reduce or remove waterfront parking. • Recognise the potentially harmful impact on character of a large-scale linear development on the waterfront. • Improve access. • Seek greater use of currently unused or underused waterside plots. • Explore potential for additional access to waterfront premises from the water. • Encourage new waterfront views from commercial premises. • Improve the public realm. • Create interpretation materials aimed at increasing appreciation of the historic waterfront.
4. 'The cliff' This area represents secondary expansion from Falmouth's historic core. It has an intriguing topography, some good historic fabric and much evidence of past activity. However, there has been extensive removal of historic structures and much of the area now appears as badly degraded townscape, with an air of neglect and inappropriate interventions in the treatment of spaces, the public realm and the design of modern components. It has high potential for making a substantive contribution to regeneration.	• 'The cliff' offers a potential focus for intensive regeneration activity, including redevelopment in the form of housing provision and small-scale workplaces. • A detailed characterisation study of the area would provide a sure basis for planning future developments. The potential is to create for the 21st century a low traffic, people-friendly area of great charm and significance. • A detailed evaluation of archaeological potential in advance of regeneration planning is required. • There are strong arguments for emphasising provision for car-less or low car use households and businesses in new development. There may also be potential for creating additional parking resources for the town. • If regeneration-oriented redevelopment is likely to be long-delayed, public realm improvements would be worthwhile. • Close conservation-oriented monitoring and management is required to maintain the quality of the area's surviving historic resource.
5. The terraced suburbs A large area of terraced suburbs of varying social status in a grid of streets on the higher ground around the historic core of the town. Stucco is the dominant finish, but there is wide diversity in form and detail and the high degree of variation within the area is a significant element of its character.	• Close conservation management and proactive provision of advice to householders, aimed at arresting erosion of character from inappropriate alterations and additions. • Assess potential for a programme aimed at reversing and ameliorating past mistakes in treatment of the built environment (for example, reinstating appropriate fenestration, improving boundaries, etc). • A detailed review of public realm, street furniture and traffic management components throughout the area, with the aim of improving overall quality and appropriateness. • Careful management of existing street trees and assessment of potential for reinstatement and new provision elsewhere. • Review the Conservation Area boundary. • Aim to reduce parking and traffic levels.

6. Seaside resort and wooded suburbs A polite green suburban and seaside area covering much of Falmouth's southern extent. Its character derives from a scatter of large eighteenth and nineteenth century houses and their wooded grounds, sited to take advantage of the wide views. Larger buildings and gardens continue to be dominant, despite greater density in later expansion of visitor accommodation and housing.	• A programme to ensure long-term retention of mature trees as a significant part of the landscape. • Improve the quality of the public realm and wider setting of Arwenack Avenue and the Killigrew monument. • Undertake additional greening and landscaping to reduce visual intrusion of car parks around NMMC and at the Dell and Gyllyngvase beach. • Avoid further loss of historic buildings in the area; identify and promote beneficial uses for vacant or underused buildings. • Protect existing garden areas and avoid further subdivision of plots and loss of boundary features. • Ensure design for new build is based on detailed characterisation. • Complete restoration of Princess Pavilion - Gyllyngdune Gardens complex. • Create a high-quality terminus at the Docks station. • Review the Conservation Area boundary.

1. Introduction

Regeneration and the historic towns of Cornwall and Scilly

In July 1999 Cornwall and the Isles of Scilly were designated as an Objective 1 area, bringing potential investment from European funds of more than £300m over the nine-year spending period. Economic regeneration schemes and development projects within the region's towns are likely to form a major element of the Objective 1 Programme.

Regeneration on this scale offers an unparalleled opportunity for contemporary contributions in urban design and architecture to the built environment of Cornwall and Scilly's towns. At the same time, the Objective 1 programme emphasises environmental sustainability (including the historic environment) and regional distinctiveness as key considerations in regeneration planning. The process of change launched by current regeneration initiatives could, if not carefully managed, have a negative impact on the historic environment and the unique character and sense of place of each of these settlements. The pressure to achieve rapid change could in itself result in severe erosion and dilution of their individuality and particular distinctiveness and, at worst, their transformation into 'anywhere' towns.

It is clear from recent research that a high-quality historic urban environment and the distinctiveness and sense of place integral to it are themselves primary assets in promoting regeneration. The effect may be direct, through heritage tourism, for example, but there is a more powerful and decisive impact in prompting a strong sense of identity and pride of place which in turn creates a positive and confident climate for investment and growth.

This synergy between the historic environment and economic regeneration was recognised and strongly advocated in the *Power of Place* review of policies on the historic environment carried out by English Heritage in 2000, and its value clearly highlighted in the government's response, *The Historic Environment: A Force for the Future* (2001). The tool by which the two may be linked to create a framework for sustainable development in historic settlements is *characterisation*.

Characterisation and regeneration

> *'The government . . . wants to see more regeneration projects, large and small, going forward on the basis of a clear understanding of the existing historic environment, how this has developed over time and how it can be used creatively to meet contemporary needs.'*
>
> (DCMS / DTLR 2001, *The Historic Environment: A Force for the Future,* 5.2)

'Characterisation' provides a means of understanding the diverse range of factors which combine to create 'distinctiveness' and 'sense of place'. It involves the creation of a comprehensive knowledge base on the historic environment. This includes what is known of a settlement's historic development and urban topography (that is, the basic components which have contributed to the physical shaping of the historic settlement, such as market places, church enclosures, turnpike roads, railways, etc.), together with an overview of the surviving historic fabric, distinctive architectural forms, materials and treatments and the significant elements of town and streetscapes. Characterisation may also provide the basis for assessing the potential for buried and standing archaeological remains and their likely significance, reducing uncertainty for regeneration interests by providing an indication of potential constraints.

Characterisation is also a means whereby the historic environment can itself provide an inspirational matrix for regeneration. It emphasises the historic continuum which provides the context for current change and into which the regeneration measures of the present must fit if the distinctive and special qualities of each historic town are to be maintained and enhanced. It both highlights

the 'tears in the urban fabric' wrought by a lack of care in the past and offers an indication of appropriate approaches to their repair.

Characterisation is not intended to encourage or to provide a basis for imitation or pastiche; rather, it offers a sound basis on which the 21st century can make its own distinct and high-quality contribution to places of abiding value.

Cornwall and Scilly Urban Survey

The Cornwall & Scilly Urban Survey (CSUS) was set up – funded by both English Heritage and the Objective One Partnership for Cornwall and Scilly (European Regional Development Fund) – as a key contributor to regeneration in the region. Additional funding has been provided by the South West of England Regional Development Agency. The project is investigating 19 historic towns and creating for each the information base and character assessment which will provide a framework for sustainable action within these historic settlements.

These towns have been identified, in consultation with planning, conservation and economic regeneration officers within the seven district, borough and unitary authorities in the region, as those which are likely to be the focus for regeneration. The project's 'target' settlements are:

Penzance	Newlyn
St Ives	Hayle
Helston	Camborne
Redruth	Falmouth
Penryn	Truro
Newquay	St Austell
Bodmin	Camelford
Launceston	Liskeard
Saltash	Torpoint
Hugh Town	

CSUS is a pioneering initiative aimed directly at cutting across the boundary that traditionally divides conservation and economic development. Nationally, it is the first such project carrying out a characterisation-based assessment of the historic urban environment specifically to inform and support a regional economic regeneration programme. Future regeneration initiatives in other historic settlements, in Cornwall and Scilly and further afield, will benefit from the new approach developed by the project.

CSUS reports

CSUS reports present the major findings and recommendations arising from the project's work on each town. They are complemented by computer-based digital mapping and data recorded using ArcView Geographical Information System (GIS) software, and together the two sources provide comprehensive information on historic development, urban topography, significant components of the historic environment, archaeological potential and historic character.

Importantly, the reports also identify opportunities for heritage-led regeneration and positive management of the historic environment. However, they are not intended to be prescriptive design guides, and should rather be used by architects, town planners and regeneration officers to inform and inspire future development and planning strategies.

The reports and associated digital resources are shared with the appropriate local authorities; economic regeneration, planning and conservation officers therefore have immediate access to the detailed information generated by the project. Additional information is held in the Cornwall and Scilly Historic Environment Record, maintained by the Historic Environment Service of Cornwall County Council.

Public access to the report and to the associated mapping is available via the project's website - **www.historic-cornwall.org.uk** - or by appointment at the offices of Cornwall County Council's Historic Environment Service, Old County Hall, Truro.

Extent of the study area

The history and historic development of each town are investigated and mapped for the whole of the area defined for the settlement by the current Local Plan. However, the detailed characterisation and analysis of urban topography which together form the primary elements of the study are closely focused on the historic urban extent of the settlement. For the purposes of the project this area is defined as that which is recognisably 'urban' in character on the second edition Ordnance Survey 1:2500 map of *c* 1907-8 (Figs. 1 and 2). In the particular case of Falmouth the study area has been extended to incorporate areas shown as developed on the second edition (revised) Ordnance Survey 1:2500 map of the 1930s which lie within the current Conservation Area. Two important non-urban areas have been excluded from the characterisation: Pendennis headland (already the subject of a number of detailed investigations and reports) and Falmouth Docks. However, their historical development has been traced in outline in Section 3.

Falmouth from the north, 1997 (HES ACS 5006).

2. Falmouth: the context

Falmouth is located in south Cornwall, within Carrick District Council local authority area. The town has a rail link to Truro, providing access to the mainline rail network, and road connections with Cornwall's spinal route, the A30, via Truro. There are also ferry links with St Mawes on the eastern shore of the Fal estuary and Flushing, opposite Falmouth across the Penryn River. Another ferry service, essentially for leisure, operates between Falmouth and Truro. Air connections are available via Newquay and Plymouth airports.

Landscape and setting

Falmouth is on Cornwall's southern coast and, as its name indicates, is near the opening into the English Channel of the long complex ria system of the tidal Fal River. It has a near urban neighbour in Penryn, just four kilometres up the Penryn River.

The curve of land protected from off-sea southerlies by the Pendennis promontory and next to the natural deep-water harbour at the mouth of the Penryn River seems to be a perfect place for a port. It is a position as attractive as that of the much more ancient harbour town of Fowey. A great sheltered stretch of deep water, the Carrick Roads, lies to the east and only a narrow ridge of land separates Falmouth from the Channel to the south. Less than a mile to the west is the deep valley of Swan Vale, now partly filled with silt and the natural Swan Pool, but probably once a long narrow tidal creek extending as far as Penmere..

'. . . only a narrow ridge of land separates Falmouth from the Channel to the south(HES ACS 5866)'

River, roads and creek cut Falmouth's undulating promontory off from land to the west except at the linking ridge to the north-west near Trescobeas. While the Truro branch railway line (with its stations at Penmere, Town/Dell and Docks) and the A39 road, both running into the town from this north-westerly direction, now give the town reasonably good land communications, Falmouth was formerly mainly reached by water. The great Victorian docks with their eastern breakwater attached to the Pendennis peninsula succeeded a line of smaller wharves, quays and slips running along the waterfront. The town's main street ran parallel with this and settlement climbed up the steep slopes, virtually cliffs, immediately inland, and along the sides of another former inlet, now the Moor. Beyond the cliff crests were rounded hills (Beacon and Marlborough Road) up to 60 metres high from which glorious views can be had over the multi-armed Fal to the Roseland, Lizard and Carnmenellis The southern hill, formerly part of Arwenack's deer park, was upland rough ground until early modern enclosure, but further west and north in Budock parish is anciently enclosed land with a typically Cornish scattering of farms and hamlets. The character of Pendennis headland is dominated by former military installations and now through use as an area of recreation, emphasised visually by the modern Ships and Castles leisure pool. The southern strip of hotels and beach amenities is continued to the west by a golf course at Pennance.

The regeneration context

Iain Mackelworth and Georgina McLaren, Cornwall Enterprise

Falmouth lies at the mouth of the Fal estuary, said to be the third largest natural deep-water harbour in the world. The area has a long history as an important maritime haven, although Falmouth only developed as a port during the seventeenth century. In the nineteenth century the town assumed an additional role as a seaside resort and also developed major dock and ship repair facilities. Falmouth's peninsular location inhibits access by road and has made it difficult for the town to respond to development aspirations in the late twentieth century. The town centre in particular is constrained by its topography.

The present population of Falmouth is approximately 20,000; with Penryn, the total population exceeds 26,000 and the two towns together form the third largest settlement in Cornwall. Population growth of 11.4% over the period 1971-98 was relatively slow by comparison with Cornwall as a whole.

The modern economy of Falmouth is dependent on three main sectors:

- Manufacturing and commerce, associated in particular with the marine sector, with Falmouth docks and harbour providing the main focus of activity.
- Tourism and leisure, based on the beaches, harbour, Pendennis Castle and the National Maritime Museum Cornwall (NMMC).
- Retailing, which also plays a key role in maintaining the town as a holiday destination. However, the increasing dominance of Truro as mid and west Cornwall's main retail centre has been identified as a threat to this sector.

Gyllyngvase beach (Photograph: Charles Winpenny, Cornwall CAM).

The Falmouth-Penryn area has a relatively high proportion of full-time jobs when compared to the county average. There is near equilibrium between the number of economically active individuals (*c* 11,000) and the number of jobs. Inward and outward commuting flows are roughly balanced. There is a strong evening economy accounting for 11.9% of all

employment and 10.3% of all businesses. This is mainly based on hotels, with restaurants and bars, supporting the role of Falmouth as a centre for tourism and leisure.

Unemployment is declining with a 40% reduction in the number of claimants since 1998. Gross weekly earnings in Falmouth-Penryn are lower than the Cornwall average although house prices are among the highest for the county's main settlements.

The Objective One Single Programming Document identifies Falmouth-Penryn as an Employment Growth Centre, qualifying for assistance under Measure 2.2. There are pockets of severe deprivation, most notably Penwerris ward, which is ranked as the sixth most deprived in the county and qualifies for a range of additional funding programmes aimed at improving community facilities and creating opportunities for training and employment.

The overall shape of future development in Falmouth will be guided by the Cornwall Structure Plan 2004. This seeks to build on Falmouth's acknowledged assets and states that: 'Development should support and sustain the prosperity of the maritime, industrial and tourist economy.' The Plan also recognises the opportunities presented by the development of the Combined Universities in Cornwall (CUC) hub campus in Penryn (closely involving Falmouth College of Arts), and the need to improve the rail link with Truro and access to the port area, and, in the longer term, develop a road link to improve direct access to the A30, by-passing Truro.

Falmouth has been the subject of a number of regeneration studies over the last ten years. These include work by the Civic Trust Regeneration Unit on the town centre waterfront (1997), parking studies (1999), Local Transport plan proposals for 2001-6, a draft Integrated Area Development Plan (IADP), commissioned by Cornwall Enterprise (2001), a draft Falmouth Regeneration Strategy, commissioned by South West RDA (2001), an examination of initiatives grouped under the Maritime Carrick theme, including water transport links, and a Town Centre Health Check (2001). The most recent is the Falmouth Harbourside Feasibility Study (2003), currently the subject of public consultation. A Conservation Area Appraisal was completed for Falmouth in 1998.

The draft IADP identified some key regeneration issues and objectives. The major issues were the following.

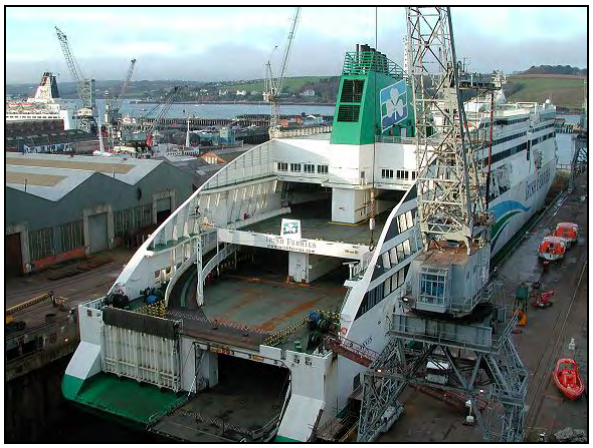
- Lack of parking at peak times
- Linear landlocked town centre
- Lack of access to waterfront
- Lack of central town space
- Traffic conflict with pedestrians
- Poor linkages between town and beaches
- Seasonal tourism
- Small catchment.

Objectives proposed by the draft IADP included the following.

- Make the waterfront easier to reach with safe and attractive pedestrian links to town centre
- Develop greater use of the railway branch line
- Regenerate the town centre
- Encourage port and marine businesses
- Restore and preserve the Princess Pavilion
- Restore and preserve Falmouth's historic parks and gardens
- Focus car parking on developing access for shoppers
- Focus car parking for visitors on Park and Ride
- Improve public transport and cycle facilities
- Develop greater use of water transport
- Reduce the need for local people to travel
- Preserve and promote the maritime heritage
- Increase the amount of affordable housing and its quality
- Provide more leisure and cultural activities
- Promote projects to develop sustainable green tourism

- Develop a range of quality initiatives for the tourism industry
- Develop Art and Design and Multimedia as key growth opportunities for local jobs
- Protect and maximise the potential of the natural environment
- Develop activity based on maritime heritage.

The draft South West RDA study proposes an investment framework for the area built on three key themes: maritime industry, maritime heritage and the Combined Universities in Cornwall (CUC).



Falmouth Docks (Photograph: Charles Winpenny, Cornwall CAM).

Maritime industry is focused on Falmouth Docks, which are located immediately adjacent to the historic urban area. Here the owners have been working closely with South West RDA to identify new investment opportunities. The port continues to carry out ship repair and refit work. An increasing number of cruise ships now visit Falmouth.

Luxury yacht building has become established in the Falmouth area and is continuing to grow. Future opportunities for the town may include the establishment of a marine centre of excellence (in conjunction with Falmouth Marine School) to provide a range of training facilities for marine related crafts and skills, further marina development and facilities for hosting large-scale maritime events.

The Cornwall Marine Network of marine businesses is a private sector initiative with a focus on the Falmouth-Penryn area. The network was established in 2002 and seeks to develop the prosperity of the marine sector. Members include the owners of Falmouth Docks, Falmouth Harbour Commissioners and the NMMC, as well as many local marine businesses.

The South West RDA report groups three areas of activity under the **Maritime heritage** heading. Firstly, the creation of a major visitor attraction at the National Maritime Museum Cornwall (NMMC), intended to put Falmouth on the map as a year-round destination for visitors. The NMMC houses the National Maritime Museum small boat collection and aims to attract 180,000 visitors per year. The award-winning museum building was constructed at a cost of £28m and opened at the end of 2002. Funding came from the Heritage Lottery Fund, South West RDA and the European Regional Development Fund under the 5b programme. The site also includes a shop, café and conference facilities. The NMMC is fronted by an Events Square and a phased development of private sector residential and leisure facilities is being constructed alongside. However, the new development at the NMMC now contrasts sharply with the adjoining community water sports complex, which appears to require considerable investment.

Upriver at Ponsharden, an integrated marine centre has been developed providing support facilities for the NMMC plus workspace for a yacht building company. The development includes the creation of a 450-space Park and Ride - Park and Float scheme to facilitate visitor movement into the town centre and to the NMMC by bus and boat. Further short-term improvements are proposed to car parking provision in the immediate vicinity of the NMMC on the former Territorial Army drill hall site.

The second area of activity is town centre renewal. A Heritage Economic Regeneration Scheme (HERS) has recently been completed focusing on the main retail axis from High Street to Arwenack Street. This public-private partnership provided funding in excess of £1 million for a successful programme of

shopfront upgrading and repairs to historic business premises. The scheme also made environmental and access enhancements to the extensive network of opeways.

New railings and surfacing in the ope providing access to Bell's Court, part of the work undertaken through the Falmouth HERS scheme.

The Moor, which is the principal entry point into Falmouth town centre, has also recently been the subject of an extensive environmental enhancement and traffic management scheme. Drainage works have been undertaken to address flooding problems in the town centre at the entrance to Prince of Wales Pier.

A consultation and feasibility exercise was undertaken in 2003 for the potential development of Falmouth Harbourside, the area bounded by Prince of Wales Pier, the inner harbour, Custom House Quay, Market Street, Church Street and Arwenack Street. Stated objectives were to increase the visual impact of the town from the water, provide space for new attractions, create extensive pedestrian access to the waterfront and pedestrian priority in the harbourside and shopping area. The proposed development options included linking a new town square on the existing Church Street car park with both the Prince of Wales Pier and the Custom House Quay via a public promenade and creating residential, retail and leisure units and a large underground car park on the new water frontage. There was significant community concern about the potentially damaging impact of these proposals on Falmouth's historic character. Alternative approaches to Falmouth's future regeneration were advanced by the community-based 'Falmouth By Design' group.

Most recently a Falmouth and Penryn Area Action Plan has been commissioned by Carrick District Council, Cornwall County Council and South West RDA. The study is part of the process of reviewing and updating the Local Plan (now the Local Development Framework), for Carrick and Kerrier. It will also inform the County Structure Plan and wider strategic planning for south-west Cornwall. The study (in progress during Spring 2005) assesses provision of affordable housing, infrastructure and traffic, the two town centres, CUC and the waterfront/ maritime strength of the area. It is making specific proposals for several areas of Falmouth, including the Moor, Town Quarry car park, the waterfront, Church Street car park and the Grove – NMMC – former TA Centre area.

The new National Maritime Museum Cornwall: entrance area.

Away from the centre, on the Falmouth Bay side of town, recent public regeneration initiatives have focused on upgrading the promenade around Gyllyngvase Beach and Queen Mary Gardens; restoration and renovation of Gyllyngdune Gardens and the Princess Pavilion are being progressed. Further work on upgrading railings along the seafront is also planned.

CUC is an economic regeneration project to enhance higher education provision in

Cornwall, based on a partnership that includes all higher and further education providers in the county. CUC is based on an innovative 'hub' and 'rim' model of delivery, with the hub at a new Tremough campus, near Penryn, housing 5,000 students. Falmouth College of Arts (FCA), whose presence at Tremough pre-dates the CUC project, is one of the core educational establishments involved and is likely to see further development. FCA's main centre, at Woodlane, is in the heart of the CSUS study area.

Phase 1 of CUC has seen nearly £80 million invested, and plans for Phase 2, estimated at £60 million, are being progressed. The project will have a significant effect on the local economy: the effects are already in evidence in Penryn, where demand for accommodation has increased substantially. Falmouth's economy can also be expected to benefit. Potential impacts include:

- additional demand for student accommodation
- additional demand for small studio and workshop employment facilities (arts, design and multimedia are potential growth sectors in Cornwall, eligible for funding support)
- expansion of Falmouth College of Arts premises
- increased leisure and evening economy provision.

Transport and a long term car parking strategy continue to be significant issues for the future of Falmouth, as highlighted in the draft Structure Plan. The branch railway line connecting stations at Falmouth and Penryn to Truro is single track and as a result the current service is limited to one train per hour. It is recognised that the service will have to be improved to alleviate some of the additional pressure CUC will put on the road system, but as the line runs all the way to Falmouth Docks, there is scope for the upgrading the service to also bring transport and access benefits to the heart of the town.

Historic environment designations

Current historic environment designations for the civil parish of Falmouth include more than 200 Listed Buildings. There are no Scheduled Monuments within the study area defined for this report but the whole of the Pendennis headland, immediately to the south east, is scheduled. Much of the historic extent of the town has Conservation Area status, with the most recent amendments taking place *c* 1999 based on a comprehensive Conservation Area Appraisal published in 1998. There is potential for some small but significant amendments to the Conservation Area extent (see Section 7).

3. Historic and topographic development

Figures 3 and 4 give an overview of Falmouth's historic development and historic topography

Before the town – prehistoric and early medieval

The Fal estuary and the wider landscape around it have seen human activity over several thousand years. From at least the Mesolithic period (*c* 9000-4000 BC), the estuary and its network of rivers provided a means of communication and trade, a place of shelter from storms and adverse winds and a source of food and other resources. The land around the estuary was settled and farmed, exploited for its resources of timber and stone and used for industry and religious and ceremonial activity.

A few traces of earlier episodes in this long history, often poorly recorded and understood, are known from the immediate vicinity of Falmouth. An exotic polished jadeite axe of the Neolithic period is said to have been found 'near Falmouth', and fragments of a Middle Bronze Age urn, donated to a Truro museum in 1848, came from an 'excavation' on the coast around Pendennis. A later sixteenth century map depicts two mounds, perhaps Bronze Age barrows, on the higher ground west of the town centre; one of these probably lay close to the present junction of Marlborough Road and Western Terrace. Other possible barrow sites have been identified from air photographs at Penrose, south west of Falmouth. A later Bronze Age palstave in the Royal Cornwall Museum and a Late Bronze Age axe of Welsh type, now in the Cambridge Museum of Archaeology, are both said to have come from the Falmouth area.

Pendennis headland, a possible Iron Age cliff castle (HES ACS 3974).

The Cornish element *dinas* (fort) in the place-name Pendennis suggests that the headland may have been an Iron Age 'cliff castle'. Several Tudor maps appear to show defensive lines running across the south-eastern end of the promontory, comparable with the bank and ditch earthwork defences found at other cliff castle sites. While no standing or buried remains of such earthworks have been identified to date, they could well have been incorporated into the post medieval fortifications.

The numerous examples of the later Iron Age and Roman period defended farmsteads or small estate centres known as 'rounds' around the Fal estuary indicate a well-settled landscape at this period. Field names suggest that a site of this type may have existed near Tregenver, some 300m west of Kimberley Park; another may have been situated at Kergiliack, north west of Falmouth, where the place-name probably incorporates the Cornish element *ker,* meaning a fort or round.

Activity in the Roman period is indicated by the large hoards of Roman coins which have been found at Pennance Point, south of Falmouth, and at Turnaware, upstream on the eastern shore of the estuary, and stray coins from Gyllyngvase beach and near Penryn. Such finds have often been taken as evidence of trade but some at least may have been votive deposits. A number of coins of Mediterranean and Near Eastern origin dating from the fourth century BC to the first and second centuries AD recovered from Gyllyngvase beach may represent deposits or losses in antiquity but could also represent a later coin collection, lost or deliberately disposed of.

A large proportion of place-names incorporating the Cornish element *tre* (a farm estate) are likely to date from the early medieval period (sixth to ninth centuries AD); the frequency of such names in the vicinity of the Fal estuary again suggests a continuing well-settled and farmed landscape in Falmouth's wider hinterland. Early Christian monastic sites are known or suspected at Mylor and St Gluvias to the north and north west and the place-name Menehay (Cornish *meneghy,* 'sanctuary') west of Falmouth may also indicate an early Christian site.

Before the town – the medieval period

Medieval urban settlement around the Fal and its tributaries focused on a small number of centres - Truro, Penryn, Tregony, Grampound - sited at bridging points and the upper limits of the various tidal waterways. The only coastal settlement of any note was St Mawes, which, despite its notional urban status from the thirteenth century, appears not to have developed on any scale; in the mid sixteenth century it was described by Leland as a 'poor fisher village'. The threat of foreign raids on the coast may in part explain the concentration on inland centres, but their position on routeways and the larger hinterlands they commanded as market centres and ports were more significant factors.

Medieval settlement in the area south and west of the Penryn River centred on a scatter of manorial and farm estates. Although for the most part not appearing in the surviving documentary record until the thirteenth and fourteenth centuries – Pennance and Prislow were both first recorded in 1208, Penrose (1262), Trescobeas and Penwerris (both 1284), Trenoweth (1302), Mongleath (1308), Tregoniggy (1316) and Tregenver (1336) - most are likely to have originated well before the Norman period.

Among these estates was Arwenack, recorded in 1264 as having been leased by Bishop Bronescombe of Exeter to Richard of Lanherne, the rector of St Columb Major, and described then as 'our land of Arwenack . . . with the common pasture on the west, lying between the house of John of Arwenack and the sea . . .' A later sixteenth century map shows the estate extending from Pendennis north to the present area of the Moor and Killigrew Street and west to Swanpool. The manorial centre was located in a sheltered spot alongside the estuary on the north side of the Pendennis headland, close to the surviving Arwenack buildings. While this was

undoubtedly the primary focus of the manor it is likely that there was some small scale settlement elsewhere in the vicinity: the name *Smythwyck,* associated in the early seventeenth century with a new settlement established close to the present Market Strand, was first recorded in 1370; the name is said to be English rather than Cornish and to mean 'smith's village'. Medieval references to 'Falmouth' usually indicate the estuary as a whole, but the appearance of *Fallmouth villa* (estate or settlement) and a personal name, William *Falemouth*, in fifteenth century records may indicate some minor settlement in the area.

Arwenack today. Large parts of the complex were rebuilt in the twentieth century.

The Arwenack estate was acquired by the Killigrew family, probably by marriage, in the later fourteenth century. Little is known of the early form of the manor although a chapel there was licensed in 1374 and 1421. Archaeological recording in 1979 in the area of the present Arwenack House identified a rectangular stone-lined pit, possibly a cesspit; pottery incorporated in its fill included types dated to the eleventh – fourteenth centuries, including high-quality imported wares from south-west France. A sketch map reputedly dating from the earlier sixteenth century shows the manor as a castellated structure with a wall on its seaward side. This period saw attacks on several coastal settlements in Cornwall by 'Barbary' pirates and French and Spanish raiding parties but it is not clear in this instance whether the defences were practical fortifications or were primarily designed to impress as architectural features.

The estuary's principal significance at this time was as a sheltered refuge for shipping. John Leland noted in about 1540 that '*Falemuth* is a haven very notable and famous, and in a manner the most principal of all Britain. For the channel of the entry hath by space of 2 miles into the land, 14 fathom of deeps, which commonly is called Carrick Road because it is a sure harbour for the greatest ships that travel by ocean'. At the end of the sixteenth century Sir Richard Carew emphasised the estuary's easy access from shipping routes and its capacity: 'Falmouth lieth further out in the trade way, and so offereth a sooner opportunity to wind driven shipping . . . a hundred sail may anchor within [its] circuit, and no one of them see the others top'.

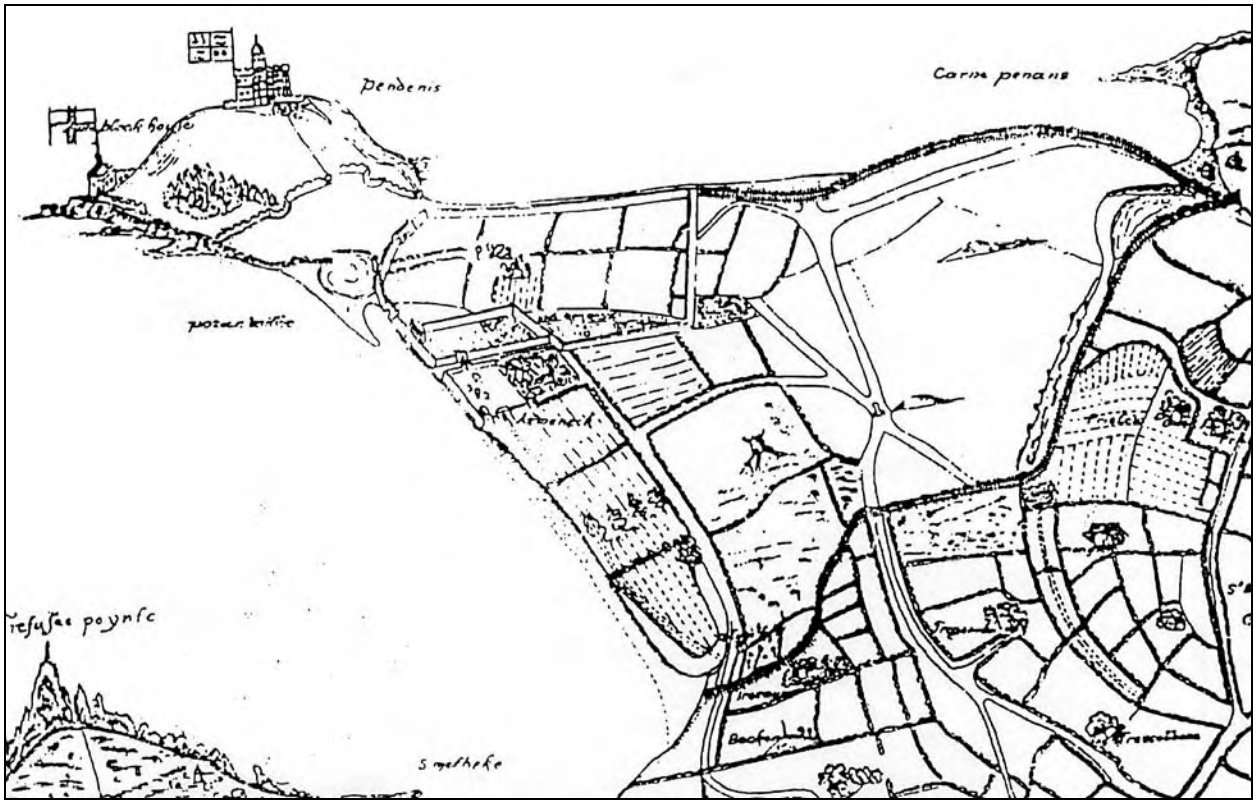
In the late 1530s increasing political tensions in Europe sparked a realisation of the strategic value of the Fal not only as a haven for English shipping – it was occasionally used by Henry VIII's Channel fleet – but also as a potential invasion beachhead for an enemy. Substantial artillery forts were therefore built on Pendennis headland and at St Mawes to control access to the Roads; by 1547 the Pendennis fort was armed with 38 guns.

Pendennis was part of the Killigrew estate and John Killigrew became the first captain of the Henrician defences. He rebuilt the medieval manor at Arwenack, possibly around 1550 – some of the surviving early stonework closely resembles elements of Pendennis constructed at about this time – with a new house reputed to have been the finest and most costly of its period in Cornwall. The so-called Burghley map of *c* 1580 shows the manor complex with a barbican tower and 'hall', an approach avenue and gardens and orchards enclosed by a castellated wall. A substantial area around the manorial centre was enclosed as fields, in two blocks, one lying along the shore to the north, at the base of the coastal slope (now the commercial heart of Falmouth) and another

running along the ridge behind the southern coast. A windmill was depicted on the high ground behind the manor and an extensive area of open downland extending west as far as Swanpool and north to the Moor was empaled as a deerpark. Two fields adjoining the avenue were recorded as 'Lawn' on the Falmouth tithe apportionment of 1841, probably recording the former existence of a *laund* or treeless area close to the house within the earlier park. The Burghley map also shows a number of two- and three-masted vessels anchored offshore, some off the cove at Market Strand, probably a watering place, and a larger group off Arwenack, perhaps reflecting the Killigrew family's maritime interests. These are said to have included piracy as well as mercantile activity: an annual fine of £1,000 was imposed on the Killigrews in the mid sixteenth century, notionally to be used in maintenance of the castle, in recognition of their reputed association with pirates based on the Helford River.

In about 1600 Sir Richard Carew noted of the house and its setting that, when descending from Pendennis, 'Arwenacke entertaineth you with a pleasing view, for the same standeth so far within the haven's mouth that it is protected from sea storms and yet so near thereunto as it yieldeth a ready passage out, besides, the cliff on which the house abutteth is steep enough to shoulder off the waves, and the ground about it plain and large enough for use and recreation'.

There were continuing scares over Spanish invasion attempts through the later decades of the sixteenth century, but despite some refurbishment and construction of additional breastworks, Pendennis and the other Fal defences were in poor repair. Arwenack and Pendennis were both attacked during a minor Spanish raid in the 1590s.



Detail from the Burghley map, c 1580 (annotated copy reproduced in Jeffery 1886) showing Pendennis, Arwenack and its grounds, the cultivated areas to north and south and the deer park occupying the higher ground to the west.

Sir Walter Raleigh, then Lord Lieutenant of Cornwall, perceived that the haven was vulnerable to a new attack: if captured it would enable an enemy to anchor the 'greatest fleet that ever swam'. It was discovered that a further Spanish invasion fleet which had been dispersed by gales off Land's End in 1596 had in fact been headed for the Fal. Massive ramparts and angle bastions were added to the Pendennis complex, completed in 1600. Almost immediately, however, the coming of peace with Spain in 1603, reduced Pendennis's defensive importance and over most of the period until the Civil War it was poorly manned and equipped (see below).

A seventeenth-century new town

A late sixteenth century map of the Fal estuary by Baptista Boazio shows Arwenack but indicates only a few other scattered buildings in the wider vicinity. The mouth of the stream valley which is now the site of Market Strand and the Moor was labelled 'Lymekill [limekiln] baie', suggesting that it was already a landing place. Killigrew family history, set down in the early eighteenth century, recorded that Sir Walter Raleigh, homeward bound from Guiana [in 1595], put in to Falmouth and, while himself accommodated at the manor, found no inns or other facilities for his crews. Raleigh, according to this story, proposed to government that houses be erected to service the officers and crews of homeward-bound ships. It is perhaps more probable that John Killigrew recruited Raleigh's aid and influence – prior to the latter's fall from favour and imprisonment at the accession of James I in 1603 – in obtaining official sanction for establishing a small base for victualling and otherwise providing for ships and their crews using the estuary as a landfall or to shelter from contrary winds. The reputed 'shattered condition' of Killigrew family finances by the late sixteenth century suggests the context in which such efforts to promote economic activity on the estate are likely to have been made.

Pendennis headland incorporates military structures and remains dating from the Tudor period to the later 20th century (HES ACS 2489).

It is not clear how quickly any development occurred. James I is said to have approved construction of four inns but Killigrew ambitions must have expanded, for in 1613 the King was petitioned by Truro, Penryn and Helston, protesting that the proposed establishment of 'a town of Smithicke' would be detrimental to them and asking that the 'buildings and undertakings of Mr Killigrew might be inhibited for the future'. Some building certainly took place at this period: a sketch map of the later 1610s or 1620s shows a cluster of houses, inns and fishing cottages around Market Strand (see below). In 1620 the Killigrews requested permission to erect a further six inns at Smithick 'by reason of the great concourse of shipping there'. This was apparently rejected, but by 1627 the settlement was said to have a population of around 300, suggesting a total of 50-70 houses. A ship-carpenter was recorded there in 1630

Other Cornish coastal towns such as East and West Looe, Fowey and Penzance experienced a major damp to their trade during the early seventeenth century as a result of fear of invasion by European enemies and the continuing depredations of 'Barbary' pirates from north Africa. Pendennis and its garrison notionally offered some military protection to the new settlement within the haven, as well as a potential economic stimulus in serving the garrison. In both respects, however, the contribution may have been more in expectation than reality. Sir Robert Killigrew, Lieutenant-Governor of Pendennis, complained in 1626 that 'where we should have 40 pieces of ordnance we have none; no not one; nor almost any ammunition – our soldiers in great misery, having had no money this three years; the [surrounding] country disheartened in receiving of them, and seeing the place so much neglected which is their strength the beat of [= to beat off] Spaniards, Turks [i.e., north African pirates] and Dunkirkers . . .' Some improvements were made in the later 1620s, particularly to defences on the landward side of the promontory, and in the mid 1630s Pendennis was mounted with more than 50 pieces of ordnance. At the outbreak of the Civil War, the Pendennis garrison declared for the King and a new redoubt and other works were constructed to further reinforce the landward defences. The haven was used by 15 Royalist privateers during the war and both the Queen and Prince Charles passed through Pendennis *en route* into exile. In March 1646 the fortress came under siege from Parliamentary forces, with substantial siegeworks established close to Arwenack; retreating Royalist forces attempted to burn the manor buildings to deny their use to the enemy. Pendennis eventually became the last Royalist stronghold on the mainland, holding out until the garrison eventually surrendered in August 1646.

Maritime trade revived after the war, with accompanying opportunities for supplying shipping: it was noted in 1650 that 'many ships putting into our harbours, Falmouth etc, are supplied with biscuit, beer, beef, pork, [and] butter'. The large post Civil War garrison of Pendennis also provided increased local demand. In this context, the recent heir to the estate, Sir Peter Killigrew, took steps to advance Smithick's economic role. By 1652 he had obtained from the Commonwealth government the removal there of customs facilities for the Fal, previously held by Penryn. He also received a patent for a weekly market and two fairs annually - a market house which stood at the northern end of Market Strand may date to this time - together with the right to operate a ferry service with the Trefusis family's embryo settlement at Flushing on the opposite shore.

Despite this apparent favour from the Commonwealth, Sir Peter was able after the Restoration to obtain further advancement for his settlement. In 1661 he was granted a royal charter for the 'village' of Smythwicke and its associated port to become the 'town of Falmouth', with a mayor and corporation; the weekly market and annual fairs were confirmed and the Killigrews received the rights to collect mooring dues from visiting vessels. A visitor observed in 1662 that Falmouth 'is now become a great place', although adding that 'it consists chiefly of alehouses and depends upon the haven'. The population at this time was in

the region of 700, indicating about 160-80 houses.

North and Custom House Quays, constructed by Sir Peter Killigrew about 1670.

In 1664 a separate parish of Falmouth was established, carved out of Budock, with the accompanying legislation noting that 'the town of Falmouth is of late very much augmented and enlarged, and grown so populous, that whereas heretofore there were not above ten houses therein, there are already near two hundred'. The bounds of the new parish were essentially those of the existing Killigrew estate. Sir Peter Killigrew undertook to construct a parish church dedicated to King Charles the Martyr, the executed Charles I; it is not clear whether Killigrew funded this himself or whether, as has been claimed, some royal funding was provided. The church was completed in 1665 and the right of patronage to the new parish confirmed to Sir Peter in return for his promise to build a quay – the present North and Custom House Quays, completed in about 1670 – and a custom house.

In about 1672 Sir Peter is also reputed to have employed a Dutch engineer named as Vermuden – it is not apparent whether this was in fact the well-known Sir Cornelius Vermuyden, who would by this time have been in his late seventies – to construct a water supply to serve a new manorial mill sited close to the upper end of Quay Hill, 'which was done and perfected at the expense of upwards of £700'. Vermuden also undertook to create a water supply to the quay. He constructed a system of leats to bring water along the steep hillslope from the stream valley to the north. In the process, a short stretch of leat encroached upon the neighbouring Mongleath estate owned by Sir Vyal Vyvyan; a legal suit resulted, promoted by the disaffected Corporation, and the system was abandoned; by the early eighteenth century the former mill-pool had become a quarry, although the mill-houses and leats could still be seen.

The new town and port prospered rapidly. In 1673 Falmouth market was described as 'very considerable for corn and provisions' and it drew in supplies from a wide area of west Cornwall. The port took an increasing share of trade entering the Fal estuary in the second half of the seventeenth century and around 30 vessels were recorded as belonging to it, including some of up to 250 tons. There is evidence for ship repair from at least the mid seventeenth century and shipbuilding began in the 1660s. Falmouth continued as a custom port even after Penryn's custom port status was restored in 1676, continuing to benefit from being the nearest customs port of entry to the haven mouth. The new town quickly attracted a group of substantial merchants. One of the most prominent of these, Bryan Rogers, married the daughter of the port's first Collector of Customs and succeeded to the latter's 'Great House' at Mulberry Quay, adjoining Market Strand. Rogers was involved in brewing - he took a lease in 1673 of ground behind the Market House on Market Strand and built several 'houses for the business of brewing beer' - and was also involved in the export trade in fish; he and other Falmouth merchants purchased pilchards caught around Mount's Bay, St Ives and Padstow and shipped them to the Mediterranean. By the mid 1680s Rogers also had a substantial portion of the Cornish tin trade: in 1684 he brought more than 85,000 lbs of tin for coining, the fifth largest involvement in the trade.

The emergence of a strong merchant group, which very quickly came to dominate the town's Corporation, was accompanied by major conflict with the Killigrew interest over

control of the town and port. There were disputes over landing rights and harbour dues (some merchants were said to have moved to Penryn to avoid paying dues to the Killigrews), and over the market. The Corporation and individual merchants were active in promoting legal suits and social slights against the family: Rogers was said to lead the opposition, 'bragging upon all occasions that he should never scruple to spend £100 to make Sir Peter . . . spend £20, and would make Sir Peter sensible he could afford to do it'. Tensions continued between the town and the estate over a long period, particularly over the continuing control of quays and harbour dues, and of entry of new traders into the town. This may to an extent explain the polyfocal development of the waterfront; as late as 1740 the Corporation was said to be considering leasing land at Penwerris 'to build a New Town with quays and conveniences of their own.'

'By much the richest and best trading town in this county'

(Daniel Defoe, 1724)

Despite these tensions, Falmouth's economic fortunes continued to rise. A number of Dutch privateering vessels were based on the haven during the wars of the 1690s, 'some one or more of them being alternately in port to refit and victual, at the expense of about £100 a day'. The most significant development of this period, however, was that from about 1690 the harbour became the base for the Post Office packet service with Spain and Portugal. Routes to the West Indies were added from the early eighteenth century and later to other destinations in the Mediterranean and South America. The commercial benefits ensuing included servicing the vessels involved in the trade – victualling, watering, chandlery, repairs, etc – and receiving the wages of their crews. There were also profits from 'free trade' enterprises undertaken by officers and men. When, in the 1740s, the customs authorities attempted to suppress this, a local observer noted that this would be an 'ugly thing for the Falmouth people, this trade being the best support of our shopkeepers who send over great quantities of woollen stockings, hats, pewter, and other goods to the value of some thousands of pounds by the sailors for sale'. At its height the trade employed up to 1,200 seamen and when in 1788 there was a further dispute over restrictions on individuals importing and exporting goods, the crews pointed out that 'most of them are married and have families to maintain, chiefly settled in this town', therefore constituting a significant proportion of the population. The packet service brought very considerable prosperity to Falmouth and although shared with Flushing – the Trefusis family made strenuous efforts to secure a substantial proportion of the economic benefits for its own settlement – it continued as a major component of the local economy for more than 150 years.

Greenbank Quay, later 17th century. This quay and others at the northern end of the town carried much of the traffic associated with the packet ships.

By the early eighteenth century Falmouth, with some 400 houses and a population approaching 2,000, was Cornwall's largest settlement. It continued to grow rapidly, with about 800 families resident by the mid 1740s. Underpinning this rapid growth was a booming maritime economy. 'Falmouth is well built, has abundance of shipping belonging to it, is full of rich merchants, and has a flourishing and increasing trade', said Daniel Defoe in 1724 (although his information may have dated from a few years earlier), adding that it had become 'by much the richest and best trading town in this county'.

Defoe also noted 'a very great fishing for pilchards; and the merchants for Falmouth have the chief stroke in that gainful trade.' In 1740 more than 20,000 hogsheads of pilchards were said to have been taken along the Cornish coast, with the result that 'all the cellars in Falmouth are full'; within a few years, close to half of the total Cornish export of pilchards was being shipped from Falmouth, with an average annual trade of almost 15,000 hogsheads. The port also became an important transhipment point for cargoes upriver to Truro, with negative consequences for Truro's mercantile economy, and Bishop Pococke noted in 1750 Falmouth's 'great export' of tin and corn, and imports of timber, iron and coal for mining. Cornwall's first turnpike road, opened in 1754, ran from Falmouth to Grampound, via Truro, but the town was already by this time, and remained until well into the first half of the twentieth century, the nodal point for waterborne trading and communication networks around the entire Fal estuary.

'One very long street stretched out . . .'

(Thomas Tonkin, *c* 1730)

Falmouth became Cornwall's 'richest and best trading town' in little more than a century from its beginnings. Its topographical development during this period can be traced from historic maps and documents and from evidence still visible in the townscape (Fig 4). What is not clear is the extent to which, during its early history, its layout and development were following an overall plan or design; the ventual complex and polyfocal nature of its topography suggests that this was not the case, but there is considerable potential for further documentary research and field investigation.

The earliest focus of the settlement, other than Arwenack, lay around the small sheltered cove and beach at the mouth of the stream (now completely underground) which runs down the valley occupied by Berkeley Vale and the Moor. This settlement was known as Smithick. A sketch map probably dating from the later 1610s or 1620s shows a handful of substantial inns and houses together with a single-storey row of what were probably the homes of fishing families; it refers also to a 'sellar', either a store or fish cellar. Buildings are shown in two separate clusters, sited to the north and south of the marshy ground running back up the valley from the shore; this area was already known as the Moor. One group of buildings lay around an open space at what is now the meeting point of Market Street, Smithick Hill and Market Strand, with one or two buildings with waterstairs on the shoreward side and others at the foot of Smithick Hill, the former route to Arwenack; another cluster of houses lay to the north, running back from the shore along what is now the line of the eastern, lower, part of Webber Street. Between the two groups 'the high waie', probably an artificial causeway, is shown running along the present line of Market Strand, behind the shore. This road is shown continuing south, probably providing further access to the shore and a more level route than Smithick Hill between the new settlement and Arwenack.

The present junction of Market Strand, Market Street and Killigrew Street was an early focal point in Falmouth's development.

Most of the early development beyond this initial core – from the 50-60 houses estimated in the late 1620s to the 'near 200' noted in the mid 1660s – took place along this route to the

south, between the landing place at Market Strand and another at Fish Strand; the present Market Street represents this early expansion along the low cliff behind the shore. This had previously been enclosed agricultural land, part of Arwenack lands, and the estate probably laid out the plots here, creating long, narrow sites running back to the foreshore on the east and steeply up the slope to the line of Smithick Hill on the west side. Some further building may also have taken place on the lower part of the present High Street and further up Webber Street at this time, just within the northern bounds of Arwenack lands. There was no expansion onto the marshy ground of the Moor itself, however, until considerably later.

The 1st edition Ordnance Survey 1:2500 map, c 1880, showing the former 'dog-leg' links between Market Street and Church Street, and Church Street and Arwenack Street. (From Ordnance Survey 1:2500 mapping with the permission of the Controller Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. CCC Licence no 100019590 © Cornwall County Council 2005)

The early focus around the landing place at Market Strand continued to be the 'centre' of the settlement: it was near here that the first Custom House was established in the 1650s, just north of the strand at Mulberry Quay. The present wider stretch of road at the north end of Market Street, where it joins Market Strand and Smithick Hill, may perhaps represent an early market space but a dedicated market house was constructed on the west side of the road at the northern end of Market Strand during the 1650-60s.

After incorporation as a town in 1661, further expansion was provided for by laying out a new street – the present Church Street – between the southern edge of the existing settlement at Fish Strand and the site of the new parish church; construction work on the church was commenced in 1662 and completed in 1665 so it is likely that the street was laid out at about that time. Church Street is clearly distinguished from the earlier part of the settlement by the sharp dog-leg (removed in the 1920s) which originally linked it to the southern end of Market Street, and the more-or-less straight line which it takes, providing a view along its length to the church at its southern end; this is in marked contrast to the curving line of Market Street.

The Town Quays – the present Custom House and North Quays – were built by the Killigrews about 1670. These were located well to the south of the existing town, towards Arwenack, and the siting may represent a desire of the Killigrews to bring this new commercial focus of the town under their own close supervision. Equally, there may have been a lack of available space on - or difficulties of access to - the developing foreshore adjacent to the existing settlement to the north. However, the further expansion of the settlement southward towards the new quays was again clearly a separate phase, in that here, too, a sharp change of alignment, running around the churchyard, was required to link the existing Church Street with the new line of Arwenack Street. A map of 1691 shows both sides of the northern end of Arwenack Street built up by that time; further development may have been encouraged by beneficial lease terms offered by the Killigrew estate in the early years of the eighteenth century to 'those who built upon new ground'. Swanpool Street appears to have been

constructed to provide a reasonably easy route to the new quay from the historic landward approach to Arwenack, now Woodlane.

Gascoyne's map of Cornwall, published in 1699, is unreliable in some of its detail for Falmouth but suggests that by the late seventeenth century development had extended up Ludgate Hill north of Market Strand to form the present High Street. Certainly, a fine brick Congregational chapel was built near the head of the street in 1705. Only a decade later, the building was purchased by the Killigrews and presented to the Corporation for use as a Town Hall. This introduced a further focus into the already multi-centred urban topography but perhaps reflected the enhanced commercial importance of this part of the town brought about by the concentration of the packet trade on the more northern quays. Significantly, development along High Street was on land outside the bounds of the Arwenack estate, as also was the later seventeenth century Greenbank Quay, the principal focus of the packet trade; it seems probable that the neighbouring landowner – later in the eighteenth century it was the Bassett family of Tehidy – was endeavouring to profit from Falmouth's booming growth by encouraging building and economic activity in this area immediately to the north of the initial urban centre. Construction of a new nonconformist chapel on Prince Street in 1715, further extending the axis of High Street to the north, suggests that development had already progressed that far.

Thus, by the end of the first quarter of eighteenth century, the basic topography of Falmouth's historic core was essentially complete. It was described by Tonkin in about 1730 as 'one very long street stretched out at the bottom and on the side of a very steep hill, as high as the tops of the houses backwards'.

The former Town Hall, built 1705, at the top of High Street.

Other early components of the town's development included the distinctive stone-built quay frontage along the shore between the Bar and Greenbank Quay, much of which still survives. Maps from the later seventeenth century onwards show these quays densely built-up with stores, warehouses, fish cellars and other maritime facilities. A former tide mill at the Bar probably also dated from the later seventeenth century; it ceased working only in the 1860s. Remains of the walling of its tidal pound were examined when the area was developed as a marina in 1988 and were found to resemble the form of the quays, with vertical killas slabs fronting a core of grey clay. The Falmouth local historian Susan Gay recorded that a watermill sited close to Market Strand and powered by the stream descending Berkeley Vale, had survived into the early nineteenth century; this does not appear to be shown on early maps but she noted that broken mill stones had been found in the area.

Arwenack was leased to tenants from about 1700, if not earlier, as the Killigrews became non-resident. The approach to the house along Arwenack Avenue - described as the 'higher gravelled walk of Arwenack' and formerly an important part of its planned ornamental

setting - had been turned into a rope walk by the late 1730s.

Another particularly significant element of Arwenack's immediate landscape, however, survived until the 1830s. This was the Grove, a planted area immediately to the north west of the house which is now occupied by Grove Place. Its origins are not closely dated: the site appears to have been fields at the time of the Burghley map of the late sixteenth century but was certainly in existence as a landscape feature by the 1730s. It may conceivably have been part of the earlier landscape around the manor but on balance it is likely that it was created by the Killigrews during the later seventeenth century as a means of further enhancing the setting of their residence and of physically separating it from the growing town to the north. Its name and form may have had a more particular significance. The name Killigrew is likely to incorporate (or to have been perceived to incorporate) the Cornish word *kelli,* meaning a grove or small wood. Creation of such a feature, specifically named 'the Grove', in the immediate vicinity of the family's principal residence is likely to have been intended as a visual word-play emphasising their long association with the place, a statement of their proprietorial status and consequent ability to mould and shape the landscape. Similar linguistic conceits, are known from other Cornish families in the post-medieval period, although not so far in landscape form. The Arundell family, for example, adopted the swallow - in French, *l'hirondelle* - as a symbol; the Godolghans took the dolphin, altering their family name to Godolphin.

Support for this interpretation lies in the fact that the Grove was the original location for the striking Killigrew monument, now sited nearby between Arwenack and the new National Maritime Museum complex. This was built in 1737 by a local architect-mason for the last of the family name, Martin Lister Killigrew. In correspondence with his agent Killigrew specified the location and precise final form of the pyramidal granite structure – he apparently intended that its ashlar external surface should be painted! – but demanded that there be no inscription either on the monument 'or the whole Grove. No, not so much as the date of the year. Hoping that it may remain a beautiful embellishment to the harbour, long, long after my desiring to be forgot, as if I had never been.'

The Killigrew monument.

The monument itself may have met with a mixed reception: it was referred to in 1765 as, 'now as it has always been, much ridiculed as a heavy lump of stone, neither ornamental or useful.' Its setting remained a notable part of the landscape for almost a century, however; an account of 1787 noted that 'just out of the town, in a sheltered recess of the bay, lies a grove of tall elms, forming several avenues carpeted with turf. In the central part rises a stone pyramid . . .' Martin Lister Killigrew had hoped that his monument would 'stand a beauty to the harbour without limitation of time', but in 1836, when the Grove was built on, it was moved to a site at the top of Lansdowne Road, subsequently in the garden of Lansdowne House. It was moved to its present site in 1871 when it became hemmed in by the further spread of Falmouth's seaside suburbs.

From at least the earlier eighteenth century the town was beginning to spread up the steep slopes behind its main streets. An 'old' meeting house was referred to on Porhan Hill – now Smithick Hill – in 1744 and this street was also the site of a small house set up in 1766 for 'harbouring sick seamen and other poor patients, which is better than to have them in

the town'; a Baptist chapel was built in Well Lane in 1769. Such uses, as with the chapels referred to previously on High Street and Princes Street, appear to have pioneered the outward spread of the town. (Parish records include other intriguing references to unlocated nonconformist establishments: in 1723 a 'new-erected Presbyterian conventicle house' was noted, with an enclosure used for burials, and, at about the same time, burials were recorded as taking place in John Attwell's 'cellar or cave', described as a 'new Presbyterian catacomb'.) A map of Falmouth in 1773 shows continuous building along New Street and Swanpool Street, on Porhan Street, on parts of Smithick Hill and up all the major opes and lanes running upslope from the main streets. The Moor still remained largely open at this date; much of the area appears to have been used for gardens until the early nineteenth century.

There were a number of 'great houses' within the core of the town, substantial structures providing both residential and business premises for wealthy merchants and traders. Examples include the premises occupied by the merchant Bryan Rogers between the lower end of High Street and Mulberry Quay. A map of 1691 shows a large house with an elaborate ornamental garden lying between it and High Street and a range of buildings without chimneys, presumably warehouses or stores, built on the quays along the adjacent waterfront. Another 'great house' close to Custom House Quay was described in the 1740s as 'large enough for two houses', and in 1762 reference was made to 'Read's house, of which he has made two dwellings, three storeys high, brick fronts, with lofts and warehouses backwards to his cost of upwards of £800.' The town map of 1773 shows other substantial residences. One on the west side of the lower part of High Street was set back from the road behind a large open court, another – the later Trevethan House – was set high above the north side of the Moor off Webber Hill, while a third lay on the fringes of the built-up area at the northern end of Prince Street. Falmouth was by this time the centre of a prosperous civil and commercial society, and this and the need for accommodation for individuals arriving by or departing on the packet ships, is reflected in the substantial growth of inns and hotels. The New Hotel, later the Royal, built close to Fish Strand in about 1789, included assembly and coffee rooms as well as stabling for 30 horses.

'A large and well built town'

(Anonymous visitor, 1793)

In 1801 Falmouth's population was recorded at 4,850, still the largest urban population in Cornwall. Several descriptions of the town dating from the late eighteenth century and the first half of the nineteenth present a number of recurring observations on Falmouth's built character, the emphasis changing according to the preferences and perceptiveness of the commentator. In 1785 the agent to the Wodehouse family, successors to the Killigrews, described their estate as including 'nine-tenths of all the houses in Falmouth . . . These houses are for the most part low and ill-built, but perhaps are more convenient for the inhabitants than modern buildings would be, though of this sort some few have lately been erected . . .' An anonymous visitor in 1793 observed that Falmouth 'from the harbour appears to be a large and well built town . . . The houses are tolerably good and the streets clean.'

Bank Place: impressive late eighteenth century town houses.

Robert Southey, however, passing through in 1802, observed that it 'consists of one long narrow street which exhibits no favourable specimen, either of the boasted cleanliness or wealth of the English towns. The wealthier merchants dwell a little out of the town upon the shore, or on the opposite side of the bay at a little place called Flushing.' At Christmas 1809 the French traveller Louis Simond found Falmouth

> 'little, old and ugly . . . The houses in a confused heap, crowd on the water; the tide washes their foundations; a black wall, built of rough stones that stand on end to facilitate the draining of the water; and steps, overgrown with sea-weeds, to ascend to the doors. Through one of these odd entrances I introduced my companions to the hotel, - a strange old building . . . [the] windows overlook two or three diminutive streets without footpaths - too narrow, indeed, for any - all up and down, and crooked.'
>
> The following day Simond was introduced to 'several respectable citizens . . . they all live in very small, old habitations, of which the apartments resemble the cabins of vessels. A new house is a phenomenon.' However, he quickly took lodgings 'in an elevated part of the town, - a kind of terrace, - looking down upon the beautiful little harbour, and surrounding country'. In 1824, the topographical writer F W L Stockdale noted that 'owing to the improvements which have been made of late years, Falmouth has a very prepossessing appearance, and is now inhabited by many respectable families.'

An anonymous observer noted in the late 1820s that Falmouth's main street was

> 'for the greatest part very narrow, ill paved and dirty; the houses with the exception of those at each end of the town, are irregular and mean in appearance . . . The frontage towards the sea consists of a long line of irregular clumsy buildings, sheds, wharfs and yards . . . unpleasing and unpicturesque . . . Steep, narrow and awkward alleys communicate with numerous rows, courts and streets of low, mean and paltry houses inhabited by the inferior classes . . . a labyrinth of courts, alleys and sloughy paths . . .'

Finally, the 1859 edition of Murray's *Handbook for Travellers in Devon and Cornwall* reported that the town

> 'derives its principal interest from the beauty of its position, as it mainly consists of one long narrow street, of a mean appearance, straggling along the side of the water. Of late years, however, Falmouth, like other towns, has been extended and improved, and there are now at either end of it, and on the heights above the shore, handsome and commodious dwellings, which command an uninterrupted view of the estuary.'

'. . . Steep, narrow and awkward alleys . . .': the ope north-west of the parish church, between Arwenack Street and New Street.

These accounts, over a period of more than 70 years, show Falmouth as a place in which the historic core retained much of its seventeenth-century fabric and topography (the fact that most property was held by lease may have

discouraged rebuilding), but with its growing prosperity increasingly manifested in new building beyond the former extent of the town. This was largely achieved through the removal from the older core of much of the middling and elite population (see below). The older buildings they left were frequently re-used for high density working-class occupation: in 1801 Falmouth's 1,200 families occupied only 580 houses. A fire in Church Street and Well Lane in 1788 destroyed several houses including one 'tenanted house, consisting of five or six habitations with their families'. The process of reuse continued over much of the nineteenth century: the local historian Susan Gay observed in 1903 that many former 'quality corner' houses in Porhan Hill, Church Street, Arwenack Street and New Street 'have become tenement houses or shops'; she also described a house with a ballroom at the top of High Street, formerly occupied by an admiral, 'now occupied by several families of the working-class, who nestle comfortably in the old-fashioned rooms.'

There were some important shifts in the social, commercial and civic geography of the town over this period. One element was a greater focus on the area around Custom House Quay. In the 1770s a pair of substantial town houses were built at 48 Arwenack Street by George Croker Fox, head of an important Quaker merchant and industrial family; the houses overlooked the entrance to the Quay and provided offices for his shipping interests as well as a prestigious home. Both this building and the similarly impressive 1-3 Bank Place nearby are notable for their fine, classically-derived front elevations of unified 'palace' design. The imposing Bank House was constructed nearby in 1788 for another member of the Fox family, Robert Were Fox. This period also saw some refurbishment or rebuilding of the Custom House Quay itself and the Custom House was relocated from its mid seventeenth century site close to Market Strand to 2 Bank Place. In the early nineteenth century it moved to the present impressive purpose-built structure immediately behind the quay, with basement stores and a large adjoining harbourmaster's office.

Mercantile wealth – again notably that of the Fox family – was also reflected in the building of a number of prestigious large houses outside the urban area during this period, almost all with extensive ornamental grounds. Grove Hill was built in 1789 for George Croker Fox on the high ground behind the harbour. Although the new house was only some 200m from their former home close to the quay, Fox's wife was apparently apprehensive at the prospect of 'residing in the country'! The grounds, just to the west of Arwenack Avenue, were compact but extensively planted and landscaped, perhaps incorporating some surviving elements of the former Arwenack ornamental landscape. The planting included a Luccombe oak, then a newly developed tree variety, the trunk of which reached 7m in diameter before eventually being removed in the late twentieth century. Belmont House, on Tregenver Road, was constructed with an ornate gazebo in its grounds in about 1800 for a member of the Grylls banking family, and the wealthy packet commander John Bull built Marlborough House, named after his former packet vessel, a decade or so later. His estate was notable for the extensive planting of elms, beech and oak, an orchard, 200 'pine asters' and 300 Scotch firs. Robert Were Fox built Rosehill on Woodlane in about 1820, again with fine gardens (now the Fox Rosehill Gardens). Branches of the Fox family were associated with a number of other large country houses noted for their grounds in the wider area round Falmouth, including Glendurgan, Trebah, Penjerrick, Tregedna and Penmere.

The emerging wooded character of much of the southern part of Falmouth was further developed on the Gyllyngdune estate created by the Reverend William Coope, rector of Falmouth between 1838 and 1870. He built up a substantial landholding by purchase and lease from the Wodehouse estate and created an extensive area of planting and landscaping around Gyllyngdune House, which he built in about 1840, spectacularly located on the hillside overlooking the southern seashore. The

grounds incorporated a number of intriguing 'picturesque' features, including an exotic fern garden and shell grottoes built into a former quarry behind the shoreline cliffs, a summerhouse on the cliff edge (the so-called 'chapel') and tunnels and winding brick balustraded steps descending to the beach. Gyllyngdune was described by Murray's Handbook in 1859 as the 'largest house and one of the prettiest spots in the neighbourhood'. Murray also recommended that visitors view the collections of fine art in the house and at Grove Hill and Tregedna.

Picturesque gardens associated with Gyllyngdune House, visible in the background. The brick-balustraded steps in the foreground give access to the beach.

The earliest phase in the development of Falmouth's terraced suburbs came with the release by the Bassett family of building land on the hillslope overlooking the Penryn River at Greenbank. Nos 1 and 2 Stratton Place were built in the 1790s, followed from about 1800 by the row of substantial villas known as Dunstanville Terrace. Several of the better residences were built for or occupied by packet commanders and the prosperity of the packet and merchant trades supported much of the building of this period. The Greenbank area continued to develop as a prestige suburb during the 1810-20s. Several slightly more modest terraces – Harriet Place, Tehidy Terrace and Penwerris Terrace, for example - were constructed at about this time, together with a few detached villas, including the very fine Erin Lodge on Symonds Hill and the house now occupied by the Royal Cornwall Yacht Club; the origins of the Greenbank Hotel probably lie in a building of similar scale. Further development along the slope to the north of Dunstanville Terrace was mostly in the form of semi-detached houses and short terraces. A Catholic chapel was built here in the style of a villa in 1820 and an elaborate Anglican church with an embattled and turreted façade added in 1827.

Dunstanville Terrace developed from about 1800.

There was some comparable development outside the Greenbank area. Bar Terrace began to develop from the early nineteenth century, at about the same time as the early stages of Greenbank; Erisey Terrace was constructed overlooking the Moor before the late 1820s and Woodlane Terrace, built before 1840 close to the large villas on Woodlane, began the process of suburban building on the higher ground to the west of the town. A parliamentary commission in 1837 noted that the current 'disposition to erect detached houses' was likely to increase and predicted that the town would soon occupy the greater part of the parish.

This period also saw significant changes in Falmouth's historic core. The seventeenth-century market house at Market Strand was rebuilt by the Wodehouse estate in about 1791; the contemporary instruction for the work was that 'the foundation being a mere swamp it must be put up with the lightest materials (perhaps woodwork), to ease the burden of the walls.' In the same year a Wesleyan chapel was built on the southern side of the Moor. When the market was replaced some 20 years later, again by the Wodehouse family, a new market complex - single-storey, open fronted buildings set around a central open yard with a striking roofed fountain – was located on the north side of the Moor; by the later nineteenth century, probably earlier, the area used by the market had expanded beyond these buildings and occupied much of the lower end of the Moor. The market function was supported by several nearby pubs, including the immediately adjacent Seven Stars.

Falmouth Subscription Rooms, 1820s. The 'missing' columns were removed when the building was converted to retail use.

Killigrew Street was probably laid out at about this time, providing additional space for new housing but also creating a new link between the heart of the town and inland routes. Berkeley Place, running along the valley bottom just north of Killigrew Street, developed initially as a short residential cul-de-sac. Further development of the Moor as a civic focal point came with the building of a Unitarian chapel there in 1818 (it was possibly later converted into a theatre and then an Anglican chapel) and in the mid 1820s a site close by at the bottom of Killigrew Street was chosen for the grand new Classical and Mathematical School, later Falmouth Grammar School.

Several other institutional buildings of notable architectural style were inserted into the older streets of the town during the early decades of the nineteenth century. The Falmouth Subscription Rooms were constructed on the east side of Church Street in the 1820s, with the Royal Cornwall Polytechnic Society (RCPS) building added on the west side in the mid 1830s. (An early project of the RCPS was the Meridian Stone on Beacon Hill. It was erected in 1837 to enable mining surveyors to calibrate their surveying instruments to true north, based on the view from the stone due south to the steeple of St Keverne church tower.) Other new institutional buildings were built immediately outside the central area of the town, within the area of housing and service functions on the steep slopes behind. In the first decade of the nineteenth century these included a Baptist chapel behind buildings on the north side of Webber Street (1804), a synagogue on Gyllyng Street (1808), the National Schools at the head of the slope on what would later become Wodehouse Terrace (1809) and the Widows Retreat almshouses on Porhan Lane (1810). Several other chapels were built in the same area around 1830: Wesleyan on Porhan Street (1829), Bible Christian on Smithick Hill (1830) and Primitive Methodist at Chapel Terrace (1832).

Falmouth's role as a port and haven continued as the primary element of its economy. Stockdale noted in 1824 the importation of

grain through Falmouth and Penryn to feed the mining population and also commented on the business which accrued to the town from 'the detention of fleets of ships (particularly those outward-bound) which seek refuge in its capacious harbour, and frequently remain many weeks till the gales are favourable'. In 1847, a year of European famine, the *West Briton* reported in September that the harbour had for the previous week contained 'upwards of 200 sail of merchantmen', mainly with cargoes of corn and waiting for orders. In the early 1850s it was estimated that around 2,000 ships and 24,000 seamen were visiting Falmouth annually. The emergence of steam technology began to be a significant influence: in September 1841 the *West Briton* noted a passenger service by steamer from Falmouth to Plymouth, Torquay and Southampton and thence to London by train.

The Bar area had been a focus of waterside industry since at least the 1660s and during the first half of the nineteenth century there were several shipyards there with associated timber ponds, sawmills and stores. This and the shoreline north of Greenbank were also the location for a number of lime kilns. Fishing persisted as a significant industry, with a fish market at the Fish Strand, numerous fish cellars within the town and along the Greenbank shore, and a continuing export trade. Queen Victoria was given a demonstration of seining for pilchards at Swanpool when she visited the town in 1846. A notable local feature was the Fal oyster dredging industry, although Lord Byron claimed in 1809 that the oysters tasted of copper, 'owing to the soil of a mining country'. Late nineteenth century maps show an oyster bed and fish cellar below Stratton Terrace on Greenbank.

Falmouth's role in the packet trade, for more than a century the most visible element of the town's maritime economy, began to decline from the 1820s. Even so, late in that decade, the service still employed almost 40 vessels on services to the Caribbean, Mediterranean and North and South America and in 1837 a parliamentary commission attributed the prosperity of Falmouth to the presence of the packet service and retirement there of packet crews. The developing technology of steam power, however, both on land and sea, was a major element in eroding Falmouth's position: the greater speed and reduced vulnerability to wind and weather of steam vessels meant that a packet base in the western Channel no longer had a particular advantage and packet services were soon transferred to ports served by rail. In 1840 mail links with North America were transferred to steamship services from Liverpool and two years later services to the Caribbean went to Southampton. During most of the 1840s only a handful of packets engaged on voyages to Rio de Janeiro continued to sail out of Falmouth. The end of the town's long association with the service finally came with the arrival of the packet *Seagull* from Rio in late April 1851. Ironically, a steam vessel which had left Rio after her had already arrived and reported her *en route* on this final passage.

After the packets

The ending of the packet trade might have produced a long-term set back to Falmouth's prosperity. Indeed, in 1845, well before the final removal of the service, a visitor noted that the town had 'much gone down' as a consequence of the decline of the trade and a decade later a local observer noted that trade had 'declined in late years'. In fact, the 1860s saw a major upturn in the town's economic vitality and in manifestations of civic confidence. This was to a great extent prompted by the development of the docks and associated industries from *c* 1860, and by the vitality of maritime trade, including vessels calling 'for orders' via the new electric telegraph. Both these elements were aided by completion of the railway link with Truro and the Great Western system in 1863; this period also saw the early stages in Falmouth's development as a resort. Under these influences, the combined population of the borough and parish rose almost 30 per cent during the 20 years after work on the new

docks began, from around 9,400 in 1861 to more than 12,100 in 1881.

Falmouth's urban face was substantially reshaped during the 1860-70s through provision of new institutional buildings and public facilities, many of them of a scale and degree of architectural prestige which eclipsed their predecessors and wrought radical changes to the earlier townscape. Among these were a new Town Hall on the Moor (1864) and new Post Office, funded by local subscription, in Church Street (1867), and several new religious buildings: the Bible Christian chapel in Berkeley Vale (1867), Roman Catholic church in Killigrew Street (1868), Baptist Church in Market Street (1875) and Methodist church and Anglican mission church on the Moor (both 1876). Charitable and educational building included the Earle's Retreat almshouses in Trelawney Road (1869), the Cornwall Home for Destitute Little Girls, Trevethan Road (1871, on land donated by Lord Kimberley) and the distinctive Trevethan Board School (1877) on Webber Hill, overlooking the Moor. The Drill Hall in Berkeley Vale dates from 1874.

The former Cornwall Home for Destitute Little Girls, 1871, on Trevethan Road.

On the waterfront the gas works was moved to a new quay behind Church Street in 1866, with the adjoining Fish Strand Quay repaired and enlarged in 1871 and the first stage of Market Strand pier built in 1873. Earlier, in the 1850s, suggestions had been made for what would have been an even more radical reshaping of the historic waterfront: construction of an embankment or esplanade linking Greenbank pier with Town Quay. (This appears to be the first appearance of an idea which resurfaced in the mid twentieth century and was revived in the recent Falmouth Harbourside proposals.)

The Post Office, 1867, in Church Street; beyond is the 1830s columned façade of the Royal Cornwall Polytechnic Society.

The notable skyline feature of the Royal Cornwall Polytechnic Society observatory, adjoining the Bowling Green, was built in 1862 and - perhaps a further hint of rising civic pride - the Killigrew monument was re-sited on the waterfront close to its original location at the Grove, Arwenack, in 1871. This period also saw the rebuilding of parts of High Street and Market Street after disastrous fires, with handsome new commercial buildings replacing older structures in key parts of the town's main commercial axis. Other prestige buildings of

the 1860-70s in the central area include the present British Legion premises at 14 Arwenack Street and, in Church Street, the National Provincial Bank (now Ming's Garden Chinese restaurant) and the combined Savings Bank and Masonic Hall building.

The opening of the railway link – the new station building was described as a 'noble erection' and its overall roof was the largest in Cornwall at the time – was followed by early moves in developing the town as a resort. Walks and landscape features were laid out on the slopes of Pendennis and a new carriage road around the promontory, Castle Drive, was constructed in 1865. The large and architecturally impressive Falmouth Hotel opened nearby in the same year. A decade later (February 1876), the *West Briton* reported that a meeting had been held with a representative of the Thomas Cook company to ensure that 'the beauties and advantages of Falmouth and neighbourhood be included in Cook's route for the West of England'. Formation of the Royal Cornwall Yacht Club in 1874 and the opening of Kimberley Park (with its looped carriage drive) in 1877 close to the emerging urban focus at the Moor mark further developments of the town's leisure provision.

The Falmouth Hotel, built 1865 and substantially extended in 1898.

These decades also saw a significant further advance in Falmouth's suburban growth. There was some building, more probably rebuilding, in the densely developed area behind the main commercial streets – a fine surviving terrace on New Street is dated 1860 – but most of the new development took place beyond the town's previous residential extent. 'On the high ground, which was formerly known as Arwenack Downs, healthy rows have been multiplied to accommodate artisans and residents of small means', wrote the local historian H M Jeffery in 1886.

The boom in suburban building begun around the mid century and in the four decades between 1840 and 1880 a grid of terraced streets was laid out over the eastern half of the hilltop area roughly bounded by Killigrew Street to the north and Woodlane to the south. The earlier phases such as Clare and Wodehouse Terraces were sited to obtain open views out across the harbour, with later developments infilling the area behind. A substantial part of this building took place in the 1860s and 1870s. The fine villas at the east end of Marlborough Road and others on Norfolk Road and Trelawney Road date to this period, as do the notable Victorian Gothic developments around the Bowling Green: Albert and Victoria Cottages, the Royal Cornwall Polytechnic Society observatory tower and the Earle's Retreat almshouses. Claremont Terrace formed a comparable architectural set-piece in the developing northern suburban area around Bassett Street. Villas and terraces also appeared around the east end of the new Kimberley Park and close by on Clifton Place and Park Hill. Residential development continued to extend out from the town centre along the upper part of Killigrew Street and several small industrial terraces were built on the steeply sloping hillsides above it. This rise in suburban building was localised, however, and large areas within a short distance of the Moor remained undeveloped until the inter-war period; it is notable that the western boundary of the 'urban' Kimberley Park continued to extend into open fields until after WWI.

Initial elements in the development of Falmouth's seaside suburbs to the south also emerged at this period, including the striking Pendennis Villas close to the Falmouth Hotel

and a number of semi-detached houses nearby on Lansdowne Road. A fine terrace of coastguard houses was built above Castle beach. To the west, a substantial new cemetery, complete with Anglican and Nonconformist chapels, had been opened in the mid-1850s. The major change in this southern part of the town, however, was the coming of the railway itself. This introduced new topographical elements in the shape of bridges, cuttings and embankments, a new transport focus in the terminus station and goods yard (on the site of the present Falmouth Docks station), plus associated facilities such as the nearby Railway Cottages and an engine shed, turntable and sidings below Lansdowne Road.

Clare Terrace, one of several terraces constructed around the mid nineteenth century, sited to obtain views out across Carrick Roads.

The spread of 'polite' architectural forms and general improvement in amenity and visual appearance in many parts of the town did not extend to all areas. The view from the water to the town was described in about 1850 as 'nothing to be seen but the blackened and filthy backs of low and irregular hovels rising abruptly from the sea,' and late nineteenth century maps and photographs show densely occupied courts and subdivided dwellings in much of the area accessed by opes and lanes immediately behind the waterfront and extending up the hillslope behind the main commercial streets. Sixty families - near 300 people – were made homeless by the destruction of 30 houses in a fire in High Street in 1862. When, in 1912, the ornate St George's Cinema was built on a narrow plot on the west side of Church Street, it replaced 19 small row houses, a bakehouse and a paint workshop which had previously stood around the cobbles and steps of Snow's Court.

Victorian Gothic villas on Trelawney Road; the tower of the Royal Cornwall Polytechnic Society observatory can be seen to the right.

Late Victorian and Edwardian Falmouth

Many other Cornish towns, particularly nearby centres such as Truro and Redruth, underwent very substantial change during the 1880-90s and the years up to WWI. Although some of Falmouth's most prominent institutional buildings are of this time, its character was less markedly altered in this period than had been the case in the surge of new developments in the 1860-70s. The new buildings of this later period, however, focused particularly on the Killigrew Street and Moor area, reinforcing the growing sense of this as the 'town centre'. A tower and spire were added to the Catholic

church in 1881 and J H Sedding's All Saints Church was completed *c* 1890; a cottage hospital sponsored by Passmore Edwards was built on a corner site at the top of Killigrew Street in 1893, a fire station added to the Town Hall on the Moor in 1895 and the nearby Library and Art Gallery completed in 1896 on part of the former market site. This area saw further enhancement with the placing of the Packets Monument on the Moor in 1898 and construction of an imposing new county police station at the bottom of Berkeley Vale in 1901.

The Passmore Edwards Free Library, one of a number of impressive civic buildings built on and around the Moor in the later nineteenth century.

There were further changes in the town's industrial base. Activity around the Docks expanded significantly, with enlarged premises for the iron foundry and an extended railway network within the complex, together with a number of other industrial activities including grain storage, milling and distribution. One of the dry docks was lengthened and a substantial area on the east side of the Bar area, formerly occupied by timber ponds, was progressively infilled to provide additional space for shipbuilding - both wooden and metal hulls - and ship repair and breaking. Falmouth became the largest concentration of these and related activities in the south west.

Fishing also continued to be important, not least from the new marketing opportunities provided by the railway link. Historic photographs show fish catches being landed on the foreshore from vessels moored offshore, including large numbers of visiting boats. Subsidiary maritime employments formed a significant part of the local economy. Falmouth had 11 steam tugs and 12 pilot boats in 1884 and there were innumerable small boats, including the distinctive 'quay punts', engaged in servicing visiting shipping. Chandlery, rope and sail making and fashioning masts, spars and blocks employed significant numbers.

The 1890s and 1900s saw major changes to the military complex at Pendennis, with new batteries, barracks, signalling facilities and DEL (searchlight) systems. A submarine naval mines complex was constructed to defend the harbour mouth with an engine house on the west side of the promontory providing electric power. A Royal Engineers barracks and pier (for the Submarine Miners) was built in the Bar area, on reclaimed land close to Arwenack, in the 1890s.

Falmouth's tourism, leisure and 'seaside' elements also continued to develop. The Pendennis Hotel (1893) was built above the shoreline cliff west of the Falmouth Hotel, which itself gained a large extension in 1898. In 1903 Falmouth Corporation purchased the Gyllyngdune estate, which covered a large part of the southern sea-facing portion of the town. The Corporation created a new access road, Cliff Road, along the top of the cliffs and sold off parcels behind the resulting 'esplanade' for development. By the end of the first decade of the twentieth century there were several clusters of villas along the coastal slope, many used as guest houses and small hotels, although much of the area still remained open and undeveloped. Gyllyngdune House itself became a hotel but a major part of its former grounds, including the picturesque exotic garden created in a former quarry, was turned into a new public pleasure area, Gyllyngdune Gardens, opened in 1907. The adjoining entertainments venue, Princess Pavilion, with a bandstand and glass-roofed promenading arcade, was added by 1910. The striking new Bay Hotel, designed by Silvanus Trevail, had opened nearby in the previous year. The most easily accessible area of sandy beach along the shore lay to the west of Gyllyngdune at

Gyllyngvase, behind which the Queen Mary Gardens were laid out in 1912.

Other new leisure spaces developed elsewhere in the town. The ropewalk which for a long time had occupied Arwenack Avenue ceased operation in about 1895 and the site returned to its former role as an open pleasure walk; the first building of the newly founded Falmouth School of Art was constructed here in 1901. Near the head of Killigrew Street a recreation ground, with a cycle track, grandstand and pavilion, was laid out on former farmland. Just before WWI, Falmouth Corporation cleared a dense area of stores, industrial buildings and quays south of Greenbank Quay to create Greenbank Gardens. The adjacent Greenbank House had been the headquarters of the Royal Cornwall Yacht Club from 1883 and the growing interest in water-related leisure pursuits during this period is similarly indicated by the founding of the Falmouth Sailing Club in 1894. In the heart of the town, Market Strand Quay was extended to become the Prince of Wales pier, opened in 1903, effectively creating a new 'seaside' leisure feature for visitors in place of what had until recently been a key part of Falmouth's working waterfront.

Two contemporary buildings in the same area emphasise its changing character. The long-established King's Hotel at Market Strand was rebuilt in about 1902 to a flamboyant design incorporating a four-storey corner 'turret' topped by a balustrade and the large balustraded entrance canopy which survives as a feature attached to the early 1980s structure which now occupies the site. This was one of relatively few buildings in Falmouth comparable with the elaborate commercial and institutional buildings appearing in Truro and many other Cornish towns at this period. The more austere but highly imposing Capital and Counties Bank (currently Julian Graves) was built nearby in Market Street at about the same time; historic photographs show that it fairly quickly came to house Falmouth's *Café Royal*.

Gyllyngvase Terrace: built before c 1907 as part of the development of the area behind the newly-created Cliff Road.

Further suburban building took place, with much of the gridded area between Trelawney Road and Western Terrace infilled during these decades, and further development on the hillside rising behind Greenbank, around the route into Falmouth from the north along Bassett Street and Beacon Street, and to the north of the Moor. Of particular note from this period are the elaborate terrace of nine houses at Cambridge Place (1880), the new Royal Cornwall Polytechnic Society observatory on Western Terrace (1886), and several new schools to serve the growing population – totalling around 13,100 by 1911 – including that on Wellington Terrace and the County High School for Girls in Woodlane (both 1887), the stylish girls' junior school on Clare Terrace (1907).

The twentieth century, to *c* 1950

Falmouth, the harbour and Carrick Roads played an important role during WWI as a port, providing a base for a minesweeper fleet and Q-ships, as a marshalling point for troop vessels and convoys and reception port for casualties returning from France and elsewhere. The Docks provided servicing facilities for naval and merchant shipping. In the aftermath of the war there was a major expansion in dock facilities. The two existing dry docks were enlarged and another, then one of the largest in

Britain, constructed, together with new engineering shops. A bunkering facility was developed on a site east of docks area. During the 1920s the complex supported a workforce of more than 800. Shipbuilding ceased around 1930 but there was further expansion of berthing and cargo-handling facilities in the form of the new Empire and King's jetties set off from the Western Breakwater. The Bar area was almost completely reclaimed from the former tidal mud flats and timber ponds, in part using spoil derived from the creation of the new dry docks. A notable new feature in this area in the late 1930s was a geodetic structure known as the 'Dome' (demolished 2001) built within the Royal Engineers, later Territorial Army, compound south of the Killigrew monument. North along the waterfront, the gas works expanded onto the area adjoining Fish Strand Quay.

Prince of Wales pier, built 1903.

Falmouth's roles as a visitor destination and focus for seaside residential building also continued to grow. By the 1930s the former cliff-top fields behind Cliff Road were fully built up with large hotels and villas. In the area behind, several new roads had been inserted to facilitate development, particularly in the area above Gyllyngvase beach, and the area had become almost completely infilled with villas and bungalows, many in a broadly Arts and Crafts style, on relatively substantial plots. In addition to the Queen Mary Gardens, the beach area offered a Corporation-owned refreshment pavilion, tennis courts, a putting green and a 'motor park' for the increasing proportion of visitors arriving by car. A new road entrance to the town, Dracaena Avenue, was constructed during the 1920s 'to meet modern traffic requirements'; *dracaena* palms and other sub-tropical planting 'make it a very beautiful thoroughfare', noted a guide to Falmouth and area in about 1930.

The railway also continued to be important in bringing visitors, however, and the resort was energetically promoted by the Great Western Railway. The topographical writer S P B Mais wrote in 1928 in *The Cornish Riviera,* published by the GWR, that Falmouth 'proudly boasts a more equable climate than is to be found in the Riviera. In the winter it is as hot as most seaside resorts are in summer, and in summer it seems to attract all the sun there is without ever becoming enervating.' Falmouth continued to develop its reputation as a centre for prestige maritime leisure pursuits; a tourist guide of the early 1920s noted that 'some of the finest British and foreign yachts are to be seen during summer in these waters'.

Falmouth's relative prosperity in the interwar period, by comparison with much of Cornwall and with the national picture, is evident in the notable contribution of the 1920s and '30s to the town's built environment. During the 1920s the narrow, dog-leg corners at the junctions of Market Street and Church Street and Church Street and Arwenack Street were both eased considerably by demolition of old buildings and rebuilding to a new easier curve. Among the new structures were an ornate façade for the Royal Hotel, set back several feet from its earlier position, and the parish rooms adjoining the parish church. Several national multiple stores, including Woolworths and Burtons (1937), introduced stylish *Modern* shop fronts to Market Street, while the Moor gained an extension to the library building (1926) and a handsome Post Office and telephone exchange building (*c* 1930) on the north side, with a new Co-op building (1933) nearby on the corner of Berkeley Place and well-designed bus depot offices forming a significant landmark at its upper, western end. Just off the Moor, on the lower part of Killigrew Street, the

strikingly up-to-date Odeon cinema opened in 1936 on the site now occupied by Tesco.

The well-designed inter-war bus station at the upper end of the Moor.

As in other parts of Cornwall, the 1930s saw some urban slum clearance, principally in the densely built up area behind the main commercial axis. Much more significant, however, was continuing suburban expansion; the topographical writer J R A Hockin described Falmouth in 1936 as 'flouncing about the hillsides with gaudy, uncorseted growth from Penryn to Maen Porth'. The developed area of the town roughly doubled in the 40 years before 1950. Notable elements in this include the development in the 1920s of a cottage suburb at Swanvale, developed by the company operating part of the docks complex to house its expanding workforce, and the major public housing scheme at Penwerris, north of the historic core of the town, strung spectacularly around the hillslope facing north across the Penryn River. A new hospital was built outside the historic urban area at Trescobeas in about 1930.

During WWII Falmouth was again a focus for maritime activity, naval and merchant, and the Docks underwent some further deveopment. The Fal estuary was an important centre in the build-up for D-Day, with embarkation 'hards' at Falmouth and other locations including Trebah, Tolverne and Turnaware. The Pendennis defences were also developed further, with installation of coastal and anti-aircraft batteries, radar equipment, concrete gun houses, control centres, bomb-proof fuel storage facilities and anti-submarine booms. Hutted accommodation was also provided for soldiers undergoing training and awaiting transport overseas. Much of the wartime provision was decommissioned, removed or demolished during the 1950s. Falmouth experienced several air raids, with bomb damage to some prominent buildings, including the Methodist chapel on the Moor (rebuilt in the post-War period) and Trevethan Board School on Webber Hill; the latter's distinctive tower survived until the 1960s. Other areas affected included the Docks, Lister Street, Killigrew Street, Kimberley Place, Lansdown Road and Cliff Road.

Falmouth up to date

Falmouth Docks continued to expand in the post-war period, culminating with the opening in 1958 of the 850ft Queen Elizabeth dry dock, able to take vessels of up to 90,000 tons. Ship repair continued as the most important industry until the late 1970s: in 1948, together with engineering, it employed more than a third of the area's male workforce; transport, probably mainly maritime and dockside employments, was the next largest category, occupying a further 20 per cent. In the same year, the full range of activities directly connected with maritime activity – ship repair, shipbuilding, engineering, shipping companies and merchant crews – employed more than 4,000, some 40 per cent of the total working population. The port's cargo trade also continued: by the 1960s the total length of wharfage totalled almost 2,500m.

Falmouth's developing pre-war reputation as a retail centre, evident in the arrival in the 1930s of several national multiples, continued to grow. A Cornwall County Council report in 1952 noted that despite its limited hinterland, the town, 'for special shopping . . . is, with Penzance, the dominant centre of the west'.

Tourism also continued to be important, with Falmouth's importance as a seaside destination

reaching a peak in the 1950s and 1960s. Increasing numbers of visitors came by car but the running of through holiday express trains from Paddington continued into the 1960s, with up to 1500 holidaymakers arriving in the town by train on summer Saturdays. Here, as elsewhere in Cornwall, the trend towards residential building in seaside areas also continued, with substantial suburban development beyond the historic extent of the town and frequent infilling of vacant spaces or subdivided plots in the historic suburbs. Falmouth's population increased from about 17,000 in 1951 to an estimated 20,000 by the end of the twentieth century.

Problems with traffic and parking in the historic core of the town, on approach roads and for through traffic to the Docks area were identified from at least the early 1950s but have continued to grow; resolving these difficulties remains one of Falmouth's greatest challenges. Average daily flows in August 1970 at the main entry to the town at Falmouth Road, Ponsharden, were among the highest in the county and at the same time the narrow main commercial streets were gauged to be carrying well over 100% of their notional traffic capacity.

Proposals were made in a late 1960s draft Town Plan for pedestrianising much of the town centre area and for creating new access roads. The latter included resurrection of suggestions made periodically from the mid nineteenth century for a waterfront road along the whole length of the harbour between Greenbank and North Quay. The early 1950s and late 1960s re-castings of this idea both incorporated provision of substantial car parking. The harbour-side proposals made in the draft Town Plan were robustly dismissed by the Department of the Environment in the early 1970s as fundamentally detrimental to the character and distinctiveness of the town (see below).

> 'Church Street and Arwenack Street have been designated as a conservation area and in our opinion the proposed harbour road would adversely affect the character of the area . . . When viewed from the harbour, the backs of the existing buildings, although of no great architectural merit, have the valuable quality of variety and visual interest. The road and car parks and any range of new buildings will virtually create a promenade, thus making Falmouth like so many other seaside towns. The whole point of conservation is to maintain the individuality of local character. Furthermore, when one is in Church Street and Arwenack Street, there are a number of narrow views down through alleyways to the water which are a very special part of the character of these streets and which would be lost if the [harbour-side] road was constructed.'
>
> *Department of Environment response, 1971, to draft Falmouth Town Centre Map, 1967 (quoted in Falmouth Transportation Study,* 1973*)*

The need for a new road approach from the Truro direction, bypassing Penryn, was evident by at least the early 1970s; this was not completely achieved until the early 1990s, however, with construction of the direct link between Treliever Cross and Ponsharden. Within the town, the pedestrian priority re-surfacing of the Market Street – Church Street commercial area was completed at about the same time.

Assessment of housing need in the early 1950s identified 190 dwellings for demolition on grounds of poor condition, almost all in the central area of the town. Some houses in Gyllyng Street were cleared as late as the 1970s and clearance of many of the present vacant sites on the steep slopes above the main commercial axis (Character Area 4) probably dates to this period. New Street was linked to Porhan Street through the parish churchyard, providing new road access into the area and to the rear of commercial premises in Church Street. The process of widening Prince Street, continued from the 1950s to the 1970s, resulted in complete removal of historic fabric

and the former strongly urban townscape in the area. Some prominent individual buildings were also removed and replaced during this period: the distinctive King's Arms Hotel, adjoining Market Strand, the Odeon cinema in lower Killigrew Street (now the site of Tesco), and the handsome former Falmouth Grammar School (originally the Falmouth Classical and Mathematical School, dating from 1825) on the site now used by Falmouth Marine School. Church Street car park replaced the former gasworks structures on the waterfront.

In recent years the most visually prominent changes to the town have been in the form of large-scale residential developments, particularly Port Pendennis, the Packet Quays and several large apartment blocks in the southern seaside area, together with substantial new structures such as the Ships and Castles Leisure Centre on Pendennis and NMMC complex at the former Bar site opposite Arwenack. There have been smaller-scale developments in many other areas, often equally visible in their local context.

Some changes to townscape and the public realm have resulted from a successful HERS scheme; this was aimed at improving a number of opeways in the central area and has also supported restoration and repair of historic shop fronts and building elevations using traditional materials and techniques and including scantle-slate roof repairs.

Environmental enhancements have been made around the Gyllyngvase beach and Cliff Road area and a refurbishment programme undertaken on the Princess Pavilion – Gyllyngvase Gardens complex. A major public realm scheme on the Moor, completed in 2001, incorporated substantial hard landscaping and a strong public art element, including designs for features such as benches, planters and cycle racks. It was designed to create a 'piazza' like public space, reduce parking and re-direct traffic routes. (For additional details of these and other recent initiatives, see 'The regeneration context' in Section 2.)

Large-scale residential developments constructed in prominent locations were a major new element in Falmouth's built environment in the later twentieth-century. (Photograph: Charles Winpenny, CornwallCAM.)

4. Archaeological potential

Archaeology could be a rich asset for Falmouth, with the potential to make significant contributions in cultural and economic terms. Remains of the past have obvious value for education, tourism and leisure, for example, but can also underpin and foster pride, 'ownership' and an enhanced sense of place in the local community.

Much about Falmouth's history is obscure and archaeology is almost certainly the only way in which certain key aspects of its historic development and character can be better understood. In this respect the absence of appropriate archaeological assessment and mitigation during the major changes which have taken place in the historic area of the town in recent decades represents a major, perhaps irreparable, loss for the community and for understanding of our past. Archaeological remains and the historic environment in general are an important and non-renewable resource. As such they are protected by national and local planning legislation. Adequate implementation of PPG 15 and PPG 16 legislation should in future form a fundamental part of the Development Control process.

Archaeological potential, both buried and in standing structures, is high throughout the waterfront area.

It is strongly recommended that *all* future proposals for new building or other significant change within the historic urban area are assessed for their archaeological implications and that adequate and appropriate mitigation measures are undertaken.

It should be emphasised that 'archaeology' does not refer solely to buried remains. Information on historical sequences derived from standing buildings and other 'above ground' features is also potentially extremely valuable; a building survey of the town would be likely to yield significant new information. Opportunities for investigation and recording should be sought whenever historic buildings are refurbished or undergo substantial alteration. Figure 5 indicates the survival of historic fabric, much of which may offer potential for such investigation.

In the particular context of Falmouth, there is also significant potential for remains of past structures, deposits and palaeo-environmental remains along the waterfront and in the intertidal zone.

Many of the present open spaces in the 'cliff' Character Area, created through clearance of older buildings during the twentieth century, are likely to preserve significant archaeological remains.

Documentary research is also likely to yield valuable data. This particular area of study, together with participation in building survey

and investigation of historic topography, could provide a challenging and worthwhile avenue for involvement by local people and interest groups wishing to investigate aspects of their heritage.

Indicators of archaeological potential

Figure 6 indicates the potential extent of urban archaeological remains, although it must be emphasised that this depiction is indicative, not definitive, and future archaeological investigation and research will test and refine its value. On this figure, an assessment of potential is derived broadly from the historic extent of the settlement itself. Simply, any location within the urban area which had been developed by the early twentieth century (as represented on the second edition 1:2500 Ordnance Survey map of *c* 1907; Figure 2) is regarded as having potential for standing or buried archaeological features or remains. The historic core of the settlement – represented here by its extent in about 1840 – is likely to be of particular archaeological interest and sensitivity and archaeological potential throughout the historic waterside area is likely to be high. Archaeological remains are likely to be more complex in this area. In areas such as the terraced suburbs, however, the existing buildings and associated features represent the initial development from agricultural land; while the buildings themselves may be of interest there are less likely to be complex deposits. Of course, such areas may well preserve archaeological remains deriving from pre-urban activity but these are, by their nature, more difficult to predict or identify in advance in an area now built over.

NB. Brief overviews of the archaeological potential of Falmouth's six Character Areas are presented in section 7.

5. Present settlement character

Much of Falmouth's distinctive character derives from the variety of roles it has taken during its 400-year history. It has been a fishing, trading and packet port, a haven for shipping, a market and service centre, a genteel residential town, a place of maritime and other industry and a seaside resort. Proximity to Pendennis and Carrick Roads brought significant military and naval associations, and, in the twentieth century, Falmouth developed new facets as a college town, based on the School of Art and Marine School, and as a major residential centre.

Traces of all these functions are strongly evident in its topography, surviving buildings and streetscapes, and its varied history underpins its sprawling, polyfocal extent – Falmouth has a less strongly marked (or perhaps more complex) urban hierarchy than any other town in Cornwall. The Moor emerged as the clear civic 'centre' during the later nineteenth century but there are other distinct and important nodal points at Market Strand and in the area around Custom House Quay; there are currently attempts to create a new focus at the National Maritime Museum's Event Square. The long waterfront is paralleled by an almost equally extended commercial zone, but the later nineteenth century dock area is discrete and separate from this core, as are the extensive nineteenth century terraced suburbs, the very large southern resort area and the Pendennis fortifications.

The continuing spread of Falmouth's residential area in the interwar and post WWII periods has also had a significant influence on its overall presence in the surrounding landscape, both in terms of its visibility from Carrick Roads and the opposite shores and its impact on nearby formerly rural areas. In recent decades, however, development has again focused on the waterfront, with several large residential developments and the construction of the National Maritime Museum introducing to the town's built character components of a much greater scale and consequent visibility and impact than anything which has preceded them.

Falmouth from the north west, c 1997, prior to construction of the National Maritime Museum complex. Church Street (at the bottom of the picture) and Arwenack Street form the south-east portion of Falmouth's principal commercial axis, paralleling the waterfront and adjoining (towards the top) the separate Character Areas noted in this report as 'The cliff' and 'Seaside resort and wooded suburbs. (HES ACS 4999).

Physical topography and settlement form

Landform has played a key role in shaping Falmouth's street layout and the particular sequence and character of development in different areas. The original manorial site at Arwenack was located close to the shore but in a spot sheltered from all onshore winds; the early seventeenth century settlement at

Smithick, based on fishing and servicing vessels sheltering in Falmouth harbour, focused on a small creek at the mouth of a stream valley, again sheltered and with a supply of water. Falmouth's elongated main commercial axis (Character Area 1) occupies for much of its length a narrow terrace cut into the slope above the shore; development here was constrained both by the steeply rising ground behind the shore but also by the need during much of its earlier history for most of the inhabitants to be close to the waterfront. Increasing population in the eighteenth and nineteenth centuries prompted the development of high density settlement on the slope immediately behind, based on steeply rising lanes, opes and steps, and with tall buildings cut into the slope.

The higher ground to the west of the early town – Beacon Hill to the north, Porhan Hill and Arwenack Downs to the south – provided the setting, from the early nineteenth century, for terraced suburbs (Character Area 5). The earliest developments were set along the break of slope on the eastern edge of the plateau, benefiting from spectacular views across Falmouth harbour and Carrick Roads. Behind these a gridded street layout developed over relatively level ground, dipping into and spreading across the stream valley now marked by Berkeley Vale, Kimberley Park and the Moor. To the south, another small valley striking east toward the Bar area, provided lush grounds for a series of substantial houses built on the southern side of Porhan Hill, along the south side of Wood Lane. These grounds were themselves in part successors to the ornamental landscape which had accompanied Arwenack. On the south side of the town, the low ridge behind the sea-facing shoreline to Falmouth Bay provided a situation for a small number of nineteenth century large houses, but particularly for the development in the later nineteenth and twentieth centuries of a wooded seaside suburb (Character Area 6) of hotels, villas and, later, terraces and bungalows located for views, or at least proximity, to the sea.

Falmouth's situation in relation to physical topography means that its historic road approaches either incorporate fairly steep ascents and descents – over Beacon Hill by way of Old Hill, Glasney Road, Beacon Street and High Street, or more recently by Killigrew Street and Berkeley Vale - or follow relatively roundabout routes: either around the shore via Greenbank to enter from the north down High Street or by a circuitous line over the higher ground west of the town to arrive at the southern end of the town close to Arwenack. Dracaena Avenue, now the principal approach to the town, was laid out in the 1920s to link with Western Terrace to service the boom in road traffic in the post WWI period. It provided a more direct route than its predecessors to the core of the town, to the southern resort area and to the docks but required a substantial engineered cutting in passing over the ridge of high ground west of Beacon Hill.

The railway, completed in the early 1860s, was pushed to the west by the high ground behind Falmouth's commercial and waterfront core. The line follows the contours along the east side of the Penmere valley and an engineered route of cuttings and embankments around the south of the town, coming to a terminus under the lee of Pendennis headland.

Survival of standing historic fabric

Falmouth's visual character, and consequently the experience of residents and visitors, is predominantly shaped by historic buildings and structures. There are a few large-scale and prominent later twentieth century developments – the National Maritime Museum, Ships and Castles leisure centre, and the Port Pendennis and Admiral's and Packet Quays residential developments are the most visible – but the general impression in most of the historic area of the town is of a remarkably complete historic built environment. In fact, there has been significant loss of historic fabric, although this is seldom obvious.

Much the largest proportion of the visible surviving historic fabric of Falmouth is of the nineteenth century, both in the commercial core and suburban areas. There are significant numbers of earlier structures, however. The

substantial Tudor and Elizabethan elements of Pendennis Castle are prominent in many views and parts of Arwenack are of the later sixteenth century, although much was rebuilt in the eighteenth and twentieth centuries. The most obvious surviving portion of the early town is the distinctive quay walling of vertically set killas slabs which extends, not quite continuously, from Custom House Quay north to Greenbank Quay; Custom House Quay itself is certainly later seventeenth century in origin and much of the rest of the fabric in this style is likely to be early. The parish church of King Charles the Martyr, dedicated to Charles I, dates from the 1660s, although extensively rebuilt in the late nineteenth century, and townhouses in Webber Street and Bell's Court are likely to be later seventeenth century or early eighteenth century in date.

The distinctive walling of North Quay. The survival of historic quay walling along much of Falmouth's waterfront represents a major heritage asset.

Falmouth has substantial numbers of eighteenth century buildings, some of which are very prominent: the Old Town Hall, in High Street (*c* 1710), the Killigrew monument (1737), the fine group of large later eighteenth century townhouses close to Custom House Quay (Bank Place, Bank House and 48 Arwenack Street) and Grovehill House (1789). There are also many relatively modest townhouses of this period within the commercial core, almost all of which are now in use as shops. Many buildings with nineteenth-century façades in this area are likely to incorporate some eighteenth-century fabric. Substantial parts of both High Street and Market Street were devastated by major fires in the second half of the nineteenth century, however, and the standing structures within the areas affected date entirely from the 1860-70s.

Bank House, recently refurbished, presents a striking symbol of Falmouth's late eighteenth century prosperity, focused on the area around the principal quays.

The clearest loss of specific types of historic fabric in Falmouth is of structures associated with the waterfront's former status as the town's primary working area and of the dwellings of the large working population who lived in close proximity. Hence, there is comparatively little now to be seen of formerly distinctive waterfront structures such as fish cellars, warehouses, rope stores and sail lofts; where such buildings do survive they have for the most part been extensively converted. Much of the mainly nineteenth century high density, predominantly working class housing which formerly existed in this area and extended up the steep hillside behind Market Street and Church Street was cleared in the 1930s; several nonconformist chapels formerly in the area have either disappeared or been converted to other uses. Another similar area of housing, institutional buildings and small-scale industrial activity at the top of High Street, on Beacon Street and Prince Street (linking High Street to Greenbank) and the site of the present Winchester Gardens, was also cleared in several phases between the 1890s

and 1950s; the present open prospect north towards Greenbank from the top of High Street gives no hint of the high building density and strongly urban streetscapes which formerly existed there.

Elsewhere in the historic core of the town, road widening and realignment brought some removal of historic buildings, with consequent major changes in the character of particular streetscapes. This has been the case at the bottom of High Street, immediately north of the junction with Webber Street, where some substantial buildings on the western side of the road were demolished in 1911. In the 1920s, the façade of the Royal Hotel was rebuilt on a line several metres behind its former position and other buildings demolished in order to straighten the junction between Market Street and Church Street, and similar changes to building lines were made at about the same time to ease the former dog leg junction between Church Street and Arwenack Street. The demolitions on Prince Street noted above were also at least partly aimed at widening this important entrance to the town. The developing prominence of the Moor as the town's formal 'centre' during the later nineteenth century brought a progressive replacement of older residential buildings on the north and west sides with commercial and institutional structures, including the Police Station and, during the 1930s, bus depot offices and Co-op building. The early nineteenth century market building was demolished in the late 1920s and became the site for the new Post Office (1930).

There has been some loss of individual institutional buildings, notably the fine columned façade of the 1825 Falmouth Classical and Mathematical School, later the Grammar School, in Killigrew Street. This was demolished in the 1950s and replaced by the building now occupied by Falmouth Marine School. An early or mid nineteenth century Anglican mission chapel on the south side of the Moor was removed in the twentieth century and a substantial later nineteenth century Baptist chapel was among the historic buildings removed to make way for developments by High Street multiples in Market Street during the interwar period. The clearances around the upper end of High Street included removal of a mid nineteenth century Congregational chapel and its early eighteenth century predecessor on Prince Street. Losses to bomb damage during WWII included the striking Trevethan Board School on Webber Hill, although its landmark tower survived into the post war period.

The 1930 Post Office, in 'French Provincial' style, on The Moor.

Some substantial commercial and industrial premises have also been lost. The imposing early twentieth century King's Hotel on the corner of Market Strand and Market Street was demolished *c* 1980, although the replacement building retains some details including the fine balustraded portico. The Tesco store at the east end of Killigrew Street replaced a 1930s cinema, which was itself on the site of a former brewery, the chimney of which had formerly been a notable landmark in the area. Probably the most prominent individual change was the removal in the 1950s of the nineteenth century gasworks, which formed a very substantial mass on the waterfront on the site of the present Church Street car park. North Quay House, an important feature in many past depictions of Custom House and North Quays, was removed in the 1990s.

In common with many other resorts in Cornwall, and further afield, the past two or three decades has seen significant loss of late nineteenth and early twentieth century hotels and large houses in the 'seaside' quarter of the

town; many of these were distinctive and stylish structures, with the gloriously flamboyant Silvanus Trevail-designed Bay Hotel particularly notable among them. These buildings have for the most part been replaced by substantial modern apartment blocks. These are of very variable design quality and although they maintain some sense of a similar scale and massing as their predecessors, they are less frequently softened in their visual impact by landscaping and ornamental grounds.

A mix of historic and recent developments along Cliff Road.

Across Falmouth's built environment as a whole, however, the greatest impact on overall distinctiveness and sense of place has not been through the loss of individual buildings or types of buildings; most of what is visible is pre-WW1 fabric and there is a strong sense of historic townscape. At the same time, however, character and quality have undoubtedly been eroded and compromised in recent years by other factors, primary among them the very high incidence of poorly conceived and executed alterations to historic buildings. These range from the widespread use of inappropriate replacement windows and doors, with negative impacts on both individual buildings (for example, the British Legion in Arwenack Street) and, in aggregate, on many residential streetscapes, to more major interventions such as roof conversions and extensions which in many cases have substantially altered the character of individual buildings. Perhaps the most startling instance of the latter is the cumulative impact of the numerous alterations to individual properties in the formerly handsome row of later nineteenth century coastguard houses overlooking Castle beach, many of which are now almost unrecognisable as historic structures.

Architecture, materials and detail

Pale colour-washed stucco and render finishes and buildings of broadly 'classical' proportions and design are a major element – in many areas the dominant and defining element – of Falmouth's architecture. Yet there are a variety of other significant elements in its built character and, in total, the town's distinctiveness is based much more firmly on the overall *diversity* of architectural styles, periods, scales and materials in the structures of which it is composed: Falmouth's real character and unique sense of place result from the organic mix and juxtaposition of elements which has emerged over the four centuries of its history. The town's sense of quality and distinctiveness have been most eroded where the essential subtlety of this mix has been either ignored or rendered in poor pastiche in later twentieth century developments.

The more important components of Falmouth's built character are outlined below.

A large proportion of the main commercial area of the town, from High Street to Arwenack Street, is made up of relatively 'plain', predominantly three-storey buildings, often built as townhouses but now for the most part converted into commercial premises. Most are nineteenth century but there are some earlier examples. These are predominantly stuccoed but there are also a number of examples in brick, usually painted. There are some notable examples of three-storey buildings of render over timber framing or studwork, with a cluster of surviving examples around Market Strand and Webber Street and on High Street. The curved frontages of the former Kimberley Hotel (currently an Irish theme pub) on the corner of Market Street and Killigrew Street and the building currently used

as a travel agency on the opposite corner are particularly distinctive.

'Plain' three-storey commercial buildings on Market Strand.

There is also a significant element of later nineteenth century commercial buildings within the historic core; these often display a greater degree of elaboration than the earlier 'plain' buildings in the area, with features such as round-headed or keyed segmental arched window openings on upper floors, rusticated or otherwise emphasised quoins and prominent string courses and mouldings. Notable examples include the former Falmouth West End Drapery Stores building and its neighbour to the north, sited opposite the junction of Webber Street with High Street and Market Strand, and a block on the east side of Market Street built to replace buildings destroyed in the major fire of 1870. Many buildings in this style are stuccoed – detailing is often now picked out in contrasting colours - but there are also examples in brick.

Much of the later eighteenth and earlier nineteenth century high-status architecture of the town is strongly classical in style. Examples include the fine group of large brick-built townhouses in the vicinity of Custom House Quay and the columned façades of the early nineteenth century Custom House, former Falmouth Subscription Rooms (1826) at 53 Church Street and Royal Cornwall Polytechnic Society building (*c* 1833), and of the now demolished Falmouth Classical and Mathematical School (later Falmouth Grammar School) on Killigrew Street. Elsewhere, many of the broadly Late Georgian 'Cornish Regency' stuccoed houses and terraces maintain an essentially 'classical' character in their proportions and detailing, incorporating elements such as pedimented façades, elaborate fanlights and pillared and pedimented porches. The influence persisted in later prestige developments such as the former Post Office in Church Street (1867), Cambridge Terrace (1880) and the 1920s rebuilding of the façade of the Royal Hotel.

Two striking later nineteenth century commercial buildings at the bottom of High Street.

The later nineteenth century period of urban building, particularly of institutional buildings, which is a significant element in many Cornish towns, began a decade or more earlier in Falmouth than in most other centres and continued into the pre-WW1 period. In consequence, there is perhaps a greater variety of architectural styles evident in the town's prestige buildings of this period than is seen elsewhere: early examples include the Italianate Town Hall (1864), the fanciful Roman Catholic church of St Mary Immaculate (1868; tower 1881), described in its listing description as a 'harmonious blend of Gothic and Burgundian Romanesque', and the more developed Gothic of the Earle's Retreat almshouses (1869) and

the Drill Hall (1874), the latter with its elaborate rose window over the front entrance. Other notable surviving buildings of this period include the former National Provincial Bank (1870s) in Church Street (now Ming's Garden Chinese restaurant), the large Methodist chapel on the Moor (1876) and J D Sedding's monolithic All Saints church (1890) on Killigrew Street.

The former Devon and Cornwall Light Infantry Drill Hall, 1874.

Falmouth had therefore already seen substantial prestige building before the arrival of the flamboyant and eclectic architectural style pioneered in the late nineteenth and early twentieth century by the Cornish architects Silvanus Trevail and James Hicks, whose buildings (and others in similar style) make up a distinctive element of the character of the business areas of nearby urban centres such as Truro, Redruth and St Austell and the resort hotels of Newquay. There were, however, some comparable structures in Falmouth. The Bay Hotel, designed by Trevail, has been demolished, as has the King's Hotel (*c* 1902) on a prominent corner site at Market Strand; the latter had a striking four-storey corner 'turret' topped by a balustrade as well as the large balustraded entrance canopy which has been retained in the early 1980s building now on the site. The rather severe former Capital and Counties Bank (early twentieth century) in Market Street (currently Julian Graves) and the municipal buildings, library and art gallery on the Moor (1896), designed by W H Tresidder, have something of the same flamboyance in their mix of architectural styles and use of materials, as has the fine former Police Station (*c* 1902) nearby at the east end of Berkeley Vale, its front elevation surmounted by rather jaunty Dutch gables.

The former county police station on Berkeley Vale, 1902.

Residential terraces and rows ranging in date from the end of the eighteenth century to the early twentieth century make up a sizable part of Falmouth's historic extent and form a very important component of its built character. They are for the most part concentrated in Character Area 5, although there are also examples in Areas 1, 4 and 6 (see Section 7). The form covers a wide social spectrum, from the magnificent three-storey terraced villas of Dunstanville Terrace, for example, to streets of working-class housing which in form and scale are the equivalent of the 'industrial' terraces of Camborne and Redruth, although the prevalence of rendered finishes gives the Falmouth examples a distinctly different character. Between these extremes there is a wide and subtle gradation articulated not only through size and position, particularly in terms of access to views, but also through features such as the presence and size of front gardens

or plots and the quality of their accompanying boundaries to the street, provision of bay windows on ground or ground and first floors or of features such as oriel windows, and the presence of more or less elaborate external detailing and unusual glazing configurations.

Two pre-war purpose-built cinemas. Above: detail of the ornate façade of St George's Cinema (now Arcade) in Church Street. Below: the former Kozey cinema, High Street.

There is a significant earlier twentieth century element in Falmouth's architectural character. In large part, this is made up of Arts and Crafts influenced suburban residential architecture, much of it of some quality; the original 1901 School of Art building in Arwenack Avenue is a notable example. The southern resort area of the town has a number of mock-timbered buildings and others with turned or shaped wooden decoration of broadly similar period and inspiration. Other outstanding buildings of this period include two elaborately decorated frontages on the west side of Church Street: the retail premises dated 1908 at no 19 and the early purpose-built cinema, St George's Hall (now Arcade), of 1912. Clare Terrace girls' school (1907) features high-quality stonework in a stylish, Art Nouveau influenced design while the façade of the former *Kozey* cinema (now offices) continues to be a striking feature in High Street.

Distinctive bays and glazing details in Belmont Road.

In contrast with most other urban areas of Cornwall, the interwar period made some interesting architectural contributions to Falmouth's built character. These include the quirky front elevation of the 1920s Falmouth Ambulance building perched above Town Quarry, the Art Deco Woolworths and former Burtons buildings in Market Street, the parish rooms in Church Street and King Charles Hall in New Street associated with the parish church, the northern portion of the Trago Mills building in Arwenack Street and the 1930 French provincial-styled Post Office on the Moor. Also around the Moor are the former bus depot offices closing its upper end, the now sadly altered former Co-operative building (1933) on a corner site on the north side and a distinctive corner shop on the corner of Berkeley Vale and Brook Street. Two

distinctive interwar garage buildings survive, Park Garage on Kimberley Park Road and Pollards Garage nearby on Dracaena Avenue, tokens of Falmouth's growing role as a centre for motoring holidays at this period.

Several later twentieth century developments are prominent. The novel design and use of traditional materials in the National Maritime Museum buildings have been widely acknowledged, although it is unlikely that any further structure of similar mass and asymmetric quirkiness could be added to the Falmouth waterfront without a fundamental distortion of the present character and sense of significance of the area. Similarly, the Ships and Castles leisure centre on Pendennis headland, while undoubtedly intruding on the fine natural setting and the integrity of the historic military complex, has gained some acceptance because it is a *public* facility and because its unconventional design creates a distinctive new landmark. However, any further development in this area would almost certainly have a severely detrimental effect on a prospect which is otherwise a major asset. The *Packet Station* pub on the Moor is a largely successful attempt to create a modern building which addresses the important public space on which it is located. Otherwise, later twentieth century design has been generally undistinguished: few buildings of the period show sensitivity to their site or setting, or make any effective gesture in terms of their design, massing, materials or colour palette to the overall character and significance of their context. Examples include the over-large Tesco building in Killigrew Street, the Argos store just off the Moor and the Falmouth Marine School blocks on the corner of Killigrew Street and Trelawny Road. The same is true of many of the large residential blocks built in the town over the last three or four decades, particularly New Court between New Street and Gyllyng Street and many of those in the wooded and seaside suburbs on the south side of the town (Character Area 6). The monolithic Packet Quays development, with its conspicuously uncharacteristic 'hacienda arches' and other exotic design elements, is particularly obtrusive in wider views of the town's harbour frontage, and its landward elevations substantially erode the otherwise high quality of townscape in the area around the north end of High Street. The large scale and massing of the developments around Port Pendennis render them over dominant in the local landscape and, while the eclectic 'Portmeirion' style of some of the housing around the marina gestures towards a sense of organic diversity, there is no apparent reference to local character or context. This and the other major waterfront developments could literally be 'anywhere'.

In the post WWII era, innumerable detached houses, bungalows, terraced 'townhouse' developments and small residential blocks have replaced historic buildings and, very frequently, have been inserted into odd spaces or subdivided plots throughout the town, primarily in Character Areas 2, 4, 5 and 6. Few of these structures contribute positively to the quality of the local built environment, with the prominence of garage openings and parking provision on frontages frequently having a particular deadening effect on streetscapes.

Town houses in semi-coursed killas with brick detailing at 56-58 Killigrew Street.

Falmouth has a few instances of twentieth century replacement buildings in prominent locations with design which amounts to overt pastiche. The most striking is the curving classical façade of the former Royal Hotel, a

1920s re-fronting of an early nineteenth century building undertaken as part of road widening at the junction of Market Street and Church Street; the building is now listed. The 1982 replacement for the King's Hotel, on a key site on Market Strand, incorporates considerable *faux* historic detailing as well as re-using components of the early twentieth century building previously on the site; the surviving ornate entrance canopy, although now sadly lacking a function, is a significant element in the streetscape. Two recently constructed substantial three-storey residential blocks in High Street echo the form and detailing of the large historic structures in their immediate vicinity and merge well into the streetscape.

Killas rubble from the many quarries in and around the town has been widely used as a construction material, but is frequently rendered or, on some older vernacular buildings, heavily lime- or white-washed. However, there are several prominent buildings of dressed killas and its distinctive grey-gold colour range contributes a significant element to Falmouth's overall palette. Examples include the seventeenth century church of King Charles the Martyr, Arwenack manor, the Drill Hall and Bible Christian chapel in Berkeley Vale, the Catholic church and several modest townhouses and villas in Killigrew Street and Berkeley Vale. The harbourmaster's office, former harbour office and a number of surviving stores and warehouses in the waterfront and 'cliff' areas are also of killas, and Falmouth's distinctive early quay frontages are of vertically-set killas slabs. In Character Area 5, there are a few examples of houses in late nineteenth century rows in killas with distinctive brick dressings, very similar to some contemporary suburban terraces in Truro. Killas rubble boundary walls, often slate capped, are a distinctive feature around the plots of larger houses and terraced villas in several areas of the town.

There is a very significant element of building in brick in the town; some of this may have been made locally but most is likely to have been brought in by sea. Notable examples include the early eighteenth century Congregational chapel at the top of High Street, used as the Town Hall from 1715 until the 1860s, and the group of substantial later eighteenth century townhouses in the area of Custom House Quay: 48 Arwenack Street, built by George Croker Fox *c* 1770, and 1-3 Bank Place of about the same date; the adjoining Bank House is also of brick but has a stucco finish. Other substantial villas both in this area and to the north around Greenbank are also of brick, often painted, and in the commercial core of the town there are several late eighteenth and early nineteenth century townhouses in brick in Market Street, Church Street and High Street. The handsome front elevation of the early nineteenth century synagogue on Smithick Hill is of red brick with blue headers and granite quoins. Much of the rebuilding after the extensive fires in High Street and Market Street in the 1860-70s was in brick, as were the contemporary 'Gothic'-style Albert Cottages beside the Bowling Green. Throughout the town brick is frequently used for dressings, particularly window arches, and stacks. Other distinctive brick structures include the balustrades around the former Gyllyngdune estate summerhouse ('chapel') and nearby steps to the beach on Cliff Road, and the three-stage flue on the 'King's Pipe' adjoining the Custom House.

The imposing brick façade of the late eighteenth century merchant's residence at 48 Arwenack Street directly overlooks the access to Custom House Quay.

Granite is less widely used in Falmouth than in many Cornish towns, perhaps surprisingly in view of the near proximity of the major quarrying industry in the Mabe area and past importance of Penryn as a granite working and exporting centre. Granite ashlar appears on a small number of Falmouth's commercial and institutional buildings, including the later nineteenth century British Legion building in Arwenack Street, the former Savings Bank and Freemasons Hall in Church Street, the imposing former Capital and Counties Bank in Market Street (now Julian Graves) and the 1925 Church Institute adjoining the parish church of King Charles the Martyr. The relatively dour appearance of the material and accompanying robust detailing on many of these buildings contrast with the comparatively plain elevations and pale colour treatments which predominate through much of the historic core of the town. Elaborate granite detailing is important on the main elevations of the library and art gallery, former Police Station and Methodist chapel around the Moor; the granite ashlar façade of 10 Dunstanville Terrace is a rare instance of the use of the material on a residential structure. Granite otherwise appears occasionally in basement storeys and plinths for buildings of other materials, and very frequently for dressings and details such as steps, gateposts and wall copings. There are a few examples of high quality incised granite slab paving in the town. The Killigrew and Packet Service monuments are of dressed granite, as is the curious former market fountain sited on the Moor. Some later waterfront structures and repairs to earlier quays also make use of granite.

Slatehanging was formerly prevalent, particularly on the high-density housing in the slope and waterfront areas, and was traditionally in the form of wet-laid scantle slates. Slatehanging is now infrequent on principal elevations, although there are a few notable examples; the technique survives more often on gables and rear elevations. It appears occasionally on dormer cheeks and was more prevalent in this use in the past. Imitation slatehanging is sometimes used on modern buildings as a token vernacular element, but rarely if ever captures the distinctive character and texture of the original.

Rooflines and roofscapes in many parts of the town are strongly marked by the presence of dormers, reflecting both the desire to obtain additional vantage points for views but also the frequently high levels of occupancy of many residential buildings. Bay and oriel windows, the latter often as timber structures supported on brackets, also occur frequently, most spectacularly in the startling diversity of frontages on Dunstanville Terrace. Oriel windows appear in historic photographs of older buildings on some of the narrow streets within the historic core of the town (Fish Strand Hill, for example). These were not necessarily intended to take advantage of scenic views outwards but rather perhaps to provide additional light to otherwise shaded rooms and to offer a point of vantage over the narrow streets or towards the working waterfront.

Storm porches are a feature on several of Falmouth's earlier terraces.

Where historic roof coverings survive they are frequently of scantle slate, laid dry or in many cases slurried. Views down onto the main

commercial axis of the town reveal that a regrettably large proportion of the buildings in this area have been re-roofed with modern materials.

Falmouth's maritime climate and 'resort' character have prompted features such as verandahs and small balconies on a number of the earlier terraces and villas. Reflecting the occasional extremes of weather, enclosed wooden storm porches are also frequent features, some with interesting minor detailing.

Some good railings and other ironwork survive in the town but historic photographs show that such features were formerly much more prevalent, sometimes occurring outside commercial premises such as banks but very frequently on the frontages of almost all terraced housing not built directly on the pavement line. The absence of these features undoubtedly diminishes the historic 'texture' of many streetscapes.

Views and streetscapes

The extent and spectacular quality of Falmouth's views and wider setting are a major element of its character. To the east there are vistas across Falmouth harbour and Carrick Roads towards Trefusis, the Roseland, St Mawes Castle and St Anthony's Head; from the southern portion of the town there are wide prospects over the open sea and to local coastal landmarks – Pennance and the coast south to Rosemullion Head and the mouth of the Helford. The green mound of Pendennis, crowned by the castle and its accompanying complex of defences and buildings, is prominent in views from many parts of the town. The high visibility of the later twentieth century 'Ships and Castles' leisure centre on the historic headland is undoubtedly a significant intrusion into and erosion of the setting for the military complex but has gained some acceptance as a new Falmouth 'landmark'.

'This equals the Rhine!'

Queen Victoria (during a steamboat trip on the River Fal), September 1846

'Could Falmouth offer no other attraction she would still be richer in scenery than most seaside resorts. It is almost invidious to point out special views and points of vantage when all are so lovely.'

Ward Lock (Red Guide), *Pictorial and Descriptive Guide to Falmouth,* 7th edition (*c* 1923)

The tiered hillside behind the waterfront, viewed from the National Maritime Museum. The fine grain of this vista is a strong element of Falmouth's distinctiveness.

Falmouth is also unusual in the extent to which the historic portion of the town is visible in views from outside: directly from Pendennis, Flushing and Trefusis, more distantly from the eastern shore of the estuary. Above all, it is laid out to the view of the many thousands of individuals who use the waters of the harbour and haven each year aboard ferries, commercial vessels, cruise ships, yachts and other craft. From this perspective (also available to some extent when looking shorewards from the seaward ends of Prince of Wales pier, Fish Quay and Custom House Quay, and now from the viewing tower at the National Maritime Museum), buildings and roofs rise up the hillside in ranks, tier upon tier, behind the distinctive historic quay faces and varied buildings along the waterfront.

There are some significant longer views within the town, including those into and across the Moor from Erisey Terrace and occasional vantage points on its southern side, and vistas north from Melvill and Lansdown Roads across the valley towards Grove Hill and other large houses along Wood Lane; the former Observatory tower and Wodehouse Terrace are prominent from this vantage point. From earlier twentieth century villas on Kimberley Park Road, Park Crescent and Park Terrace. Fox Rosehill Gardens, almost hidden between Wood Lane and Melvill Road, and Gyllyngdune Gardens, behind the coastal cliff on Cliff Road, are both based on interesting historic gardens. They maintain the tradition of ornamental leisure grounds strongly in evidence in Falmouth from the later eighteenth century but with direct antecedents in the designed landscape associated with Arwenack depicted on later sixteenth century maps but which, in the form of its medieval deer park, was in existence substantially earlier. The last surviving substantial element of the Arwenack landscape is the landward approach to the former manorial complex along Arwenack Avenue, including the large entrance gateposts; this, despite the loss of its immediate context through twentieth century development and the present small scale of its trees, maintains a sense of significance and merits careful long-term management (see Character Area 6).

Pendennis there are striking views west to the Falmouth Hotel and Cliff Road, a favourite of Victorian and Edwardian photographers.

Many areas within Falmouth's central core and historic suburbs offer striking streetscapes, although views are generally limited in extent. Particularly notable views include those south along Church Street to the church tower, from Market Strand to the rising curve of High Street, up Killigrew Street to All Saints and the Roman Catholic church, from Prince Street along Greenbank and down to Custom House Quay from Arwenack Street through the opening alongside the Custom House. There are a number of other striking glimpses to the harbour along lanes (particularly down Quay Hill and Quay Street), through opes and from the rear windows of shops backing onto the waterfront.

Green spaces feature in several areas of the town and contribute significantly to its visual character. The most central of these, Kimberley Park, with its mix of larger trees, shrubberies and lawned open space, offers pleasing views into the park itself and provides a setting for, and vistas to, the nineteenth and

Quay Hill.

Overall, trees make a very significant contribution to Falmouth's character. This is particularly notable in the southern seaside quarter (Character Area 6), where Scots pines in particular form a crucial component of many views, but is also true of many other areas. Key elements include the widespread *dracaena* palms (from which Dracaena Avenue takes its name), street trees on the Moor, in Killigrew Street and parts of the terraced suburbs, exotic varieties in Fox Rosehill Gardens, Gyllyngdune and elsewhere, and the many mature trees in larger gardens.

Falmouth retains a few surviving traces of distinctive historic public realm elements. Notable instances include areas of granite slab paving on Market Strand and Arwenack Street and numerous small exposed traces of gulleys and surfaces composed of rounded cobbles and beach pebbles. Many older boundary and retaining walls are of interest and there are a few surviving sets of railings and other metalwork. Much of the more recent public realm provision, however, is poor, with an absence of quality in design and materials or consideration of character and context. Many streetscapes are cluttered - a surfeit of signage, traffic engineering components, CCTV poles, bollards, railings, etc - with notably poor surfacing. Many modern retaining walls and boundaries, while using natural stone in their construction, resemble vertical crazy paving rather than functional stone-built structures.

Identifying Character Areas

Understanding character

The CSUS investigation, in addition to identifying the broad elements of settlement character that define Falmouth as a whole, identified six distinct Character Areas within the town's historic urban extent. These are described in detail in Section 7 (see Fig 7 and Character Area summary sheets 1-6).

The Character Areas are:

1. The main commercial axis: High Street, Market Strand, Webber Street, lower Killigrew Street, Market Street, Church Street, Arwenack Street
2. The Moor, with adjoining portions of Killigrew Street, Berkeley Vale and Brook Street
3. The waterfront, from the Bar – Port Pendennis area north to Greenbank and beyond, below North Parade
4. The 'cliff': the steeply sloping area lying behind the main commercial axis (Character Area 1) incorporating New Street, Gyllyng Street, Smithick Hill, Town Quarry, Beacon Street and Prince Street
5. The terraced suburbs
6. The wooded and seaside suburbs

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 in this section, 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 – this provides a sound basis for planning and achieving *sustainable* local distinctiveness and sense of place.

6. Regeneration and management

Characterisation of the historic environment of Falmouth has revealed the essential dynamic factors underpinning the town's character. Regeneration planning which is informed and inspired by these elements can take a sure-footed and proactive approach to creating beneficial change, reinforcing and enhancing existing character and ensuring that new developments are closely integrated into the existing urban framework. Change can be focused on enhancing Falmouth's distinctiveness and strong 'sense of place' and therefore be ultimately more successful.

The characterisation process has also produced a valuable dataset on the historic fabric, archaeological potential and townscape character of the historic town. This information can be used as a conventional conservation and planning tool to define constraints, as a yardstick against which to measure new development and policy proposals, and as the basis of well-founded conservation management, restoration and enhancement schemes and policies.

Character-based principles for regeneration

The following principles have been derived from the analysis of Falmouth's overall character and assessments of its Character Areas. These principles should underpin all regeneration planning.

- Falmouth's historic built environment – buildings, historic topography and streetscapes – represents a major asset, the primary component of the town's unique character, charm and significance. The importance of this distinctive 'sense of place' in differentiating Falmouth from other potentially competing centres – locally, nationally, internationally – means that actions which maintain and enhance the historic environment offer key contributions to regeneration.
- Falmouth's spectacular natural setting is a key element of character, particularly in terms of the striking views to the sea, across Carrick Roads and to Pendennis from various parts of the town and the high visibility of much of the historic area of the town from the water. These factors should be given primary importance in conceiving and planning future change.
- The urban hierarchy and pattern of diversity which Falmouth's six very different Character Areas represent are key elements of the town's unique character. Respect for this hierarchy and for the distinctive differences between areas should be key considerations in planning and executing future change.
- A commitment to achieving quality and to maintaining, enhancing or reinstating character should be fundamental in both new developments and in approaches to repairing past mistakes.
- Falmouth should be perceived - and accordingly managed, presented, interpreted and promoted - as an historic Cornish town of quality, character and significance.

The historic environment and regeneration: key themes for Falmouth

Characterisation has highlighted regeneration and conservation opportunities both for Falmouth's historic extent as a whole and for specific areas and sites. These opportunities fall into the following themes.

Recognise the asset

Future economic and community regeneration planning should be guided by a perspective which fully recognises and values the assets provided by Falmouth's distinctive character and high quality historic environment. Fundamental to this is perceiving the degree to which the town's character and sense of place provides a positive and uniquely different 'brand image', differentiating Falmouth from other competing centres in Cornwall, Britain,

Europe and beyond. Falmouth retains much of its historic waterfront, for example, providing an immediate contrast with many other destinations where the comparable zone has been completely redeveloped. Similarly, the diverse character and setting of the town's elongated main commercial axis is a major asset in terms of the absolute contrast it offers to the 'anywhere' High Streets and retail developments in the majority of other towns of its size.

The former entrance to Arwenack, with massive gateposts of c 1700 (listed Grade II) and the avenue beyond.

Recognise priority opportunities for change

Falmouth's clearest opportunity for significant regeneration activity is the 'cliff' zone (Character Area 4). This offers potential for considerable new build on brownfield sites in immediate proximity to the historic core of the town which would substantially increase residential and small business capacity. A currently underused area, much of it of poor townscape quality, could be radically improved and so brought to contribute significantly to the town's economic and community vitality. The underlying historic topography of the area, a network of streets, lanes, opes and steps, remains largely intact; there are also examples of distinctive historic housing and other structures. Together, these elements provide the essential components for the creation of a character-based framework for the area's reinstatement as a place of quality and significance.

Reinstate character and quality

Falmouth has been fortunate in avoiding much of the extreme impact of poor quality post-war urban design which has afflicted many British towns of similar size. At the same time, there are undoubtedly buildings and other features which have an essentially negative effect on townscape and the town's wider sense of quality and significance; the most prominent instances are the Tesco supermarket between Killigrew Street and Webber Street, poor-quality waterfront elevations to several retail premises on Market Street, a number of buildings of inappropriate design in the vicinity of the Moor and a number of over-large residential developments. The very poor quality of public realm provision in some areas is striking.

Targeted redevelopment of buildings which are clearly inappropriate in form and scale for their specific setting should be promoted throughout the historic area of the town. It would also be appropriate to identify buildings and developments which do not make a positive contribution and for which, when eventually renewed or redeveloped, designs which reinstate a sense of character and quality will be required. Such replacements could well be substantially different, in terms of massing and prominence, for example, from the current structures. In addition, individual historic buildings which have been marred by inappropriate interventions with consequent negative impact on local streetscapes and sense of place could be noted and the potential for amending these errors explored. Characterisation provides a basis both for identifying 'targets' in each of these cases and for preparing detailed briefs for change.

Build character into change

The town is likely to continue to attract large-scale development proposals, not least in the waterfront area. At the application and design stages it will be crucial that fundamental elements of character are robustly defended, not least in terms of maintaining the small scale, tight grain and sense of distinctiveness

and significance which distinguish many of Falmouth's historic townscapes.

It is important that design of *all* new elements of the built environment observes and respects the very significant differences between Falmouth's distinct Character Areas, and is aimed at maintaining their separate identities and the hierarchic relationships between them.

Maintain and enhance the asset

Falmouth's unique assemblage of historic buildings, topography, natural setting and streetscapes is an extraordinary resource. It is important, however, that this asset receives ongoing care and maintenance to ensure that it is sustained to work for regeneration and the community in the long-term. This requires proactive monitoring of condition and careful oversight of the quality and appropriateness of all interventions. Basic conservation management - with the primary goal of maintaining and enhancing quality and distinctiveness - is essential; the alternative is continuing erosion of overall character through piecemeal loss of individual elements and the damage generated by inappropriate conversions, extensions and other alterations.

In addition to this kind of fundamental long-term care, there is also potential to enhance and reinstate elements which contribute to character and the sense of quality. This could include, for example, schemes to restore missing ornamental railings or reinstate distinctive fenestration or boundary features, or provide appropriate high-quality surfacing in certain areas. All such work should be informed and guided by detailed characterisation of the immediate historic context.

Increase understanding

The very substantial changes which have occurred in Falmouth in recent decades have not been accompanied by appropriate archaeological assessment and mitigation. Undoubtedly much has been destroyed unrecorded which would have been of major significance to the local community, to an intellectual understanding of Falmouth's past and to succeeding generations. Such knowledge, and accompanying appropriately preserved remains and artefacts, could also have played a part in increasing Falmouth's distinctive appeal to visitors and business and thus to enhancing and developing economic activity.

All future proposals for development or other significant change (for example, alterations to foundation levels) within the historic urban area should be assessed for their archaeological implications and steps taken through the Development Control process to ensure that adequate and appropriate mitigation measures are undertaken.

Enhance streetscapes and the public realm

There is a need for a comprehensive review of Falmouth's streetscapes and public realm aimed at removing or replacing poor quality and inappropriate components, minimising 'clutter' and the over-fussy treatment of public spaces, enhancing the setting of historic buildings and complementing quality and distinctiveness in the existing fabric with an equivalent contribution from modern design and materials. Such improvements should be relatively easily achievable in the short to medium term.

> 'It is usually better to leave things as they are than to pursue a scheme which incorporates materials and features that are not part of the historic tradition of an area.'
>
> *Falmouth Conservation Area Appraisal,* 1998.

This review should in itself be undertaken as part of a strategic approach to the understanding, interpretation, design and future management of the entire public realm. There is potential for a substantial and detailed study which would assess gateways, arrival points (including car parks), interchanges between modes of transport, pedestrian linkages, streets and civic spaces, including quays. This should also define the functions of these areas, how they are to be treated in the future and who is to be responsible for their long-term care. It would need to assess and rank their relative importance in terms of

traffic flows, footfall, public visibility and historic significance as a means of allocating resources.

Public realm provision should everywhere be sensitive to context, tailored to the character of specific places and areas within the town rather than based on overall design solutions; character will be diminished by approaches to the public realm based on a single design palette. An appropriate approach would identify surviving historic public realm elements (surfacing, street furniture, detail, etc) in each area through detailed survey and research, and use these findings as starting points in inspiring and planning new provision.

Poor public realm beside the Grade II listed shopfront at 54-55 Church Street.*

Maintain the green element

Trees, greenery and green spaces are significant elements of Falmouth's character. The distinctive presence of street trees should be maintained and there is potential for reinstatement or new planting in a number of areas. A particular instance is the east end of Berkeley Vale, between Brook Street and the Moor, where new trees would make a significant contribution to improving an area of degraded townscape.

Elsewhere in the town, liaison and partnership with landholders is required to ensure that the distinctive and prominence presence of *dracaena* palms and other exotics is maintained in the long term; this is particularly significant along the gateway route of Dracaena Avenue. Mature trees, including Scots pines, are a distinctive feature of views over much of the southern portion of the town (Character Area 6), and this element of character merits specific protection, including comprehensive designation with Tree Preservation Orders (TPOs) and proactive measures to ensure long-term continuity through a planting programme. Where new development takes place in this area it is important that the existing levels of tree cover are maintained and enhanced through new planting.

Kimberley Park. Trees and greenery make a key contribution to Falmouth's unique sense of place.

The high standard of park and garden presentation in evidence at Kimberley Park, Queen Mary Gardens and Fox Rosehill Gardens could be beneficially applied elsewhere, including the green space between the Royal Cornwall Yacht Club and Greenbank Hotel and open spaces in the 'cliff' area. Restoration of the historic Gyllyngdune Gardens – Princess Pavilion complex should be a priority. There is substantial potential for developing interpretation, presentation and promotion strategies aimed at building on current public interest in gardens and gardening.

Enhance approach routes

Falmouth's major approach route along Dracaena Avenue – Western Terrace – Melvill Road, together with primary connecting roads such as Berkeley Vale and Killigrew Street, would benefit from assessment aimed at producing a masterplan for their long-term enhancement as gateways to the town. This would identify key buildings, features and areas of streetscape, define appropriate uses, set out measures for maintaining and enhancing the green element, highlight negative elements, and so on. Detailed assessment of important 'threshold' locations such as the junction of Berkeley Vale and Brook Street should aim to reinstate townscape which reflects the overall quality and character of the historic town centre.

Reduce the dominance of traffic and parking

Reducing vehicle – pedestrian conflict and the dominance of traffic, parking and traffic engineering in some key streets and spaces is a key requirement in harnessing Falmouth's distinctive built environment and historic topography to regeneration. Some steps have already been taken with, for example, the float and ride – park and ride scheme, road train service and partial restriction of traffic in Market Street and Church Street. In the core area of the town, however, further radical action is undoubtedly required, aimed at increasing pedestrian priority throughout and substantially reducing levels of vehicle movement and parking. Parking is itself extremely obtrusive in many highly visible locations, eroding the sense of quality and significance which they might otherwise project; obvious examples include the Moor, Church Street car park and Custom House Quay. It is also questionable whether a number of poorly landscaped car parks are the most appropriate approach to, and landward setting for, the new National Maritime Museum complex. In the same area, parking, traffic flows and heavy vehicle movements certainly detract from the sense of quality of its historic components, including the Killigrew monument, Arwenack, Custom House Quay and the Bank Place – Grove Terrace grouping.

The generally level topography of much of Falmouth's commercial area, coupled with the high degree of connectivity and permeability and the potential for waterborne links along much of its length, offers the opportunity to develop and present the core area as a 'walking town'. This could be aided by further reducing vehicle access to the core and enhancing the legibility of the many connections within the central area. Such action could be supplemented by provision of 'hop-on, hop-off' transport within the central area and suburbs and appropriate provision for those disabled by topography or distances.

> 'Noise, fumes, visual intrusion and physical danger are the results of the increasing number of vehicles using the shopping streets. Here there is a conflict in attitudes to this problem, for the motorist when driving his [sic] car expects to be able to park it without delay and as close as possible to his destination. The pedestrian, on the other hand, and every motorist is one as soon as he leaves his car, wishes to be able to walk freely in the shopping streets without having to use crowded footways or risk accident as soon as he steps into the carriageway.'
>
> *Falmouth Transportation Study,* 1973

Review conservation designations

Falmouth currently has more than 200 Listed Buildings, but there are others which are arguably of equivalent special architectural or historic interest and could be considered for listing. There is certainly potential for a 'local list' to acknowledge the significance of locally important historic structures. The 'other historic buildings' identified on Figure 5 and in CSUS digital mapping offer an initial baseline for such a list. Falmouth is also notable for a number of twentieth century buildings which merit recognition for their architectural interest and contribution to townscape.

The present Conservation Area boundary could be beneficially extended to incorporate historic buildings and areas of significant character which are currently excluded. The

primary instances are in Character Areas 5 and 6.

Develop historic and cultural tourism

There is additional potential for tourism based directly on Falmouth's rich historic environment and its unique historic and cultural assets. Potential themes include:

- maritime heritage, including the distinctive built environment associated with it;
- military heritage, based on Pendennis and the wider defensive history of the Fal estuary, from the Tudor period to D-Day and the Cold War;
- arts and cultural heritage, featuring links with artists such as John Opie, Charles Napier Hemy and Henry Scott Tuke, with maritime painting and local collectors such as the Fox family and Alfred de Pass, with the Falmouth Art Gallery collection, the Royal Cornwall Polytechnic Society and the early history of photography, with the School of Art, Falmouth College of Arts Gallery, distinctive architecture, etc;

The early twentieth century School of Art building in Arwenack Avenue.

- horticulture, parks, gardens and ornamental landscapes, based on the town's historic parks and gardens, the history of important gardens such as Grovehill and Fox Rosehill, and the proximity of and historic links with Glendurgan, Trebah, Trelissick and other major country house landscapes;
- the unique development history of the town;
- the Victorian and Edwardian seaside resort.

7. The Character Areas

1. Main commercial axis

(High Street – Market Strand (with Webber Street and lower Killigrew Street) – Market Street – Church Street – Arwenack Street)

(Fig 7 & Character Area summary sheets 1)

An area of memorably high-quality townscape making up Falmouth's primary retail and commercial focus. It incorporates the oldest portions of the town and its distinctive form – a series of narrow streets on varying alignments connecting end-to-end and strongly enclosed by tall, predominantly historic buildings – has a unique interest and charm.

This Character Area, a key one for regeneration, is Falmouth's primary retail and commercial focus and forms a long narrow zone running parallel to the shore for a distance of about a kilometre. It is set along an axis defined by a series of separate streets joining end to end, each of which represents a distinct topographic (and to a large extent chronological) element in Falmouth's historical development. The area incorporates the oldest portions of the urban settlement. There is a high degree of survival of historic buildings within the area and overall it represents an extended area of high-quality and distinctive townscape of great charm and interest.

The character of the individual streets within the area varies significantly, not least in terms of the sharply differentiated current uses in each, but the area as a whole has a number of important characteristics in common. These are detailed below.

Present character

The area is generally level, except at the north end where High Street rises sharply from Market Strand and buildings along the street step up the slope. High Street and Market Street both follow marked curves, adding significantly to their visual interest. Church Street, Arwenack Street and the shorter Market Strand are all more or less straight.

Fine streetscape at the lower end of High Street.

The main streets now present a more or less continuous axis through the area. However, this is the consequence of significant alterations made to buildings and street widths at the junctions between Market Strand and Market Street, Market Street and Church Street and Church Street and Arwenack Street in the later nineteenth century and the 1920s. Prior to this the discontinuities in alignment between the individual streets were much more marked, with sharp doglegs at their junctions rather than the present relatively gentle curves.

Buildings are mostly of three storeys (although with a minority of two- or two-and-a-half-storey structures and a small number of single-storey buildings), of strongly urban form and for the most part set hard to the pavement. The streets are relatively narrow throughout, with only a short portion of Market Street adjacent to Market Strand of any significantly greater width. This may have been part of an early market area. The streets are dominated by the buildings on each side almost throughout, and there is a corresponding canyon-like sense of enclosure over most of the area. This is particularly marked in High Street and Arwenack Street where the effect is emphasised by the narrow pavements and

carriageways. The only significant exceptions are the portion of Market Strand from which the entrance to Prince of Wales pier opens to the east and at the extreme southern end of Arwenack Street where there is again an open area on the seaward side.

There is no strongly defined building line over much of the area, with buildings frequently set back or projecting forward from the local alignment. In some instances this is a consequence of minor encroachments in the historic period, through the addition of shop frontages to town houses, for example; in others, buildings have been rebuilt in new positions set back from the earlier street line in order to ease bottle-necks in the historic street lines (there are examples in High Street and at the junctions of Market Street and Church Street and of Church Street and Arwenack Street. In a few cases, architecturally distinguished buildings have been set back slightly from the predominant building line to enhance appreciation of their façades. The absence of a hard building line over much of the area is an unusual and distinctive element of its character, adding significantly to the fine grain and 'busy' visual appearance of its streetscapes. Detailed field investigation and documentary research would usefully elucidate historic building lines and the sequence of alterations.

Only a relatively small portion of buildings in the area extend over more than one plot width, with a resultant strong vertical emphasis in the 'grain' of streetscapes. The exceptions include the interwar units occupied by Woolworths and Marks and Spencer in Market Street and the 1980s building on the site of the former King's Hotel adjoining the opening to the Prince of Wales pier; there is also a striking later nineteenth century building on the east side of Market Strand, opposite Webber Street, built for the Falmouth West End Drapery Stores. There are other developments over more than one plot width - the pair of Fox town houses facing the entrance to Custom House Quay, Grove Place and the block of shops in Market Street built to replace properties destroyed by the 1870 fire, for example – but the division of these into separate units maintains the characteristic vertical emphasis.

Irregular building lines – and roof lines – occur widely in the commercial core area.

Despite its strong overall sense of enclosure, the area is connected via numerous opes, yards and lanes with the waterfront (Character Area 3) to the east and 'cliff' (Character Area 4) to the west; Webber Street and lower Killigrew Street provide easy access to the Moor (Character Area 2). The treatments of side and rear elevations of buildings revealed from these opes are, in some cases, notably unattractive; there are exceptions, such as the fine slate-hung rear of the building in Church Street through which Upton's Slip passes. Some opes give access to rear service areas; for example, Somercourt. Again, these are in some instances visually poor. Several opes and lanes on the east side of the main streets provide striking glimpses over the water but on a number of these public access is barred by gates or signage. Confusion over whether some opes do function as public thoroughfares is exacerbated through the use of the same form of 'locally distinctive' slate street signs for both public and private routes: Old Chapel Yard and Gallery Ope are both signed in the same

manner as public opes and lanes; they are in fact private and offer no access. A significant number of commercial premises on the east side of the main streets offer fine views over the waterfront and harbour from their rear windows.

Views to water occur frequently from the rear of – and through – properties on the east side of High Street, Market Street, Church Street and Arewenack Street.

The dominant element in the built environment over much of the Character Area is relatively plain stuccoed or painted brick façades. This plain 'background' is punctuated, however, by a number of prominent and striking buildings. These occur in loose concentrations around several distinct nodal points. In the vicinity of Custom House Quay, for example, are the Custom House (1814) and a cluster of later eighteenth century town houses, all listed Grade II*. Around the junction of Arwenack Street and Church Street are the later seventeenth century parish church with its unusual rectangular tower and 1920s stone-fronted parish buildings, and nearby the classical façades of the 1860s Post Office and earlier Royal Cornwall Polytechnic Society building and the fine stonework of the former National Provincial Bank (Ming's Chinese restaurant). The junction of Market Street and Church Street is marked out by the high curving 1920s façade of the former Royal Hotel and contrasting low elevation of the Grapes pub opposite, with the flamboyant painted plasterwork, arched opening and wide entrance steps of the front elevation of the former St George's cinema (1912) nearby. The upper end of High Street has the early eighteenth century former Town Hall, built as a Congregational chapel, a cluster of imposing town houses, the elaborate frontage of the former brewery stable yard and the unusual elevation of the *c* 1910s *Kozey* cinema (now offices). The early twentieth century King's Hotel, now demolished, formerly provided an eye-catching 'landmark' building for the key space around Market Strand and the entrance to Prince of Wales pier; the balustraded entrance porch of this building survives but its value as a feature is diminished by the division of the façade it fronts into distinct units and the absence of any clear entrance for it to serve. Although there a number of good historic buildings fronting onto the area, the lack of any particularly visually dominant structure here distinguishes this space from much of the rest of the Character Area.

Overall there is a strong survival of historic buildings, and the twentieth-century contribution is for the most part good. By comparison with most Cornish towns there are relatively few intrusive elements and little 'anywhere' design, other than in modern shop fronts and treatments. The most obvious exceptions are the poor frontage of the Tesco store in lower Killigrew Street, set back from the street line with an over-prominent projecting canopy at first floor level, and the inappropriate blank ground-floor treatments and poorly detailed archway across the road presented by the Packet Quays development at the upper end of High Street.

A good historic shopfront in Church Street.

The area is particularly notable for the survival of some fine historic shop fronts. The clearest example is the well-restored early nineteenth century bowed and transomed fronts on 54 and 55 Church Street, listed Grade II* and noted in the listing description as of 'outstanding quality in a national context and comparable to the best examples of contemporary double shop fronts in London and other fashionable provincial towns'. There are many others in the area of significant charm and quality and together this area incorporates perhaps the best collection of historic shop fronts of any of the larger Cornish towns. There are, however, several poor modern shop fronts which are of inappropriate design quality in terms of their scale and detail and which are intrusive in the otherwise striking streetscape. The Falmouth HERS scheme supported reinstatement of a number of historic shopfronts, including 8-9 High Street, 33 High Street and 29 Church Street, based on information from historic photographs, and enhancing the streetscape in important areas of character.

The reinstated historic shopfront at 8-9 High Street. (Photograph: Falmouth HERS.)

As with the varying building line noted above, there is no strongly marked roofline over much of the area, with even adjoining buildings of the same number of storeys frequently being of significantly different overall heights. A number of buildings show strongly elaborated roofline features: for example, in close proximity in Church Street are the tall triangular pediment of the former Post Office, the prominent parapet on the Royal Cornwall Polytechnic Society building and the highly decorated upper portions of 19 Church Street and St George's Arcade. There is further variation in the presence of a small number of single-storey buildings in High Street and Arwenack Street. Roof lines are also frequently broken by dormers, with some notable glass-sided examples, together with prominent chimneys, on a block of four later nineteenth century shops on the west side of Church Street adjoining Fish Strand Hill.

Vantage points on the 'cliff' area behind the main streets reveal relatively few surviving slate roofs in the Market Street area, with rather better survival in Church Street. Here, there has also been less alteration to rear elevations, resulting in relatively better survival of sash windows and other details. The HERS scheme enabled a major restoration of 21a Arwenack Street, a fine scantle slate-hung house accessed by an ope. The scheme also aided several scantle slate re-roofing projects, including commercial premises at 46 Arwenack Street and 42 Church Street.

Surfacing in the area is generally undistinguished, in particular the ageing block surfacing in Market Street and Church Street. Here the notionally pedestrian-priority areas have level surfacing across the width of the street, to some extent relieved by delineation of the line of the former carriageway with kerb stones set flush with the block surface and the intervening space infilled with granite setts. There are some small areas of surviving historic granite slab paving, notably in Arwenack Street and on the west side of Market Strand. The latter, incised in a distinctive lattice pattern, is perhaps the most

impressive surviving historic surfacing in Falmouth.

Fine granite slab paving on Market Strand.

Much other public realm provision in the area is also poor. There are several unnecessary clusters of signage, street furniture and road markings, the most intrusive example being at the entrance to Prince of Wales pier (recently partly rationalised). The barriers and signage flanking the exit from Church Street car park are particularly inappropriate in immediate proximity to the fine shop front to the south. There has been some re-surfacing of opes and installation of new railings (including a 'public art' example at the bottom of Well Street) undertaken within the recent HERS scheme. Much of this work has been aimed at improving access for people with disabilities or mobility problems.

This Character Area frequently carries high levels of pedestrian traffic. This is particularly marked during the summer tourism season but there is a notable flow of people on the streets during shopping hours through most of the year. The concentration of pubs and other leisure venues also provides high evening activity levels at times. While some restrictions have been placed on delivery times, on-street parking and through traffic, these appear to be flouted fairly frequently and there is a high level of vehicle – pedestrian conflict, exacerbated by the impression given by surfacing and signage in Market Street and Church Street that these are pedestrian priority areas.

Archaeological potential

This character area represents the focus for Falmouth's development from its early seventeenth century origins. There is consequently very significant potential for the survival of remains of sequences of buildings and other evidence of past activity and the area should be regarded throughout as one of high archaeological sensitivity. Archaeological assessment, evaluation and, where appropriate, mitigation, for all future interventions in the area is a high priority.

Regeneration and management

Issues

- There are some significant issues of maintenance, presentation and uses in key spaces in the area. Bank Place, Bank House and Grove Terrace, at the southern end of Arwenack Street, together form one of the most important and potentially impressive historic architectural groupings in Falmouth. The sense of significance and quality of this area is substantially eroded, however, by poor treatment of forecourt areas. Bank Place, for example, has dilapidated larch lap fencing dividing individual properties and parking on paved forecourts, detracting significantly from the visual impact of the main elevation. The clutter of signage is also intrusive here and street lights are inappropriately large.
- In the same area, the almost continuous presence and movement of fork lift trucks and large goods vehicles making deliveries to the Trago Mills store and depot is particularly intrusive and inappropriate, as is the excessive number of road markings.
- The community watersports area is currently poorly bounded on its landward

side; its presence is important, however, as the only surviving element which maintains some reference to the historic waterside character of this area.

Action to improve the public realm at the landward end of Prince of Wales pier would enhance an important historic focal point.

- The significant urban focus formed by Market Strand and the entrance to Prince of Wales pier has a rather neglected air, inappropriate to its position at a significant 'threshold' to the town for many water-borne visitors and a key junction on the main commercial axis of the town. Here there are issues of maintenance and decoration on some of the historic buildings fronting onto the space, combined with inappropriate and intrusive modern shop front treatments and the negative effect of the clutter of signs and street furniture. The inactive north elevation of the large 1980s building on the south side of the pier approach and undistinguished presentation of the nearby café and public toilets also do little for what should be an important public space.
- The block surfacing in Church Street and Market Street is degraded and detracts from what are otherwise fine streetscapes. Other aspects of the public realm such as signage and other street furniture are frequently cluttered and of inappropriate quality for the setting. The lack of clarity over public access to some opes is potentially frustrating to pedestrians.
- The recent HERS scheme has gone some way to upgrade the public realm in a number of opes. There remain issues concerning poor rear and side elevations visible from them, and of maintenance and presentation of structures in these areas. There is potential for enhancement of the area immediately fronting the historic building in Bell's Court, for example, where historic photographs show that there were formerly good quality paving and iron railings.
- While there are many fine historic shop fronts and building elevations in the area, there are others which have a significant negative effect on the otherwise high quality of streetscapes.
- Traffic levels through the area are a problem, in terms of both pedestrian safety and comfort and of congestion in the narrow streets. Vehicle-pedestrian conflict in Market Street and Church Street is exacerbated because the present level surface treatment closely resembles that of many fully pedestrianised areas in other towns (for example, Pydar Street, Truro): pedestrians do not expect traffic to be present. There are associated issues arising from deliveries to retail outlets in this area and particularly significant problems arising from the inadequacy of servicing and delivery arrangements for the Trago Mills store and depot at the southern end of Arwenack Street.

Recommendations

- This key area would benefit from a wide-ranging and detailed review of the public realm and the built environment, leading to a comprehensive management plan aimed at realising and maintaining the fullest potential of the very high quality historic environment and placing realisation of this asset at the heart of regeneration planning. Such a review should include assessments of the issues raised above, with a particular focus on the points noted below. Particular targets for action should be the Market

Strand – Prince of Wales pier area and the

- significant potential for environmental enhancement in the area fronting the historically important Bell's Court.
- Encourage high standards of maintenance and decoration for historic buildings: the recent HERS scheme has made a significant contribution in this respect and provides a proven model for further work.
- Encourage uses appropriate to the high profile and quality character of the area.
- Improve the quality of public realm provision (particularly surfacing and reduction of cluttered street furniture and signage). Surviving historic surfacing should be retained and managed appropriately; modern surfacing should be of appropriate design and comparable quality of materials and workmanship.
- Encourage redevelopment of particular sites which would have a wider beneficial impact. Examples include the former King's Hotel site, adjoining Prince of Wales pier, and the Tesco's site in lower Killigrew Street).
- Identify opportunities for improving existing building elevations (including side and rear elevations visually accessible from opes, etc.) and shop fronts. There is particular scope for encouraging a sense of quality and character in modern shop front design comparable in significance and distinctiveness with the historic examples.
- Work to remedy traffic and parking problems: a key objective should be to remove as much traffic as possible, creating an area of high pedestrian priority, and to reduce or remove the present intrusive use of waterfront space for parking. Delivery times and the movement of goods vehicles should be strictly controlled.
- Improve visual access to the water front, in terms of encouraging the opening of views through opes and entrances and particularly by promoting the opening up of views from the rear windows of commercial premises on the seaward side of the streets. Physical access could be improved through encouraging re-opening of historic access south end of Arwenack Street. There is also ways and reducing the amount of 'privatised' space from which the wider public is excluded by gates or signs.
- Ensure that design and planning for all future interventions in the area are shaped by a detailed understanding of their immediate context as well as by a sense of the area's overall character. Although the Character Area as a whole has a number of clear unifying characteristics there is also very considerable variation within it which should be acknowledged, maintained and enhanced.

2. The Moor

(Fig 7 & Character Area summary sheet 2)

Falmouth's busy civic centre and former market area, with a cluster of large historic institutional buildings around an extensive open public space recently the subject of a major environmental scheme. With the adjacent streets it forms an important urban focus and a key entrance to the town.

The Moor is a large rectangular open space, surrounded in the lower part by a concentration of substantial historic institutional buildings. It was the site of Falmouth's principal market from the early nineteenth century and the space, which effectively became Falmouth's central 'town square' in the second half of the nineteenth century, has often been used for public assembly and civic and other ceremonies. The adjoining portions of Killigrew Street and Berkeley Vale can be regarded as part of the same Character Area, associated with it by similar uses and the presence of further institutional buildings. Both these roads are important approaches to the town centre and the Moor itself is a key entry point to the town for many visitors.

The area has recently been the subject of an environmental enhancement and traffic management scheme, which has created a pedestrian 'piazza' on the north side of the

former market area, fronting the Library and Art Gallery and Post Office buildings. The former provision for car parking has been reduced in area and confined to the south-west corner of the space. The Moor remains an extremely busy route for through traffic, and also has several bus stops, a coach drop-off and pick-up point and a taxi stand.

The Moor, looking north. The space is defined by a series of large, impressive civic buildings.

Present character

Despite the openness of the central space the topography creates a strong sense of enclosure: the Moor lies in a moderately steep stream valley descending from the west towards the shoreline. Both north and south sides have been quarried back into the slope and buildings set in the additional space created in the valley bottom; buildings on the hillsides above, however, loom over the space below.

The built character of the area is dominated by a number of large later nineteenth and early twentieth century structures, reflecting its importance as a focal point for the town. These include the former Town Hall and adjoining fire station (currently, a night club and commercial premises respectively), library and art gallery, large Methodist chapel, the former Drill Hall and Police Station. The substantial Bible Christian chapel at the lower end of Berkeley Vale forms part of the same 'town centre' clustering, as did the Grammar School, originally the Falmouth Classical and Mathematical School (1825), in Killigrew Street, now the site of the Falmouth Marine School. A sense of the former market space role is maintained in the presence of the distinctive nineteenth century Seven Stars pub on the north side. There is also a significant contribution from the middle decades of the twentieth century in the form of the Post Office (*c* 1930, in French provincial style) and the stylish former bus offices which form the upper, western, end of the Moor itself. The design of the recent pub, the *Packet Station,* on the north side of the Moor, addresses the public space well and, although slightly too high for its immediate context and with an over-emphasis on the horizontal in comparison with other large buildings in the area, achieves some sense of architectural significance appropriate to its situation.

Other important components of the area include the market fountain, the granite obelisk of the Packets monument, a large flight of granite steps known as Jacobs Ladder, ascending the hillside to the south (all listed Grade II) and numerous street trees, the latter exerting an important softening influence on the area's character.

Jacob's Ladder.

A row of two-, three- and four-storey townhouses of some quality (all now housing retail premises or offices) extends down the

south side of the Moor; the height of these rises as the topography falls, thereby maintaining an almost level roof line from the upper end of the Moor to the 'step up' created by the more massive scale of the Methodist chapel at the lower end. On the north side buildings are generally of three-storeys.

The south-east side of the Moor. Street trees and specialist shops, galleries and cafés in historic buildings create a distinct character for this area. (Photograph: Charles Winpenny, Cornwall CAM.)

The area's former market function and role as Falmouth's civic centre is marked by several pubs, but the Character Area now has an increasing focus on leisure and associated retail uses in the presence of cafés, restaurants, galleries, a bookshop, Tourist Information Centre and a night club. There are conflicting uses (in terms of perceived quality and appropriateness for a key urban space) in the form of a tyre depot, amusement arcade and second-hand and budget furniture and white goods warehouses.

Archaeological potential

The lower end of the Moor has been part of the historic settlement since the early seventeenth century, with potential for the remains of sequences of buildings and surfaces. It has been claimed that traces of a fossilised forest identified on the shoreline at Market Strand extend for some distance up the valley in which the Moor is located. The upper end of the Moor is likely to offer evidence of the progressive expansion of the town beyond its early core and of the development of routes inland. The late sixteenth century boundary of the Killigrew estate, possibly in the form of a deer park pale, probably ran across the present site of the Moor from the western portion of Killigrew Street to Webber Street and traces of this may survive, as may remains of structures and surfaces associated with use of the area for markets. Streams and leats serving one or two mills formerly situated at the lower end of the former extent of the Moor, close to Market Strand, may also survive.

Regeneration and management

Issues

- Given the high quality of many of its components the Moor should be more impressive than it currently is. As Falmouth's civic centre it is undoubtedly a key location for communicating a sense of the town's distinctiveness and quality and thus of major importance for regeneration. Despite significant recent improvements, however, the strong character of the space and of many of the buildings are not working for the town as strongly as they should.
- Historic factors are partly responsible for this: the Town Hall, originally a focal point at the lower end of the space, was dwarfed by the scale of the later Methodist chapel and library buildings, both of which focus strongly on the lower end of the Moor rather than the space as a whole. The large gaps left between historic buildings, particularly on the north side, reduce their overall impact. In addition, however, the inappropriate design of much of the later twentieth century building in the area has tended to erode its distinctiveness and historic sense of significance; the primary examples are the buildings housing Lloyds TSB, Argos, Iceland, the tyre depot and Falmouth Marine School, together with the Salvation Army citadel in Brook Street and the residential development on the corner of Killigrew Street and Brook Street. The corner building west of the Post Office, now housing a restaurant and amusement arcade, was built in 1933 as the Falmouth Co-operative Society store and

was then a handsome Modernist structure in a key location (see photograph in Gilson 1990, 67). It has been sadly altered and now reveals little of its former quality of design and finish. The recent somewhat run-down character of the Moor, prior to its recent 'makeover', persists in some of the current uses (see above) and associated treatments of some façades, spaces and signage.

- Further negative features are the current derelict appearance of the Drill Hall, potentially one of the area's architectural jewels, and open views into the service yards of Berkeley Court and the Argos store and to the rear elevations of the Henry Scott Tuke House flats on Quarry Hill. The massive bulk and unappealing roofline of the Tesco store looming behind the former town hall and fire station form a major intrusive element at the lower end of the area and in views into it from the higher ground nearby.
- The recent Moor enhancement scheme created a new public open space, reduced parking levels, re-routed traffic flows and introduced a new 'designed' element to the public realm of the area. While achieving a substantial improvement on the somewhat degraded environment which preceded it, the project has not been entirely successful in its treatment of the space and in making the most of its historic elements. One significant problem is that the raised and levelled plinth which defines the new piazza space, with its overtly 'designed' components, has itself become the primary focus of the area; rather than acting as a sympathetic linking element it distracts from the high-quality historic buildings which define the space. The additional height of the plinth at the lower end effectively truncates views to the former Town Hall and the space itself is extremely 'busy', with an array of long bench seats, large planters, public art, telephone boxes and litter bins, as well as a number of street trees; in combination these effectively block both views and easy pedestrian transit across the space in certain directions, particularly towards the town's library and art gallery. The realisation of the area's 'piazza' function – providing a pleasant new place to spend time, meet people, watch the world go by – is limited by the noise and visual intrusion of traffic and the fact that the cafés on the south side of the Moor are severed from it by a busy road.
- There is a similar level of obstruction of open space elsewhere on the Moor, with large numbers of poles for traffic and other signs (there are 12 of varying function in the relatively narrow area between the former Town Hall and the foot of Jacob's Ladder, for example). This overall clutter detracts substantially from the impact of otherwise striking historic elements such as the Packets Monument, now left forlorn on a traffic island, and the market fountain. Both of these structures merit more sympathetic treatment; some appropriate interpretation to explain the presence of modern mosaic designs on the fountain's historic covering structure would also be worthwhile.

Despite recent improvements, traffic and traffic provision continue to dominate much of the Moor.

- The parking area and accompanying hard landscaping in the south-west corner of the Moor are intrusive, diminishing the sense of this as the civic centre and an important public space. Traffic flows through the Moor are heavy, with attendant problems of noise and air pollution, and traffic engineering structures are themselves overly prominent. Provision for pedestrians wishing to cross the Moor from one side to

the other – that is, to use it as an integrated space – is very limited.

- The Berkeley Vale – Brook Street junction currently suffers from particularly poor townscape, despite the presence of some impressive historic buildings, and is effectively separated by this from the Moor itself. There is again a clutter of traffic engineering components, lighting poles and signage (particularly those providing information on car parks). The presence here of important and architecturally striking institutional buildings in the form of the Bible Christian chapel, former Police Station and (currently dilapidated) Drill Hall are effectively the only indications to visitors arriving by this route that this is the threshold of the town's centre. The unloading point for tourist coaches is located in the centre of this area.

Recommendations

- Future planning would benefit from viewing the Character Area as a whole, treating it as an integrated civic space and entrance to the centre of the town. A major aim should be to reconnect the upper, western portion of the area with the lower area which has been the primary target of recent works, with the goal of re-establishing a sense of quality and significance throughout. Some priority actions to these ends are outlined below.
- Ensure the long-term retention, refurbishment and beneficial re-use of the Drill Hall, on the corner of Berkeley Vale and Brook Street. This is a building of striking design and, if refurbished, would serve as a spectacular landmark at a key entry point to the town's central core. Given an appropriate use – one which reflects the quality of the building and location – it has the potential to act as a focus for further regeneration. In particular, its distinctiveness and sense of significance should inspire comparable responses in designing replacements for the poor later twentieth century developments in its immediate vicinity.
- Encourage redevelopment of some inappropriate later twentieth century structures (including those occupied by Argos, Iceland, the tyre depot, the Salvation Army and Falmouth Marine School) with new buildings appropriate to the significance of the area and paralleling the quality of historic structures.
- Explore the potential for restoring the original architectural quality of the 1930s Co-op building currently occupied by amusements and a Gurkha restaurant. This building – or, if restoration is not feasible, an appropriate replacement – is ideally located for a small market building, restoring an historic use to the area. This would attract increased activity to the Moor and have potential for building on the success of Farmers' Markets there, also providing an additional outlet for new arts and design enterprise in the town.
- Re-establish a more unified appearance to the main east-facing elevation of the interwar bus depot building which forms the upper, western, end of the Moor. Although already partly achieved through the treatment of the first floor premises accommodating an Indian restaurant, the contribution of the building's design to the overall character of the Moor could be enhanced by more integrated treatment of the ground floor shop fronts.

The Drill Hall – a striking historic building located at an important gateway.

- Encourage and maintain prestige uses throughout the area, appropriate to its character as the town's formal centre.
- Review, with the aim of reducing and rationalising, the present clutter of public realm elements, signage and traffic engineering provision throughout the Character Area.
- Undertake a programme aimed at achieving long-term retention and continuity of street trees in the area; these have been part of its character for more than a century. Additional planting could beneficially be added to the lower part of Berkeley Vale between the former Police Station and the Drill Hall, helping to emphasise the incorporation of this currently blighted area into the Moor as a whole.
- Reduce the dominance of traffic movement. Reduce, preferably remove, the dedicated parking area on the Moor. Improve provision for pedestrians to move through and across the Moor.
- Review the piazza scheme and modify the hard and soft landscaping elements in order to better complement the space and the historic buildings for which it provides the setting.
- Ensure continuing beneficial uses for and long-term retention of the interwar Post Office building on the Moor.

3. The waterfront

(Fig 7 & Character Area summary sheet 3)

Falmouth's historic working focus and *raison d'être*. Its historic topography and fabric form a striking and distinctive area of townscape, both from land and water. Large-scale modern developments are visually prominent but the area remains particularly notable for the fine grain, diversity and charm of its historic components.

Falmouth's long waterfront – it extends for more than 2 km along the Inner Harbour and Penryn River – has played a key role in the historic origins and development of the town and was the focus of much of its working life over most of the past four centuries. There are striking historic structures and topography throughout almost all of its length and it remains, despite a significant degree of modern intervention inappropriate to its established character, one of Falmouth's most distinctive features, an asset of immense charm and character. It forms the foreground in views to Falmouth from boats and ferries, from Flushing and Trefusis and from the projecting piers and quays.

The waterfront is currently viewed as a key area for regeneration, with new attention focused on it in consequence of the creation of the National Maritime Museum as a flagship year-round attraction, the likely potential for further expansion of the local leisure-related maritime economy and the recent revival of proposals for a major 'Falmouth Harbourside' development in the area south of the Prince of Wales pier.

Present character

The waterfront consists over much of its length of a series of projections from and indentations into the underlying line of the shore. The projections include major piers and quays – Greenbank Quay, the Royal Cornwall Yacht Club, Admirals Quay, Prince of Wales Pier, Fish Strand Quay (with the former gasworks site, now Church Street car park), North Quay, Custom House Quay and Challenger Quay – together with a host of less prominent structures fronting directly onto the waterside; indentations are formed by numerous slipways, mooring places and beaching points. The essential topographical character of the waterfront, therefore, particularly over the length in which it fronts the historic core of the town, is strongly irregular, dentillated, and based on a variety of structures of varying size and function. There are few locations at which there is a continuous, integrated waterfront façade over any distance; where such instances do occur they are almost all later twentieth century developments.

Custom House Quay. (Photograph: Charles Winpenny, Cornwall CAM.)

While there are some substantial modern elements (see below), the built character of Falmouth's waterfront derives primarily from the visible presence of historic buildings and structures. These include the highly distinctive historic quays and wharf faces made up of vertically-set killas slabs, many of which originate from the original seventeenth century development of the town and its working waterfront; later historic quay faces and repairs are often in dressed granite. There are a few substantial and relatively prominent historic buildings, notably the rear elevations of the Customs House and Harbour Office overlooking Custom House Quay, and the Greenbank Hotel and Greenbank House (Royal Cornwall Yacht Club) to the north of the historic urban core. The waterfront character essentially derives, however, from the overall diversity of form, scale, function, style, materials and treatments represented over the whole range of waterfront buildings. These include some survivals of structures directly associated with maritime activities – sail lofts, stores, warehouses, the watermen's shelter on Custom House Quay – although most of these have been converted to other uses, residential and commercial. A few, however, retain some marine association, including chandlery and sail-making.

A particularly distinctive component in the built environment is the range of two- and three-storey waterside buildings, some of them formerly stores and warehouses, which lie with their narrow gable ends presented to the waterfront, often with a small yard adjacent and in combination with water stairs and other former landing places. These are situated at the rear of buildings which have their main elevations on the east side of Church Street, and to some extent Market Street and Arwenack Street; in many cases they form rear wings to these structures. They are in a variety of materials, treatments, forms and styles: hipped roofs, gables, ashlar, killas rubble, brick, render, slate hanging, oriel windows facing the water. A particularly fine four-storey building in brick over a stone plinth, with distinctive first and second storey oriel windows, is located just to the south of Prince of Wales pier. This is fine-grained, detailed townscape, marked out by its diversity and organic quality.

The view north west along the waterfront from King Charles Quay.

The pattern of rear wings and buildings at right angles to the shore line is long established – it was certainly present by the later eighteenth century – but, although amended by modern building in places (see below), is still dominant. The most obvious 'gap' is on the landward side of Fish Strand Quay, where buildings were presumably removed to accommodate expansion of the gas works in the earlier twentieth century.

North of Market Strand, much of the waterfront area accessed by lanes and opes running off the east side of High Street has been subject to extensive redevelopment and conversion of historic structures for prestige

residential accommodation. Some distinctive historic buildings, surfaces and spaces survive here. Along the waterside in this area there are a number of historic slipways, water stairs and mooring places.

Access to the waterfront. Above: Upton's Slip. (Photograph: Charles Winpenny, Cornwall CAM.) Below: paved ope on North Quay.

Access to the waterfront within the urban area has historically been via narrow opes and lanes running between or through plots along the east side of the major commercial axis (Character Area 1). Many of these survive, although some have disappeared in later redevelopment, as along Market Street. In a number of cases opes and lanes which appear intriguing and inviting to the passer-by are no longer open to public use, in some cases gated but elsewhere barred by signage asserting legal restrictions on access; this is particularly the case with those running off High Street.

Some of these routes to the waterfront retain highly distinctive surfacing and associated features such as worked granite gulleys, and offer some of the most interesting surviving traces of historic public realm provision in the town. Examples include Quay Street, with waterworn cobbles, large kerb stones, gulleys, granite setts and fine slab paving outside the mid nineteenth century Seamen's Bethel and in the passage linking the street to the rear of Custom House Quay. There are substantial and well-preserved granite steps at the harbour end of Upton's Slip and on many of the other former slipways and water stairs. At King Charles Quay there is further granite slab paving and a series of mooring bollards.

The corollary to the prevailing historic access to the waterfront via opes and lanes is that there are relatively few examples of open access to continuous stretches of waterside. The major instances are around the former principal quays: that is, the modern car parking areas on Fish Strand Quay and the adjoining former gasworks site (Church Street car park) and the open area on the quayside at Custom House Quay used in season by the neighbouring pubs. The early twentieth century gardens created by clearing former dense waterfront buildings between the Greenbank Hotel and Royal Cornwall Yacht Club also offer public access to the waterside, as does the new leisure area around the NMMC. Generally, however, access to the waterfront in the areas north and south of the historic core of the town is either extremely limited or absent.

The foreshore revealed at low tide is made up of sand, mud and gravels, with protruding weed-covered rocks. The area is crossed in

many places by haul lines for moorings. Where there is low-tide access to the shore, the historic quay faces, some up to 3.5m high, tower above and enclose the space. It is only from this perspective or, at other states of the tide, from the water, that the spectator is able to fully appreciate how impressive these structures are.

Falmouth's waterfront, while retaining much historic fabric and topography, has been the subject of some highly visible interventions in the later twentieth century. The most prominent of these are the major residential developments at Admirals Quay and Packet Quays and around Port Pendennis marina and Challenger Quay, and, most recently, the developing leisure, commercial and residential complex focused on the NMMC. These are all on a very large scale, substantially larger than any historic components of the area. These structures do not for the most part significantly participate in the Falmouth waterfront's established character or distinctive sense of place; as luxury waterfront developments their parallels are national or international rather than local. The residential complexes are similarly insulated from their immediate context, large gated communities set on overtly privatised waterfront, essentially inward looking except in terms of views across the water. The NMMC and Pendennis area developments are marked out on their landward sides by zones of poorly landscaped parking with the latter presenting a public face of blank boundary walling and security fencing.

Many other later twentieth century interventions on the waterfront, although on a substantially smaller scale, are marked by an apparent lack of care for their impact on character and visual quality. This is most evident where substantial extensions have been added to the rear of business premises along the east sides of Market Street, Church Street and Arwenack Street; the waterfront here has effectively been treated as the 'back lane' for these properties. Several of these developments take the form of large, almost featureless flat-roofed 'boxes' and sit uncomfortably amidst the close-grained, finely detailed townscape presented by the adjacent historic components. Particular instances include the rear extensions to Marks and Spencer, Peacocks and the Nat West Bank, all highly visible from the water and from piers and quays. There are also several instances of inappropriate alterations and additions made to historic waterfront buildings – unsympathetic conversions, added storeys, flat-roofed extensions, inappropriate replacement windows, exposed blockwork, over-prominent balconies, terraces and fire escapes – and of undistinguished if small-scale later twentieth century buildings inserted into historic contexts and plots. There are also a few places where the historic quay walling has been replaced by or sheathed in concrete; the water frontage of the community watersports facility adjoining the NMMC, an area of relatively recent landfill, is of steel revetment panels and stone-filled gabions.

View to the docks and National Maritime Museum from Custom House Quay.

The prevailing character of the waterfront remains that of an active working marine environment, emphasised by the comings and goings of ferries and other craft, the presence of small fishing boats berthed at Custom House Quay, of the large community watersports boat park and of numerous vessels moored offshore, and views to the docks and traffic in Carrick Roads. There is little which is overtly 'seaside' in character, the primary exception being Prince of Wales pier, with its seats, railings, shelters, lamp-posts and adjacent café, Falmouth's small-scale equivalent of a traditional seaside pleasure pier. Custom House

Quay, while still clearly a working place, also features a (probably interwar) seaside shelter. The stones sited on the Fish Strand Quay (Church Street) car parks commemorating the arrival in Britain of news of Trafalgar and the launching of the WWII St Nazaire raid from Falmouth give this area some sense of being a small-scale public 'promenade', although public realm and environmental provision here are generally poor.

Views out from the waterfront are spectacular, not only from quays and piers but also from the rear windows of many commercial premises and some pubs and cafés along Market Street, Church Street and Arwenack Street. The piers and quays also offer views along the waterfront itself and back to the rising ground behind. In these views the historic quay faces and waterfront buildings form the bottom risers in a stair-like ascent from the water to the terraces on the skyline. The varied roofscape rising up the slope is the dominant visual element in such views, with the paucity of individually prominent landmarks - the main exception is the small lantern on Clare Terrace school - demonstrating the fine grain of the area. Views inland from Prince of Wales pier are marred by the poor public realm provision around the entrance, the unappealing rear elevation of the large early 1980s building on the corner of Market Strand and in particular the massive roof of the Tesco store looming above the historic buildings fronting onto Market Strand.

Archaeological potential

The waterfront as a whole should be regarded as an area of very high archaeological potential and sensitivity. There is a strong presence of standing historic structures in the area, not least the distinctive quay walling and associated features. The Bosun's Locker ships' chandlery on Upton's Slip carries a 1676 datestone and, while the present building is unlikely to be of this date, there is certainly potential for some standing fabric of similar date in the vicinity; much else along the waterfront dates from the eighteenth and nineteenth centuries. There are standing remains of distinctive 'industrial' features such as fish cellars to the rear of premises in Church Street and at Greenbank; a well-preserved bulking floor (used for the initial salting of pilchards) and other associated structures are visible at the north end of King Charles Quay, behind 17 Arwenack Street.

The King's Pipe on Custom House Quay, originally designed for burning contraband tobacco.

The potential for buried archaeology is also high, with probable survival on the landward side of sequences of quays, slips, landing places, buildings and surfaces, and of artefacts and environmental deposits in the inter-tidal zone. Well-preserved remains of a submerged forest were noted at Market Strand and in the Bar area in the later nineteenth century. Substantial remains of earlier structures and foreshore deposits are likely to lie below areas of made ground such as the former gasworks site, the community watersports centre and around the former Bar industrial area.

Archaeological assessment, evaluation and, where appropriate, mitigation, for all future interventions throughout the waterfront area should be a high priority.

Regeneration and management

Issues

- There are significant issues of maintenance and presentation affecting parts of the

waterfront. Many of the historic and twentieth century structures directly fronting to the water show poor levels of maintenance and decoration, almost certainly exacerbated by the difficulties of access, but also in many cases by disuse or under-use. The waterside gardens between the Royal Cornwall Yacht Club and Greenbank Hotel also currently have a somewhat forlorn and neglected appearance. Public realm provision and landscaping at the Church Street car park on Fish Strand Quay and the former gasworks site is poor and the presence of parked cars in large numbers is an intrusive element in the otherwise generally high visual quality of the historic waterfront. Similarly, the use of Custom House Quay for parking erodes its otherwise high visual quality and strong sense of historical significance.

- There are several underused buildings and overgrown vacant plots along the waterfront. These are not strongly visible from the landward side, other than through the rear windows of some commercial premises in the main retail area, but are more evident from the water and exacerbate the impact of maintenance and presentation problems.
- Much of the later twentieth century redevelopment on Falmouth's waterfront has been of a massing and scale and in architectural forms which represent a major departure from the historic character of the area. While to date such development has – arguably – been absorbed without catastrophically diminishing the area's distinctive sense of place and significance, there must be very substantial doubt whether any further large-scale, high-visibility developments could be inserted without such consequences.
- In the areas where historic fabric survives to a significant extent, the inappropriate form and poor quality of many twentieth century interventions, while individually relatively minor, has in aggregate tended to erode the otherwise high quality of the built environment.
- The extent to which lanes and opes offer open public access to the waterfront is not always clear and existing signage is sometimes confusing (see Character Area 1).

Recommendations

- The clearest potential short-term gain for regeneration and enhancement of the distinctive character of the waterfront may be sought in essentially cosmetic improvement through a programme of maintenance and decoration to waterside buildings, particularly those elevations directly facing the water. Difficulties of physical access which may represent a barrier to such activity by owners could be addressed by a HERS-type partnership initiative whereby the district council (or other regeneration agency) financed the necessary technical equipment - waterborne or other scaffolding platforms - and promoted upgrading along this frontage. Many of the poor later twentieth century elevations, particularly the box-like rear extensions of commercial premises, could be improved through appropriate decoration and, in some cases, by insertion of additional openings.
- The significance for Falmouth's character of the distinctive historic quay walls and structures along much of the waterfront merits an ongoing programme of monitoring and maintenance to ensure their long-term retention. Any further loss or masking of these features should be avoided.
- The primary potential for new build development within the existing historic topography is on the landward side of Fish Strand Quay parking area. Any development here should follow and reinstate the characteristic pattern for the positioning of waterside structures located on the rear plots of premises on Church Street. The scale, form, design and materials of new structures here should be informed by detailed characterisation. In particular, it is important that new development here 'fits' comfortably into

the wider historic pattern of waterside structures in this area and is not over prominent. The height of structures should be limited to two or, at most, three storeys, to maintain the characteristic 'stepped' roofscape in views from the water.

- There is major potential for improvements to the public realm in the present Church Street car park, creating a much enhanced environment for public access to the waterfront. If parking were reduced or (preferably) removed, there would be potential in this area for a high quality stand-alone waterfront building, perhaps accommodating a café and restaurant, interpretation of the maritime heritage and retail outlets for local food and arts and design products. This is a site of high visibility and sensitivity, however, and the design of such a building – and any other development on the car park – should be fully guided by characterisation, particularly in terms of achieving appropriate mass, form and height.
- The design of future redevelopment or building conversions anywhere on the waterfront should similarly be closely guided by characterisation, particularly in respect of achieving scale, form, orientation, materials and detailing appropriate to the setting.

Parking on Custom House Quay.

- There is a strong argument that use of any part of the waterfront for parking is inappropriate, other than in terms of short-term stays for essential users and for servicing fishing vessels and other boats. Reducing or removing parking from the present Church Street car park and Custom House Quay would benefit pedestrian users and enable these spaces to play a greater role as waterfront assets.
- Access to Falmouth's waterfront, and to the highly distinctive structures and spaces along its length, is an undoubted attraction for visitors and local residents and therefore a significant regeneration issue. Historically, access has been achieved via quays, piers, slips and landing places, accessed from the main streets running parallel to the shoreline by lanes and opes and through buildings backing onto the water. It should be recognised that a large-scale linear harbourside development fronting the present waterfront, as described in recent and past proposals, would have a major impact on this fundamental component of the town's existing character. Many towns – regionally, nationally and internationally – have historic or modern harboursides based on a waterfront road or promenade; few have a surviving historic waterfront of the diversity, charm, interest and significance of that which already exists in Falmouth.
- Access to the waterfront could be very substantially enhanced, however, through a variety of less radical measures (see below). At minimum, measures to reduce the present level of confusion over public and privately accessible areas would be worthwhile; these might include changes to signage and other public realm provision but it would also be appropriate to test the legal status of some of the current barriers to public access represented by notices and signs. Full public access should be seen as an important component of any future waterfront developments.
- Greater commercial and residential use of currently unused or underused waterside plots at the rear of premises along the east side of Market Street, Church Street and Arwenack
- Street would have benefits in terms of enhancing overall activity levels, providing an improved economic basis for main

street businesses and for long-term maintenance and retention of distinctive fabric. The existing topography of the waterfront area offers a significant opportunity to substantially increase access and develop the area for highly distinctive retail, leisure and residential uses. To this end, a survey and feasibility study aimed at identifying current uses of waterside land, potential for improved access (from both the landside and the water), owner attitudes and the potential of premises and sites for appropriate conversion or development would provide a basis for further planning. In view of the high archaeological potential of the area, such a survey should be accompanied by a detailed assessment of standing structures and the potential for buried deposits, and identification of opportunities for beneficial reuse of historic structures and the conservation and presentation of historic features. Some of these may be eligible for protection through formal designation (for example, the remains at the rear of 17 Arwenack Street and cellars at Greenbank).

Cluttered signage and street furniture at Custom House Quay.

- Additional access to waterfront premises could be provided from the water: a hop-on - hop-off water-bus or taxi service plying the length of the waterfront would be a significant draw in itself; property owners might also provide pontoons or floating boardwalks to facilitate access to the rear of premises for waterborne and pedestrian customers.
- Many premises on the main shopping streets feature striking views across the water from rear windows; there is potential to promote further opening of such visual access in premises where it is not currently available, again using the asset to develop new business potential.
- An assessment of current public realm provision in all publicly accessible areas along the waterfront should aim at reducing 'clutter', at maintaining and presenting historic features and introducing new components of appropriate quality, scale and form for the setting.
- The highly distinctive fabric and historic significance of the waterfront creates the potential for provision of interpretation materials specifically aimed at increasing appreciation and understanding of the harbour-side built environment. Falmouth's large water-borne population offers the opportunity to target at least some of this material specifically on what can be seen from the water.

4. 'The cliff'

(Fig 7 & Character Area summary sheet 4)

This area represents secondary expansion from Falmouth's historic core. It has an intriguing topography, some good historic fabric and much evidence of past activity. However, there has been extensive removal of historic structures and much of the area now appears as badly degraded townscape, with an air of neglect and absence of care in the treatment of spaces, the public realm and the design of modern components. It has high potential for making a substantive contribution to regeneration.

This Character Area, named 'the cliff' in this report for convenience of reference, covers the steeply sloping zone immediately behind and above Falmouth's major historic commercial axes (Character Area 1) and sandwiched between these and the terraced suburbs (Character Area 5) on higher ground above. For the most part it represents secondary development which took place as the settlement expanded beyond its early focus close to the shore. Its sloping topography is a significant unifying factor, accommodating a grid of narrow lanes, steps and passages running steeply uphill and streets running along the contours. Some historically important routes into and out of the core of Falmouth also run through the area.

Much of 'the cliff' was formerly occupied by dense residential settlement in a maze of courts, opes and backlets, with terrace and row housing along some of the lanes. There were also small workshops, stores and structures associated with maritime activity. The area housed a significant portion of the town's working class population, including many fishing and sailors' families, before the development of the terraced suburbs (Character Area 5) during the nineteenth century. There was also a small component of socially superior housing and a number of institutional buildings were situated in the area.

Smithick Hill; new surfacing and railings were installed through the Falmouth HERS scheme.

A substantial part of the historic built fabric is no longer extant: a programme of 'slum' clearance was undertaken, particularly in the 1930s, and there have been further removals subsequently. Parts of the area were redeveloped in the later twentieth century but many formerly built-up sites remain vacant. Vacant and derelict sites, some covered with rampant self-seeded vegetation, inappropriate replacement buildings and poor public realm provision have left much of the area with a feel of neglect and diminished quality, although the traces of its former built character and historic topography which remain make it clear that this has been – and has the potential to be again – a zone of particular distinctiveness, charm and interest. Consequently it should be of significant interest for regeneration.

Present character

The southern part of the area has an intriguing grid-like layout. Numerous lanes, opes and steps - Hull's Lane, Quay Hill, Fish Strand Hill, Well Lane, Snow's Passage, Lawn Steps and others - climb steeply up the slope, their orientations and positions probably fixed originally by the boundaries of properties along the main commercial axis of Market Street, Church Street and Arwenack Street at the foot of the slope. These are crossed by streets and lanes approximately following the contours. One of these, Gyllyng Street, is part of the historic route from Falmouth's initial urban focus at Market Strand to the manorial centre at Arwenack, via Smithick Hill (formerly

Porhan Hill), Gyllyng Street (Porhan Lane) and Arwenack Avenue. The parallel New Street, built before the 1770s, was probably added to provide additional space for residential development and access to the south side of the parish church; it incorporates the only significant urban open space in the Character Area, the small 'square' immediately adjacent to the churchyard. A few other alleys and passages running along the slope – for example, Porhan Street – formerly served as additional axes for high-density residential development. The narrowness, steepness and steps which characterise most uphill routes through the area bar access by motor vehicles, with the result that the area is fully accessible only to pedestrians. Descending from Clare Terrace to Church Street, for example, via 'the cliff', takes only a minute or so on foot, while requiring a lengthier and much more circuitous route by car. Nevertheless, provision for cars, particularly parking, has had a significant impact on the area (see below).

Gyllyng Street.

The street grid has to an extent been modified by the need to provide easier gradients on some routes. In particular, Swanpool Street lies obliquely to other routes up the slope, its alignment suggesting that it was probably constructed to provide access to and from the new quay complex of the later seventeenth century around Custom House Quay. Pike's Hill provides a 'cut-off' between Swanpool Street and Gyllyng Street, further modifying the rectilinear street layout, with similar effects at the upper end of Fish Strand Hill and the junction of Smithick Hill with Vernon Place. In the detached northern portion of the Character Area the historic street pattern was based on the diverging routes to the north out of Falmouth via Beacon Street and Prince Street, with lanes and opes descending the slope to serve the residential and industrial area behind the waterfront below.

The area has seen a significant degree of modification of the earlier physical topography. There are a number of former quarries - the construction stone for much of the historic core of Falmouth evidently came from here - the most obvious of which is the large Town Quarry, now a car park. Other former quarries include the present Well Street car park and the site of a modern apartment block below the south end of Wodehouse Terrace. Buildings formerly located on the upslope sides of streets following the contour were built on linear platforms quarried into the hillside, as on the west side of Smithick Hill. There remain a number of exposed rock faces and outcrops.

An impression of the former densely built-up character of the area persists around Quay Hill, with three- and four-storey buildings towering over the narrow lane, and in the varied rows of cottages and houses on the south side of Swanpool Street and north side of Hull's Lane. Elsewhere, however, the near-continuous building lines which formerly existed are now markedly gapped, with surviving historic buildings isolated from each other by empty spaces. As a result, large parts of the area, particularly the southern portion, suffer from a poor sense of enclosure (see below), exacerbating the air of neglect and under-use. The formerly densely developed section of the northern division of the Character Area, around Prince Street and Beacon Street, has changed character fundamentally: here there has been almost total clearance of historic fabric and the area has been landscaped to create gardens and open green space.

A 'working' building on the corner of Porhan Street. The rear of the Royal Cornwall Polytechnic Society building on Church Street is at right.

The surviving historic fabric is varied and, while less socially diverse than formerly, includes a few relatively humble nineteenth century terraces and rows of broadly 'industrial' form and scale, other terraces with a degree of architectural elaboration (the forms resembling some of those in the nearby Character Area 5) and several larger townhouses and a number of 'cottage'-style dwellings, the latter particularly in Hull's Lane.

There are a few surviving buildings reflecting the former integration of residential and 'working' buildings (stores, workshops, etc) in the area, with an interesting example of the latter with a splayed corner on the corner of Well Lane and Porhan Street. The former mortuary building and associated structures are of interest, although the significance of the former has been substantially masked by its incorporation into a modern dwelling.

The area has also accommodated a number of institutional buildings and spaces, although many are no longer used for their original purposes. Surviving examples include an early nineteenth century synagogue, a large Friends' Meeting House, a Methodist chapel on Vernon Place, the early twentieth century School of Art building at the north end of Arwenack Avenue, a school (now much altered) at the south end of Smithick Hill, the parish hall, extension graveyard and mortuary of the parish church, the Royal Cornwall Polytechnic Society hall (at the rear of the building fronting Church Street) and the 1920s Falmouth Ambulance building on Quarry Hill. Others have vanished, including the Widow's Row almshouses on Gyllyng Street, a Wesleyan chapel and Sunday School on Pike's Hill, a Baptist chapel formerly behind buildings on the north side of Webber Street, Trevethan Board School on Webber Hill and an eighteenth century Congregational chapel on Prince Street.

Architectural forms and building materials are also varied, with a significant element of minor decorative elaboration on many of the surviving buildings. There is a cluster of early nineteenth century three-storey stuccoed town houses on Quay Hill, some with quoin strips and first-floor sill strings, and nearby the fine Oddfellows Arms pub with a prominent oriel window. Several terraces contribute significantly to the area's underlying sense of quality: a mid nineteenth century stuccoed pair of houses in New Street, with an adjoining block of four (dated 1860) in killas rubble with brick window arches, maintain the historic character of the small square with street trees adjoining the churchyard; another house of slatehanging over studwork, probably early nineteenth century and a rare survival of earlier fabric and building methods in the area, survives behind the latter group. Other good planned terraces include Restormel Terrace, with ground floor bays, bracketed hoods over openings and hipped dormers, a pleasing group of terrace and corner shop on New Street and 34-41 Gyllyng Street, the latter particularly distinguished by the architraved window openings of the gable elevation of no 34, Devonshire House. Nos 9 and 10 Gyllyng Street again have some minor elaboration in the form of moulded hoods and consoles on ground-floor openings. On Hull's Lane the early nineteenth century Myrtle Cottage is of stucco on studwork, with the earlier adjoining Northfield Cottage possibly of cob. There are some good townhouses on Swanpool Street, including one of brick with slatehanging on the first floor and a pilastered doorcase. Institutional buildings are in a variety of materials: the synagogue has a notable elevation of red brick with blue headers and granite quoins, with an oculus window above the entrance, and the substantial Friend's

Meeting House is of dressed stone with brick and rock-faced granite dressings.

New Street.

The later twentieth century component of this Character Area generally fails to make a positive contribution to its established historic character, primarily in terms of the inappropriate scale and form of most developments; examples include the massive New Court apartment block between New Street and Gyllyng Street and other large residential blocks in the near vicinity – the mismatch in scale between these and the historic structures in the area is particularly unfortunate. Elsewhere, modern terraces and other recent buildings on Gyllyng Street do not match the distinctive quality of nearby historic buildings and the general tendency to build garages and parking provision into ground level elevations of new developments has had a deadening effect on streetscapes. Overall, there has been an almost total failure to respond to the underlying quality and character of the setting in designs and choice of materials. Alterations and extensions to historic structures in the area have also frequently been insensitive.

Provision for cars and parking has also had a particularly negative effect, particularly along the Smithick Hill – Gyllyng Street axis. Former building terraces, quarried into hillside, are now used for parking and elsewhere provision has been made by creating platforms terraced out from roads on the seaward side; the effect is to turn significant historic streets and lanes into linear car parks. Much of this parking appears to be controlled by Carrick District Council. Little has been done in terms of landscaping to minimise the visual impact of the formal car parks at Well Lane and Town Quarry. Street parking at the north end of Arwenack Avenue is particularly intrusive.

A formerly densely built-up area on Smithick Hill, now dominated by parking provision.

There are frequent traces of former structures, with the lower courses of former house fronts and other buildings sometimes forming the base of retaining walls, displaying infilled door and window openings. Several of the open green spaces show building platforms and traces of walling and other built features and more substantial remains can be found in a number of places, as, for example, Snow's Passage. Many of the overgrown plots also appear to retain some derelict historic structures.

Distinctive historic walling – the quality of work demonstrated in such examples offers a model for modern public realm provision.

Character in the area is enhanced by interesting survivals of historic surfacing and other detail, including a number of flights of granite steps and granite risers on sloping paths, shaped granite rainwater gulleys alongside Hull's Lane, Quay Hill and other lanes running downslope, substantial granite kerb stones (outside the Friend's Meeting House, for example), instances of roadside gutters of small edge-set stones, good cast iron railings at the top of Quay Hill and glinter posts in Hull's Lane. The area also has several more substantial street features including the Arwenack Avenue gate piers (listed Grade II), brick and granite pillars at the bottom of Lawn Steps, an arched doorway beside the former parish mortuary and pointed arch openings in a retaining wall at the south end of Gyllyng Street. There is a particularly intriguing (and unexplained) round-headed arch through a substantial rubble wall at the entrance to Restormel Terrace (off Pike's Hill). An arched entrance, now blocked, with steps descending through it, alongside the rear of the Royal Cornwall Polytechnic Society building, formerly gave access to a pub.

There are a number of good examples of historic stone walling, most notably the fine pillar and panel boundaries around parts of the graveyards above the parish church. These in particular are of a quality and distinctiveness to which future walling in the Character Area should aspire.

The area has a significant 'green' element. There are mature trees in the churchyard and a pleasant group of four street trees nearby on New Street. The graveyards and areas such as Lawn Steps provide open green spaces. Additionally, there are several grassed and landscaped former building plots off Gyllyng Street, some of which have small trees and shrubs, and many other vacant and derelict sites are heavily overgrown with self-seeded trees, scrub and brambles. The formally landscaped terraced gardens alongside Prince Street and Beacon Street now constitute the major character element in this part of the northern portion of the Character Area.

There are fine panoramas across the harbour, Penryn River and Carrick Roads from several points, with memorable views to the Docks and Pendennis, and nearer glimpses of the parish church and its tower and of varied roofscapes below from parts of Gyllyng Street. The view down Quay Hill towards and over the harbour, framed by tall buildings on each side, is one of Falmouth's most striking. The contrast between the historic character of this area and that of the later suburbs, however, is emphasised by the fact that very few of the surviving historic buildings here appear to have been sited to take advantage of these vistas.

View across New Street to Pendennis and the National Maritime Museum.

Regrettably, most mid to late twentieth century public realm provision here has been extremely poor, exacerbating the general neglect of the area since the interwar demolition of much of the historic fabric. Some large modern retaining walls on the upslope side of streets following the contours have been stone-faced, but the result resembles vertical mortared crazy paving and lacks any sense that the stone is a meaningful part of these structures. Other prominent boundaries (their visibility often emphasised by the permeability of the area) are of blockwork, pierced concrete blocks, wire chain-link and wooden panel fencing, contributing little to distinctiveness or sense of place. The boundary and entrances to Trago Mills' yard in Hull's Lane are particularly obtrusive. Much of the modern street furniture – safety railings, bollards, stanchions and chains dividing parking spaces, street lamps, the gated division between Vernon Place and Gyllyng Street, and so on – is inappropriate in style, scale and quality, and often poorly

maintained; some surfaces in the area are patched and crumbling.

The recent work executed under the Falmouth HERS scheme has inserted new railings, lighting and surfacing on some of the opes and lanes running uphill through the area from the main commercial axis, as well as carrying out work on walls and other boundaries, reducing vegetation on derelict sites and installing public art features. Some granite drainage channels were also reinstated, and minor detailing added through new areas of cobbling, with the work undertaken by local masons. Some adjoining properties were encouraged to undertake appropriate maintenance. These works have produced major improvements in terms of making the opes look 'cared for' and more inviting to pedestrians, and in facilitating access for people with disabilities. Within the context of these substantial benefits, however, it is arguable that the pale-buff colouring of the surfacing material and robust modern form of the new railings installed are not entirely appropriate to the scale and fine grain of their specific settings.

Archaeological potential

This area has seen very high levels of removal of historic structures and features, including numerous buildings and the later seventeenth century water supply and mill created for Sir Peter Killigrew by the Dutch engineer Vermuyden. Some redeveloped sites incorporate basement parking provision and in these cases it is possible that evidence of earlier activity has been at least partly destroyed. Many formerly developed sites remain vacant, however, with a number of instances in which building walls survive to heights of a metre or more. Other currently developed sites may preserve important traces of earlier activity and standing historic buildings are likely to offer evidence of building sequences and changes of use. The potential for significant archaeological remains in this area is therefore very high. The lack of archaeological recording in the zone during recent development (with consequent loss to the community of a more detailed understanding of Falmouth's past) is much to be regretted. Archaeological assessment, evaluation and, where appropriate, mitigation, for all future interventions in the area is a high priority.

Regeneration and management

Issues

- 'The cliff' Character Area as a whole, despite its close proximity to the commercial core of the town, currently makes a relatively small contribution to its economic and social vitality and to its sense of character and quality.
- Much of the southern portion in particular has an overall air of neglect, with substantial parts poorly maintained, derelict, vacant or underused; in addition, this area has been more blighted by inappropriate later twentieth century development and poor public realm provision than any other part of Falmouth.
- These problems are less obvious in the northern part of the area, although the dominant uses for relatively low density parking (in terms of the potential capacity of the Town Quarry site) and undistinguished green spaces also raise issues of under-utilisation.

Smithick Hill.

Recommendations

- 'The cliff' offers a potential focus for intensive regeneration activity, particularly in its southern part. There the need is to reinstate a high-quality townscape which will be a positive attribute to Falmouth. The most appropriate form of

redevelopment here would be in the form of new housing (with a substantial affordable and rented component) combined with small-scale workplaces for arts and design, crafts, service and knowledge workers; overall, there is an opportunity here to rebuild a vital town-centre community. Potential benefits, in addition to enhancement of the currently degraded area of townscape, include an increase in year-round activity levels in the commercial core of the town and improved utilisation of brownfield land.

- There is a need for a coordinated approach to regeneration in the area, to ensure quality and avoid mistakes of the kind which were made in much of the later twentieth century change here. Surviving historic fabric and street patterns provide a clear model for both the scale and the required sense of distinctiveness and significance for new elements. A detailed characterisation study of the area would provide a sure basis for planning future developments which will enhance and develop its unique character.
- Design for all new provision in the area should be strongly informed by character, working with the distinctive topography and informed by the historic model of high-density, socially varied housing mixed with workplaces on an intimate and compact scale. The potential is to create for the twenty-first century a low traffic, people-friendly area of great charm and significance.

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- The high archaeological potential of the area demands assessment to more closely identify sensitive areas and provide an understanding of possible constraints on future change. A detailed evaluation of archaeological potential in advance of regeneration planning would therefore be of major benefit.

Well Lane. Surviving housing forms provide a model for future new-build in the area

- There are strong arguments for emphasising provision for car-less or low car use households in new development. However, there may be potential for creating additional parking resources for the town, probably at least in part underground, in near proximity to the main commercial axis. Town Quarry has long been mooted as a potential site for a multi-storey parking facility; this provision could also be linked with provision of additional housing. Planning for regeneration in the area should take account of wider transport and parking strategies for the town.
- If regeneration-oriented redevelopment in the area is likely to be long-delayed, it would be beneficial to carry out public realm improvements aimed at reasserting the fundamental quality and significance of the area. This would be strongly aided by proactive management of vacant land and car parking areas, much of which is in public ownership. New public realm provision should be informed by detailed characterisation to ensure that it is appropriate to its immediate context.

- Close conservation-oriented monitoring and management is required, aimed at maintaining and enhancing the quality of the area's surviving historic resource. There is potential for a partnership approach with property owners to achieve high maintenance standards for historic structures and secure improvements to the visual quality of boundaries, side and rear elevations and other features. The underlying character of the area remains robust and significant and there is potential for a programme aimed at reversing and ameliorating past mistakes: for example, reinstating fenestration of appropriate design and improving the quality of boundaries. An essential tool in achieving this will be designation of appropriate Article 4 directions.

5. The terraced suburbs

A large area of terraced suburbs of varying social status in a grid of streets on the higher ground around the historic core of the town. Stucco is the dominant finish, but there is wide diversity in form and detail and the high degree of variation within the area is a significant element of its character.

This Character Area incorporates a diverse social mix of historic fabric and streetscapes, from rows and terraces of substantial villas to modest 'industrial' terraces. Between these two extremes lies a spectrum of housing forms unified by the prevailing terraced form but significantly differentiated by subtle variations in social status articulated through form, scale, architecture and detailing.

The sequence of development has taken a similar course throughout the area. Beginning at the end of the eighteenth century, large, architecturally striking villa terraces and rows were built to take advantage of views to Carrick Roads, to the sea or green spaces: the earliest examples are those on Dunstanville and Stratton Terraces but the siting of others along the margins of the area follow similar principles, including those on the north side of Woodlane, Clare, Wodehouse, Erisey and Harbour Terraces and the mix of later terraces and villas on the north and south sides of Kimberley Park. The important routes into the core of the town along Killigrew Street and via Bassett Street and Beacon Street also saw relatively early development.

Subsequent growth took place behind these earlier terraces, infilling the area over time with more modest terraces on a high density grid pattern. The pattern was completed during the decade before WWI and has remained largely intact, with relatively little loss of historic fabric and only a modest degree of further building.

Falmouth's terraced suburbs are wholly distinct in character from the contemporary gridded suburbs of other Cornish towns, particularly its relatively near neighbours Truro, Redruth and Camborne. The significance of the area for regeneration lies particularly in this distinct sense of place and air of quality, enhancing Falmouth's overall sense of 'difference'.

Erisey Terrace.

Present character

The perceived regularity of the area's gridded street layout is most marked in the later, south-

western portion, west of Trelawney Road, developed in the late nineteenth and early twentieth century. Even here, however, it is modified by the presence of a former quarry below Budock Terrace and the sinuous courses followed by the earlier lanes or tracks, predating suburban development, from which Marlborough Road and Trelawney Road developed. Elsewhere, while remaining broadly rectilinear the layout is modified in various places to respond to topography, to the shapes of former fields and spaces left by earlier development, and to fit around pre-existing routeways. The consequence is a pattern which is never entirely predictable: streets diverge from each other at odd angles or take interesting curves, adding charm and interest to streetscapes and the experience of moving through.

Clifton Place.

In the main gridded area, centred on the principal axes of Marlborough Road and Albany and Trelawny Roads, most of the streets are built up along both sides, the terraces and other structures facing each other across the width of the carriageway. On the sloping outer margins, however, terraces face outwards with their front elevations overlooking the rear boundaries of the terrace below; examples include Florence Terrace and Florence Place, both fronting onto the rear plots of houses on Woodlane, and Frobisher Terrace, overlooking the rear of Penwerris Terrace which itself fronts onto the rear of properties on Dunstanville Terrace. In these cases, the frequent incidence on rear plots of inappropriate development and boundary features, coupled with poor maintenance, has had a strongly negative impact on several streetscapes which are in other respects of significance and quality.

Many streets in the area, particularly the later ones, are wide and generously proportioned, with broad pavements; they contrast sharply with the narrowness of most streets in the central area. This, with the area's hilltop and hillside location, the occasional glimpses outward to the harbour, Carrick Roads and distant countryside, the predominance of planned two-storey terraces and consequent enhanced perspective views along streets, moderates the otherwise strongly enclosed nature of these suburbs.

Streets are for the most part relatively level, built over the rounded plateau behind 'the cliff' or following the contour along hillslopes; only a relatively small number of linking streets or main routes run upslope. Many of the streets running along the contours or obliquely across slopes have raised pavements on their uphill side to accommodate the difference in height between the ground floor entrances of houses and road level (for example, Budock Terrace, Wellington Terrace, Killigrew Street, Trelawny Road, Penwerris Terrace, Clifton Crescent); the granite kerbs and stone faces to these pavements provide many of the best public realm elements in the area. Polwhaverel Terrace, on Bassett Street, is an exception; there, the elevation of houses on the uphill side of the street is accommodated through the provision of steep steps up from the pavement to relatively deeply recessed front doors.

Park Hill.

Many streetscapes within the area offer long views along streets with level rooflines and strong perspective effects; in a few instances, changes of street alignment offer interesting oblique views of terraces at their further extents (for example, Budock Terrace and Marlborough Road). However, steep descents on a few streets – Killigrew Street, Bassett Street, Berkeley Hill, the north end of Trelawney Road and east end of Marlborough Road, for instance – produce a visually interesting stepping of roof lines and gables. Some of the 'frontage terraces' - Wodehouse and Clare Terraces to the south and Dunstanville, Harbour and Erisey Terraces on the northern side - offer stunning views out across the harbour and Carrick Roads; some hillside terraces also have good views, often better from first floor windows than from the ground floor because of rear plot development on terraces below.

Some of the most striking streetscapes result from a combination of views outward along the length of a street with the townscape qualities of more immediate features. Killigrew Street, for example, has an elegant raised pavement, pollarded street trees, some good historic houses and two striking nineteenth century churches, with views down its length across the harbour to the wooded Trefusis; the east end of Marlborough Road offers fine stucco terraced villas stepping down the hillside and views out to Carrick Roads and the Roseland beyond.

Nos 1-6 Marlborough Road, a fine group of 'Cornish Regency' villas.

Dunstanville Terrace represents one of Falmouth's most visible historic 'treasures'.

Despite the overall similarity brought about by the terraced form of most of the buildings in the area, these suburbs show a very marked diversity throughout, manifested in, for example, differences in building form and scale, the degree of architectural elaboration and detailing and the presence or absence of front garden spaces and attendant greenery and boundaries. There are a few architectural setpieces – Earle's Retreat, Victoria and Albert Terraces and Cambridge Place – and several notable individual buildings including the two large churches on Killigrew Street, Clare Terrace school, Park Cottage and a few individual detached villas. For the pedestrian visitor this diversity – the fact that no two streets are alike and that each offers an intriguing variety of streetscapes and building forms and details to observe and enjoy – gives Falmouth's terraced suburbs a greater appeal than that of most other suburban areas in Cornwall.

The social apex of the area is represented by the earliest major area of development, the late eighteenth and earlier nineteenth century houses on Dunstanville Terrace and along Greenbank, with many of the houses initially built for packet ship captains, merchants and other commercially prosperous households. Dunstanville Terrace is in fact a long row of very varied three-storey villas. Colour-washed stucco treatments are frequent but there are also elevations of brick and stone, adding further colour and texture. The buildings are tall, terraced into the hillside and set above the roadway behind a raised pavement and well bounded front gardens of palms and shrubs. Strong architectural form and detailing - elaborate doorways, some with box porches, bay windows carried from ground to first and second floors, a variety of oriel windows, elaborate dormers, large chimneys, varying eaves heights and roof details – create a highly textured and distinctive group. This, with the

neighbouring Stratton Place, Stratton Terrace (in fact, detached and paired villas) and Tehidy Terrace, together form one of the most impressive waterfront façades in Cornwall. Other socially superior groups, smaller but all with some degree of architectural elaboration, include the rows and houses on the north side of Woodlane and the planned stucco terraces of Florence Place, Florence Terrace, Cambridge Place and Wodehouse and Clare Terraces; almost all of these are similarly located on the outer edge of the Character Area and most – with the exception of the late nineteenth century Cambridge Place – date from the earlier period of the development of the Character Area.

At the other end of the social spectrum, there are terraces which are comparable in form and scale to many of those in former mining settlements such as Camborne and Redruth, with single-fronted elevations opening directly onto the pavement. However, the widespread use of painted render on front elevations gives these streets a distinctly different character from their industrial counterparts. Particular examples are Lister Street, Merrill Place and New Windsor Terrace. The occasional presence of moulded detail (Lambert Terrace, on the west side of Bassett Street, and Windsor Terrace, for instance) and of street trees also diminishes their resemblance to 'industrial' terraces. Lister Street has examples of houses in roughly dressed killas with dressings around openings in alternated red and cream brick, as in some of Truro's later nineteenth century suburbs; some houses now rendered were probably also originally finished in this way.

Trelawny Cottages, set around a small court off Waterloo Road, presents the closest resemblance to industrial housing. These have the distinctive 'double-house' form which can also be found in Redruth, Pool and St Just: this consists of paired, stone-fronted mirror-image houses in a short terrace, with adjoining front doors separated by a narrow granite upright beneath a shared lintel, the internal dividing wall between the properties is evidently thin, presumably of studwork or a single thickness of brickwork. Even here, however, it appears that at least some of the cottages now showing exposed stone façades were formerly rendered and their apparent industrial character is to some extent diminished by the presence of small gardens fronting onto the cottages.

'Middling' terraces make up a substantial proportion of the area. These are usually marked out by small front gardens with gateposts and dwarf boundary walls (sometimes with good granite copings and evidence of former ornamental railings) and very frequently by bay windows, either on the ground floor only or continued to first floor level. There is also usually some degree of elaboration on the stucco elevations, often echoing and developing that on the socially superior mid nineteenth century houses and terraces in the Woodlane area.

Norfolk Road.

Small but distinctive variations in detailing and ornamentation between otherwise similar terraces add significantly to the interest and charm of the area. Examples include a range of moulded hoods and consoles on door and window openings, bands continued around bays and oriel windows supported on elaborate painted wooden brackets. Round-headed door openings with moulded surrounds and prominent key stones also feature on some rows, with notable examples on Clifton Place and Norfolk Road. A superior group on Marlborough Road features a Greek key ceramic frieze as string course with deeply recessed front doors behind round headed entrance openings flanked by dwarf columns.

Some of these terraces also feature striking elaboration in their glazing: examples include upper lights and fanlights divided by glazing bars in the form of an X in Belmont Road and in grid form at the west end of Marlborough Road. Sash windows with unusual horizontal lights are a distinctive feature of houses in Stratton Place and Florence Terrace; similar glazing survives on some of the terraced houses in Union Place, Truro.

Corner of Woodlane and Albany Road. Trees, hedges and gardens are a notable feature in parts of the Character Area.

Some older villas and terraces in the northern portion of the Character Area have well-built and distinctive boundary walls of slate-capped mortared rubble, often running steeply downhill. Modern attempts to emulate these have unfortunately resulted for the most part in walls which resemble mortared vertical crazy paving. Rubble walls, often substantial and distinctive, some with dressed stone quoins to openings and corners, are also a feature of back lanes in the area. These have in many cases been poorly treated, pierced or part demolished to provide access for parking space or garage construction.

Front gardens, where they exist, exercise a significant influence on streetscapes, from the dense and obscuring greenery in the front plots of many houses on Woodlane and Florence Place, to the softening, 'Mediterranean' influence of foliage and colour from 'Cornish' palms, hydrangeas and other bushy shrubs in small enclosed spaces of many of the middling terraces.

Archaeological potential

Over much of the Character Area the existing buildings are those first built on formerly greenfield sites; the potential for archaeology, therefore, other than that embodied in the buildings themselves and associated structures, is that derived from pre-urban uses of the area. Much of this, particularly in the former Arwenack deer park and around the high ground of Beacon Hill, was probably enclosed as fields only in the eighteenth or early nineteenth centuries, although historic maps indicate that a small area in the upper part of Berkeley Vale is likely to have been enclosed earlier. On the higher ground there may be traces of the windmill and Bronze Age barrows shown on a later sixteenth century map and of the beacon formerly located on Beacon Hill; there may also be evidence of former field boundaries and structures associated with agriculture and of earlier features associated with the deerpark. Evidence of former small-scale quarrying may survive.

Penwerris Terrace.

Regeneration and management

Issues

- Later twentieth century interventions in the built character of the area have had a significantly negative impact on its otherwise high quality. New housing inserted has generally been of inappropriately 'anywhere' design and garage or parking provision is often the

dominant street level element. Many rear plots have been affected by insertion of garages and small dwellings and poor quality replacement boundary materials. Alterations to historic buildings have frequently been startlingly inappropriate. Particular examples include roof extensions on the central double-fronted house in Claremont Terrace, a detached villa at the south end of Stratton Terrace and a semi-detached Regency house on the north side of Trevethan Road, and the addition of a large lean-to porch to the street elevation of an otherwise fine mid nineteenth century house on the corner of Trelawney Road and Waterloo Road.

Vernon Place.

- Many otherwise good buildings and streetscapes have been severely marred by installation of inappropriate replacement windows and doors; some terraces no longer have any surviving original windows or doors.
- Poor later twentieth century buildings and alterations combine in a few areas with maintenance and decorative problems to produce an air of neglect and blight. Examples include the former main route into Falmouth along Beacon Street and Bassett Street and parts of Waterloo Road.
- Public realm and traffic engineering provision in the area is often inappropriate for the quality of the setting. Examples include the poor perimeter fencing and safety railings at the entrance to the Bowling Green, obtrusive traffic calming (including chicanes and brick planters and the presence of a mini-roundabout at the junction of Albany Road and Marlborough Road) and excessive signage. Street lighting is generally inappropriate in scale or design for a suburban area of such character; it is obtrusive everywhere but particularly damaging to character within streetscapes of the quality of, say, Dunstanville Terrace or Clare Terrace.
- Street parking is at high levels throughout almost the whole of the area. It is intrusive in all streetscapes but has a particular impact on the quality of the more impressive architectural groupings and set-pieces such as Dunstanville Terrace and Cambridge Place.
- Several small portions of the Character Area are, despite the presence of distinctive and characterful historic buildings and streetscapes, omitted from the present Falmouth Conservation Area. The most significant of these are the rugby ground and adjoining terraced streets (Clifton Crescent, Clifton Terrace and the south-east end of Tregenver Road), terraces on the west side of Bassett Street and on Beacon Road and the north-eastern section of Trevethan Road. The latter is notable for some good historic buildings, some of which have suffered highly inappropriate alterations.

Recommendations

- Close conservation management and proactive provision of advice to householders, aimed at maintaining and enhancing quality and arresting the erosion of character resulting from inappropriate alterations and additions to historic fabric. Detailed supervision of future change through the planning system should be fully informed by the potential impact of

new build or alteration on character, quality and sense of place.

- Here, too, despite the incremental effect of negative later twentieth century interventions in the area, the underlying character remains robust and significant. There is potential for a programme aimed at reversing and ameliorating past mistakes in treatment of the built environment: for example, reinstating fenestration of appropriate design, improving the quality of boundaries, etc. An essential tool in achieving this will be designation of Article 4 directions to control future alterations to buildings and demolition of boundaries and outbuildings.
- A detailed review of public realm, street furniture and traffic management components throughout the area, undertaken as the basis for a programme of works to improve the overall quality and appropriateness of these elements.
- Careful management of existing street trees and an assessment of the potential for reinstatement or appropriate new provision elsewhere in the Character Area.
- Review the Conservation Area boundary.
- As elsewhere in Falmouth, aim to reduce parking and traffic levels, particularly the use of relatively minor roads as through routes.

6. Seaside resort and wooded suburbs

A polite green suburban and seaside area covering much of Falmouth's southern extent. Its character originates from a scatter of large eighteenth and nineteenth century houses and their wooded grounds, sited to take advantage of the wide views. Larger buildings and gardens continue to be dominant, despite greater density in later expansion of visitor accommodation and housing.

This large Character Area covers the whole of the southern portion of the historic urban extent of Falmouth; Wood Lane is effectively its northern boundary, dividing it from the more densely built up nineteenth century suburbs on the hilltop to the north. While diverse in detail, the area's primary unifying element is its character as a suburban area of genteel origins with a significant green and wooded component. Its development began with the building, from at least the later eighteenth century, perhaps earlier, of a series of substantial country houses and villas in locations which, while close to the town, enjoyed spectacular views south to the sea or east over the waterside industrial area at the Bar and sheltered anchorage offshore. In the Victorian and Edwardian periods the southern coastal strip became the principal focus of the town's development as a seaside resort, spurred by the arrival of the railway in the 1860s; the town's two principal stations are in this Character Area. This part of Falmouth subsequently contributed substantially to the 'Cornish Riviera' image marketed by the Great Western Railway. From the early twentieth century, perhaps slightly earlier, the area saw progressive infilling of former agricultural land and subdivision of larger plots with developments of modest villas and terraces. This process continued in the post WWII period, with much of the new housing in the form of bungalows.

'[The] south side of the town is all gay with palm-trees and exotic ferns, white shining hotels, and the sandy bathing-coves of Castle Beach and Gyllyngvase . . .' (S P B Mais, *The Cornish Riviera,* 1928).

The developing character of the area as a resort and polite suburb effectively barred the emergence of any substantial element of

working class housing in the immediate hinterland of the Docks, also developing from the 1860s. However, the eastern portion of the Character Area, close to the Bar and the Docks, is certainly more socially and functionally mixed than the remainder: on Bar Road there are both handsome villas and modest terraces (including the well-designed railway cottages) and during the twentieth century and to the present this area has been the location of several garages and small workshop-based enterprises.

Bar Terrace.

Present character

The area is more varied in its physical topography than any other part of Falmouth. It spreads across the low ridge behind the coast, the shallow valleys running east to the Bar area and south to Gyllyngvase and up the southern flank of the higher ground to the north on which Woodlane lies. While the main roads are relatively level or at least moderate in slope, minor roads, particularly those running down to the shoreline, are often rather steeper. The area is fringed by low rocky cliffs on much of its south side, except at Gyllyngvase beach, where there is a sandy shore backed by the Queen Mary Gardens and a parking area on the relatively level ground at the mouth of the valley. Roads in the area are generally sinuous and there is a high degree of permeability via several main axial routes and a network of minor roads and wooded lanes and footpaths.

The suburban landscape retains important traces of the historic landscapes which preceded it. Some of the north-south boundaries in the area between Melvill Road and Cliff Road, for example, fossilise fields depicted on the late sixteenth century Burghley map. Elsewhere boundaries and possibly some buildings survive from several farms – Arwenack Farm (now the site of the Baptist church in Western Terrace), Whitethorn and Gyllyngvase Farms, situated between Swanpool and Gyllyngvase Beach - which occupied at least part of the area into the twentieth century. Fenwick Road was formerly the access road to Gyllyngvase Farm and Gyllyngvase Hill and other roads in the area follow earlier routes, 'sanding ways', giving access to the beach for obtaining sand with which to manure agricultural land but possibly also for fishing: a demonstration of ground-seining was given at Swanpool in 1846 and similar activities may have been carried out at Gyllyngvase.

Fox Rosehill Gardens – the entrance on Melvill Road.

The strong 'green' and wooded element in the area's character, clearly apparent when driving or walking through it, derives in part from the persistence of elements of the former landscaped grounds of a number of large houses, among them the late eighteenth century Grove Hill (its grounds fossilising part

of the earlier ornamental landscape belonging to Arwenack), Rosehill (*c* 1820) and Gyllyngdune House (*c* 1840). Many of the late nineteenth and early twentieth century suburban properties built in the area had large gardens and most still feature dense arrays of flowers, shrubs and mature trees. A significant and highly visible presence of palms and other more-or-less exotic trees and plants testifies to the temperate climate and southern aspect, and to an historic passion for 'tender' plants and using exotics to create Mediterranean-styled pleasure grounds: the editor of *Gardeners' Magazine* noted in 1908 that he was unable to think of a garden 'so altogether as un-English as that of Rosehill' (now Fox Rosehill Gardens). The former elaborate gardens, plantations and parkland of Gyllyngdune House survive in part and continue to have a strong influence on part of the Character Area. Stands of Scots pines form prominent and distinctive 'landmark' components in many vistas.

Boundary features play a complementary role to the ubiquitous greenery in many streetscapes. Particularly notable are the slate-capped mortared rubble walls around some older plots and the widespread late nineteenth and earlier twentieth century dry stone walls, almost always with a marked batter, constructed of squared rough-faced blocks of drilled silver-grey granite from quarries probably in the Mabe area. These are a particular feature along much of the seaward frontage of the large hotels and apartment buildings on Cliff Road and the Edwardian and interwar residential areas behind.

Much of the built character of the area derives from large, strongly planned components. The substantial houses and their wider grounds referred to above are one aspect of this but there are also several other large 'created' features such as Castle Drive around Pendennis, Cliff Road along the shoreline cliffs, Queen Mary Gardens, the Princess Pavilion – Gyllyngdune Gardens complex, and landmark historic components such as the Falmouth and Pendennis Hotels (the latter now much altered and renamed the Royal Duchy). Most of the older buildings are sited on large plots. In the later twentieth century some large historic buildings, primarily hotels, have been replaced with similarly large modern apartment buildings.

The Falmouth Hotel from Cliff Road.

The railway is another large-scale component and has a significant visual and topographical influence on character through the presence of cuttings and embankments, bridges, the railway cottages, stations (at the Dell and Falmouth Docks) and, not least, the long linear 'plantation' of trees and greenery running through the area which it hosts. The Docks station terminus, formerly an architectural showpiece, has undergone an almost total loss of historic fabric; the present buildings, landscaping and public realm on the site are poor and the immediate area forms an extremely undistinguished 'gateway' to Falmouth for visitors arriving by rail.

Development in the area has frequently been sited to take advantage of views and vistas: to the sea, Pendennis and Carrick Roads and across the strongly green and wooded valley behind the shore. Wodehouse Place, for example, which adjoins Rosehill on Woodlane, when built in 1821 offered views of the 'shore line from Pendennis Castle to the Manacles'. While subsequent development has in some cases masked or limited these wider panoramas, the area remains one in which longer perspectives and views are important.

Away from the Bar, historic uses have been dominated by leisure: secluded country houses and their ornamental surroundings, hotels and

guest houses, gardens, pleasure grounds, seaside activities, walks and views. This element persists although the residential element is increasingly dominant.

There is a scatter of interesting minor historic buildings and structures ancillary to the larger houses and hotels. These include the lodge and stables on Melvill Road formerly belonging to Gyllyngdune House, and its summerhouse (sometimes referred to as a chapel) on Cliff Road, as well as some well-built private garages and outbuildings. The early twentieth century building adjoining the former Hotel Riviera on Bar Road continues to advertise itself as both stables and garage to the hotel. The Bar area also retains a few examples of small workshop buildings relating to its former industrial function and proximity to the docks.

Former stables and garage to Gyllyngdune House, Melvill Road.

Substantial Victorian and Edwardian villas with ornamented stucco finishes are probably numerically dominant, but there is in fact considerable variety in architectural style, materials and treatments of the larger historic buildings in the area. This includes a number of very fine late eighteenth and earlier nineteenth century houses. Several of these are of elegant, Classically proportioned and detailed stucco; Grove Hill, Rosehill and Gyllyngdune House are the most prominent examples. There are others of killas rubble, including 3 Woodlane (late eighteenth century) and 33 Grovehill Crescent (*c* 1800); the latter is particularly interesting with brick detailing, a triangular pediment over its central bay, round arched main door and central Venetian window. The eighteenth century Eden Lodge on Melvill Road has a fine slate-hung front elevation. Arwenack, earlier in origin than all other buildngs in the area (although much rebuilt), is in killas with granite dressings.

Parts of the area saw some higher density housing develop in the later nineteenth and twentieth centuries. Bar Road, including Marine Terrace, and most of the main axial roads in the area are almost continuously built-up with substantial villas and terraces. Examples include the fine Gothic-influenced polychrome and brick Pendennis Villas close to the Falmouth Hotel, a long terrace of steep projecting gabled houses nearby on Melvill Road and a varied and pleasing cluster of Victorian stucco houses on Lansdowne Road and Melvill Road. Much Edwardian and interwar development in the area was broadly influenced by Arts and Crafts styles, producing a significant number of buildings of considerable character and quality. These include detached and semi-detached houses with features such as tile hanging and red brickwork, others in stucco with exposed gable trusses, large square bays running from ground to first floor and pierced or turned decorative woodwork. There are a number of mock-timbered buildings, including the interesting Gyllyngvase Terrace and the striking villa named Rosemullion on Gyllyngvase Hill. The west side of Arwenack Avenue is lined with archetypical interwar suburban villas (round headed front door openings, bow windows), with only the exotic garden plants which some feature distinguishing them from almost any other middling suburb of this period in Britain.

Post-war new build has, almost universally, been less distinguished in character, design quality, materials and detailing than its predecessors. This is strongly in evidence in the case of larger buildings, apartment blocks and hotel extensions, for example, but fortunately much of the smaller-scale 'anywhere' residential building of this period has taken place in relatively self-contained small estates and 'developments', not immediately apparent from outside their immediate locality.

Above: Avenue Road. Below: Gyllyngvase Road.

Public realm provision over much of the area is less obviously poor or inappropriate than is the case elsewhere in Falmouth. There has been some upgrading of the 'seafront' area in the vicinity of Gyllyngvase and it is understood that this scheme will continue eastward to replace the present wood and concrete fencing along the pavement on the seaward side of Cliff Road. The parking area behind Gyllyngvase beach is currently somewhat obtrusive in an area otherwise of good landscape quality. Elsewhere, there are instances of cluttered signage and other street furniture, not least the clumsy siting of a telephone box in the middle of what could be a pleasant uninterrupted view north along Arwenack Avenue. Street lighting is generally inappropriate in style and scale.

The Arwenack - Bar area forms a distinct subdivision of the Character Area as a whole. Here, more than in any other part, recent years have brought wholesale changes to the historic topography and to the wider setting of surviving historic elements. This is particularly the case for Arwenack manor, the Killigrew monument and the handsome group of historic houses along Bar Road, extending to the railway cottages. Change has resulted from comprehensive re-development of the whole of the former Bar industrial area over recent decades, with large-scale residential and marina building along the waterfront, creation of parking provision on part of the landward side and the erection of substantial modern industrial premises in the vicinity of the docks. The public realm in the area is generally undistinguished. The consequence has undoubtedly been to diminish the impact of the historic elements and the sense of character and significance which they might otherwise give the area. Arwenack itself is partly hidden within greenery and behind high boundary walls and is not easily appreciated in detail. The Killigrew monument is surrounded by an uninspired 'municipal' setting of lawns and flowerbeds with a single tree to represent its former siting in the Grove; the clutter of signs and workaday metal railings around it are inappropriate to its significance and diminish its visual impact. Bar Road, despite the quality of the historic buildings, now has a somewhat dilapidated and tired air, exacerbated by the poor boundary and undistinguished elevations on the landward side of the Port Pendennis marina development.

Grovehill House from Lansdowne Road.

Archaeological potential

As in the terraced suburbs, many of the surviving historic buildings in this area were developed on greenfield sites. A significant element of the archaeological potential therefore derives from former uses, including the medieval and post-medieval agricultural landscape of farms, enclosure boundaries, access lanes and other features. The tithe apportionment map of 1841 showed a 'parish house and garden' at the junction of Melvill Road and Gyllyngdune Hill and evidence of this and other isolated pre-suburban features may survive. Additionally, however, there may be remains of earlier activity in the area, not least earthworks or other remains associated with the possible late prehistoric cliff castle at Pendennis. There may also be evidence of the Civil War siegeworks constructed by Parliamentary forces across the headland between the south side of Arwenack and the vicinity of Gyllyngdune. Later military activity, including WWI and WWII defences, is also likely to have left surviving elements.

Several surviving gardens in the area are archaeologically important in themselves, but there is also potential for buried or concealed remains of other ornamental landscapes associated with the large houses built from the later eighteenth century, and of features which formed part of the earlier landscapes around Arwenack.

Arwenack is a focus for possible archaeological remains of medieval and later structures and activities in the vicinity but there may be comparable evidence around other older buildings in the area such as Eden Lodge and Grove Hill. The area around the Bar and the fringes of the docks area may retain evidence of industrial and other activity.

Past finds of Greek and Roman coins on the southern shore serves as a reminder that there may be evidence of former activity on or close to the coast, and in the intertidal area and offshore.

Regeneration and management

Issues

- The mature trees which contribute so significantly to the character of the area have a limited lifespan and it is not clear that the necessary succession planting is being undertaken to ensure both continuity in the generally wooded nature of the area and the future presence of significant 'landmark' trees and groups.
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Trees and greenery are a key element of the character of this area.

- As in Character Area 5, much of the later twentieth century new build in the area has had a significantly negative impact on its character and sense of quality. It is fortunate that in many cases of replacement of larger buildings there has at least been a retention of the mass, scale and primary orientation. Alterations and extensions to historic buildings have for the most part not enhanced their hosts. At minimum, the character and quality of many otherwise good buildings has been eroded though installation of inappropriate replacement windows and doors; at worst there has been substantial damage to buildings which formerly made a significant contribution to the distinctive character of the area through inappropriate alterations and extensions, the clearest example being the formerly striking row of coastguard cottages overlooking the length of the southern shore from the east.

- There are some poor quality public realm elements in the area, including the fencing along Cliff Road (expected to be renewed in the near future), the setting for the Killigrew monument and the landward frontage of the Port Pendennis area. The visibility of the Gyllyngvase beach car park detracts from an otherwise good area of suburban, seaside landscape. Arwenack Avenue, in addition to suffering from some poor modern buildings and inappropriate uses on its east side, also suffers from clumsy siting of a telephone box, speed restriction signs and other street furniture.
- The Docks station facility and surrounding area are particularly poor. As a gateway, this lacks any sense of significance and fails to project the quality and character of the town and the maritime environment it serves.
- There has been very substantial loss of prominent historic buildings and of historic topography in the form of subdivision of plots. Some significant historic buildings are vacant or underused, the most obvious example being Gyllyngdune House.
- The present Conservation Area does not include the nineteenth-century cemetery on Pennance Road and contiguous streets. It also omits the former coastguard cottages at Pendennis which, despite the significant erosion of character which has already occurred, remain important historic buildings and merit whatever protection inclusion in the Conservation Area might bring.

Recommendations

Many of the recommendations made for Character Area 5 are also relevant here, not least the need for close conservation and planning supervision and for mitigating or reversing the impact of inappropriate past changes. Other recommendations for the area are outlined below.

- A programme to ensure long-term retention of mature trees as a significant part of the landscape. This will require a proactive programme of liaison with landowners to ensure appropriate replacement planting and ongoing maintenance. The trees forming an avenue along the centre of Arwenack Avenue are still relatively young. This avenue is a key feature of character in the long term distinctiveness and character of the area merits careful planning for maintenance and retention of the trees to maturity.
- The importance of certain locations such as Arwenack Avenue and the Killigrew monument requires a review of uses and a programme aimed at substantially improving the quality of the public realm and wider setting.
- Car parking is over-prominent in the area around the NMMC, at the Dell and at Gyllyngvase beach. In each case there is potential for significant additional greening and landscaping to reduce its visual impact.

Cliff Road's spectacular position and historic role as a 'promenade' merits substantial improvement to the public realm.

- Further loss of historic buildings in the area should be avoided and strenuous efforts made to identify and promote beneficial uses for vacant or underused buildings which will ensure their long-term retention.
- Further subdivision of plots and loss of garden spaces and boundary features should be avoided.

- Design for any further new build in the area should be based on detailed characterisation to avoid further erosion of character through 'anywhere' designs, treatments and materials.
- Despite the incremental effect of negative later twentieth century interventions in the area, the underlying character remains robust and significant. There is potential for a programme aimed at reversing and ameliorating past mistakes by, for example, reinstating fenestration of appropriate design, reinstating appropriate good-quality boundaries, etc. An essential tool in achieving this will be designation of relevant Article 4 directions.
- The quality and interest of the Princess Pavilion - Gyllyngdune Gardens complex has been enhanced by recent work and merits further efforts to achieve appropriate restoration.
- The Docks station area offers potential for major improvement, with a focus on creating a high-quality terminus for the rail link and promoting rail access for visitors, commuters to and from the Truro area and cruise-ship passengers (both for arrivals and departures and potentially for excursions to, for example, Tate St Ives or the Eden Project). This Character Area in particular, and others in some measure, would benefit from a reduction in traffic and parking resulting from the introduction of a more frequent and efficient rail service. This is likely to require full or partial dualling of the link with Truro.
- Review the Conservation Area boundary.

Appendix 1: archaeological interventions

The following archaeological interventions are known for Falmouth and its immediate vicinity. They were undertaken by Cornwall Archaeological Unit, now Cornwall County Council Historic Environment Service, or its predecessor, the Cornwall Committee for Rescue Archaeology, unless otherwise stated.

1978-9 **Arwenack Manor:** building survey and watching brief

1988 **Port Pendennis Marina:** watching brief on former site of Bar tidemill

2001 **TA Centre, Bar Road:** historic building record prior to demolition (ASI Heritage Consultants)

2003 **Langholme Nursing Home, Arwenack Avenue:** archaeological desk assessment (AOC Archaeology Group)

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