This study was commissioned by Plymouth City Council and English Heritage, and follows on from a characterisation study of the whole city, also produced by Alan Baxter & Associates, in February 2005. The study will inform the preparation of Area Action Plans (AAPs), and includes a review of the suitability and effectiveness of current heritage designations, as required by BVPI 219.

Plymouth waterfront consists of a number of areas of distinct and different character, and these differences are largely due to their varying histories. Plymouth was first established around a natural harbour, where the River Plym and River Tamar meet the sea. The approach channel is tightly winding and easy to defend from the flanking cliffs (characteristic of a drowned river system or ria), and its strategic importance for trans-Atlantic journeys meant that Plymouth was an obvious location for a naval base. Defensive measures, particularly the Citadel, have left their mark on the waterfront area. However, Plymouth was a trading and fishing port first; Sutton Harbour and the Barbican are still characterised by their medieval street pattern with narrow, irregular streets, and thin burgage plots. Cattedown has always been the industrial periphery of the city, and has been shaped by its massive quarries and the many railways which used to (and still) intersect the peninsular. During the nineteenth-century and early twentieth-century Plymouth experienced a period of growth; during this time numerous residential terraces were laid out and still characterise West Hoe, North Hill and the East End. Plymouth’s status as an important naval base meant that it was a target for the German Luftwaffe during the Second World War, and was severely bomb damaged. Abercrombie’s Plan radically changed the city centre, which was laid out with a new, symmetrical Beaux-Arts road network and zoned land use. The study includes townscape analysis of each character area, to bring our understanding of the historical development of the waterfront up to the present date.

This study has identified specific priorities for AAP policies in each character area, which are summarised on the following maps. However, there are some common themes. There has been a general lack of appreciation of the importance of the city’s heritage, particularly that relation to Abercrombie’s post-war reconstruction. The AAPs should build on the historic strengths identified and should attempt to redress historic weaknesses. In particular, steps should be taken to reconnect Abercrombie’s centre with the surrounding city: narrowing of the gyratory roads should be considered, more crossings should be created, footbridges should be replaced with level crossings, and other visual obstructions removed. Existing local centres, such as those in Erbrington Street and the East End should be strengthened. Public spaces and parks, including Drake’s Place, the Millbay recreation ground and the Radford Road tennis courts, should be enhanced. The AAPs are likely to follow the boundaries of the historic character areas; however, it is important that the AAPs do not perpetuate, but seek to redress the pattern of dislocation between some areas.

The study has also conducted a review of the existing heritage designations in the study area. We believe that in particular heritage assets in the city centre, East End and North Hill lack sufficient protection. We believe that seven areas meet the criteria of designation as conservation areas; however, the council needs to conduct a proper appraisal to confirm their suitability and define their boundaries. The largest and most significant of these is the city centre; although it has engendered some townscape issues (discussed above), the city centre is a fine example of Beaux-Arts urban planning, designed by an important town planner, and representing the period of post-war reconstruction, a significant phase in European history. The other possible conservation areas are good examples of Victorian and Edwardian architecture, and include Erbrington Street, North Road East, Providence Street, Prospect Street and the Radford Estate. We also suggest that further appraisal of the existing Barbican and Hoe Conservation Areas is conducted, and potentially they could be extended to include Coxside and West Hoe, respectively. The Citadel should be included in the Hoe, rather than the Barbican Conservation Area, as they have a strong historic relationship.

A number of individual buildings have been identified as being, potentially, of national importance, and should be researched further with a view to statutory listing. In the city centre the National Provincial Bank, Louis de Soissons churches and the Theatre Royal should be investigated further with a view to statutory listing. A number of Victorian schools in Treville Street, Castle Street, Sutton Road, Cobourgh Road, St John’s Street and St John’s Bridge Road and Prince Rock should be investigated, as well as the church of St Mary and St Mary Magdalen on Alvington Street and the converted church on Lambhay Hill. Some mews buildings in Windsor Place and Bedford Mews could be added to the list descriptions of the grander buildings which they once served to the rear.

Many more individual buildings have been recommended for local listing. These largely fall into two groups: either those that make a positive contribution to an existing or proposed conservation area, or those that are landmark buildings that make a positive contribution to the townscape.

The study will be most effective if the AAPs incorporate the suggested townscape improvements and heritage designations. Historic characterisation combines the disciplines of urban design and conservation, and is becoming a critical tool in the production of the new Local Development Frameworks and Area Action Plans.
Priorities for Area Action Plan Policies and recommendations for new heritage designations

**Area 1 - City Centre**
- consider designation of City Centre, including gyratory roads, as a conservation area;
- consider statutory listing of Louis de Soissons churches, National Provincial Bank and Theatre Royal;
- consider local listing of the Civic Centre, NAAFI Building, Pearl Assurance House, the Co-op buildings, Arnada House, Norwich Union House, the Post Office, RC Church of Christ the King and Athenaeum Theatre;
- improve pedestrian links across the surrounding gyratory roads;
- replace footbridges with level crossings and remove other visual obstructions between character areas;
- reduce the width of gyratory roads wherever possible;
- identify the Bus Station as a key site for reintegrating the centre with Sutton Harbour;
- increase the height of buildings in the city centre to reflect the hierarchy of the streets;
- improve the quality of the landmark buildings at the north end of Armada Way;

**Area 2 - Patna Place and Harwell Street**
- consider local listing of Hastings Road school lodge and No. 1-3 Eton Street;
- conduct an analysis of traffic flow with a view to reducing the width of the Great Western Approach;
- increase the number of crossings over Great Western Approach and Saltash Road;
- replace the footbridge connecting Bayswater Road with the railway station with a level crossing.

**Area 3 - Education / Cultural Precinct**
- consider designation of North Road East and North Hill as a conservation area;
- consider local listing of terraced houses on Endsleigh Street and Kirkby Place;
- improve links with city centre, by adding level crossings on Cobourg Street;
- commission a Conservation Plan for Drake’s Place to provide options for a new use and plan repairs. The reservoir should be opened to public access and links should be created with the University;
- encourage the University to conserve their historic buildings and integrate them with new buildings;
- create some gateway spaces in the University campus through design and signage to improve legibility;
- create a uniform landscaping strategy to improve the relationship of the University to neighbouring spaces;
- find better use of underutilised spaces to the east of North Hill;
- encourage the University to conserve their historic buildings and integrate them with new buildings;
- create some gateway spaces in the University campus through design and signage to improve legibility;
- create a uniform landscaping strategy to improve the relationship of the University to neighbouring spaces;
- find better use of underutilised spaces to the east of North Hill.

**Area 4 - North Hill**
- consider designation of Providence Street, Prospect Street and North Road East as conservation areas to protect streets of better quality;
- consider adding No. 2 Bedford Mews to list description of No. 4 Bedford Place behind;
- consider local listing of terraced houses on Sutherland Road, Houndiscombe Road, St Lawrence Road, Evelyn Place, Providence Street, Prospect Street and Freemason’s Hall on North Hill;
- encourage retail - the increasing student market means it should be viable;
- remove elements which detract from sea- and other views;
- address the overcrowded on-street parking.

**Key:**
- Proposed Conservation area
- Proposed buildings for listing
- Proposed buildings for local listing
Priorities for Area Action Plan Policies and recommendations for new heritage designations

**Area 7 - Hoe – Residential**
- ensure that the area’s highly significant archaeological potential is acknowledged in any development proposals;
- consider extension of the Conservation Area to include the West Hoe;
- consider statutory listing of No. 2, 4 and 16 Alfred Street, and adding mews at No. 36-46 Windsor Place to list descriptions of listed Windsor Villas behind;
- consider local listing of St Matthew’s Church and vicarage, terraced houses on Holyrood Place and Grand Parade, and reinforced cliff wall;
- encourage retail use on Notte Street and development which will improve coherence of this important junction between the Hoe and city centre character areas;
- address the overcrowded on-street parking in the Citadel Road character area;
- maximise public space along the seafront;
- enhance the Millbay recreation ground and reinstate entrance from Millbay roundabout;
- enhance Radford Road tennis courts;
- create links with new Millbay development.

**Area 8 - Hoe Park and Citadel**
- negotiate with MoD to extend public access to Citadel;
- improve movement routes from shopping centre and Sutton Harbour to Hoe;
- improve lighting in Hoe Park;
- reduce extent of tarmac on Promenade.

Key:
- Proposed Conservation area
- Proposed buildings for listing
- Proposed buildings for local listing
Priorities for Area Action Plan Policies and recommendations for new heritage designations

**Area 5 - Ebrington Street and Beaumont Park**
- ensure that the Area's significant archaeological potential is acknowledged in any development proposals;
- consider designation of a conservation area to cover both Ebrington Street and Beaumont Park;
- consider statutory listing of 18th century houses on south side of Ebrington Street;
- strengthen existing local centre on Ebrington Street;
- improve links with the city centre and with North Hill.

**Area 6 - Friary Station**
- ensure that development proposals respect the Resolution Fort Scheduled Monument and other areas of potentially significant archaeology, including the White Friars;
- improve north-south links, especially between Ebrington Street and the city centre;
- explain history of area, for example relating to the Fort and Station, to increase public appreciation.

**Area 9 - Sutton Harbour**
- ensure that the area's highly significant archaeological potential is acknowledged in any development proposals;
- consider extension of the Barbican Conservation Area to include Cosside;
- consider statutory listing of schools on Treville Street, St John's Bridge Road and Teats Hill Road, and of the converted church on Lambhay Hill;
- improve links to city centre, especially in the Bus Station/Treville Road area;
- encourage sympathetic redevelopment of areas of low quality 20th century development.
- ensure that new development in Cosside respects surviving historic elements and patterns (such as rope walks), and preserves or enhances the wider setting of Sutton Harbour;
- encourage the formation of a local centre in the area of the Sutton Road, Commercial Road, Barbican Approach crossing.

**Area 10 - East End**
- consider designation of Radford Estate as conservation area;
- consider statutory listing of the Prince Rock School, former Sunday Schools at St Andrew's Cross and former church of St Mary and St Magdalene in Alvington Street;
- consider local listing of the former Mission on Grenville Street, Gladstone House, and both sides of Heles Terrace;
- prevent erosion of locally distinctive cobbled back lanes and other surviving features;
- maintain key views of St John's Church;
- maintain existing residential character and grid pattern;
- strengthen local centre on Embankment Road, to include downgrading of road and removal of barriers to pedestrian movement;
- improve pedestrian/cycle links to city centre, Cosside and Sutton Harbour.

**Area 11 - Cattedown**
- ensure that the area's highly significant archaeological potential (specifically relating to Palaeolithic cave sites) is acknowledged in any development proposals;
- consider local listing of Passage House inn, the surviving warehouses on Cattedown wharf, possible accumulator tower and two Cattedown Roads;
- encourage local centre at Cattedown Wharves (subject to continuing industrial use);
- improve links to East End and Cosside via historic Cattedown Roads.
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1.0 INTRODUCTION

In December 2005, Alan Baxter & Associates was commissioned by Plymouth City Council and English Heritage to prepare a Characterisation Study of the waterfront area of Plymouth. This report follows on from a February 2005 Rapid Character Study also by Alan Baxter & Associates, which looked at the city within the line of the Palmerston Forts and identified broad character areas, based on historical development and current urban form. It identified certain areas – including those now covered in this report – where current character was strongly influenced by the past and where more detailed understanding could contribute positively to future regeneration strategies.

Like the previous report, which informed the preparation of the City Council’s new Local Development Framework (LDF), this study is closely tied to the City’s planning and regeneration agenda. Specifically, it is intended to provide the basis for:

- a review of the effectiveness/suitability of the current heritage designations (listed buildings, Scheduled Monuments, locally listed buildings and conservation areas), so as to help the Council meet its targets, especially those set by BVPI 219;
- the preparation of Area Action Plans (AAPs) with policies which promote not just the preservation of historic character but its active use in creating better places.

To fulfil its purpose, the report begins with a brief account of historical development (Section 2). This is followed by a series of maps, which plot the different elements (from topography to building use and date) which define the character of a place. These provide the basis for the identification of 11 different Character Areas, which are described in more detail and their ‘heritage value’ assessed. Section 4 provides an analysis of the planning and regeneration framework for the area and Section 5 identifies the issues which face the historic environment in the study area and the opportunities which exist to use it in planning future regeneration. It concludes with a series of recommendations – from new conservation areas that should be considered to AAP policy areas – to ensure that Plymouth’s remarkable heritage is both preserved and can contribute fully to tomorrow’s city. The recommendations are based on a preliminary survey and need to be tested by further appraisal. Areas that meet the criteria for designation as a conservation area have been identified, as well as buildings of potentially national importance; however, the council will need to conduct further appraisals to confirm the suitability of these potential conservation areas, define their boundaries, and to understand the extent to which these buildings are of listable quality.

The report was devised with advice from Jeremy Gould, and his report on the architecture of the City Centre (2000) was the starting point of our analysis of the quality of the post-war buildings. Essential information has also been supplied by John Salvatore (archaeology) and Eilis Scott (planning and regeneration context, building use) of Plymouth City Council, as well as by Jane Gorst (LDA Design).
2.0 HISTORICAL DEVELOPMENT

Sutton Harbour, a natural harbour

Plymouth was first established around a natural harbour, Sutton Harbour, near where the River Plym and River Tamar meet the sea. A natural inlet, which cuts through the limestone ridge of the Hoe/Treats Hill/Cattedown, meant that Sutton Harbour was a suitable place to create a sheltered fishing and trading port. Plympton, further upstream on the River Plym, was originally the larger settlement, for instance the Domesday Book (1086) recorded that Plympton rendered £13.10s whereas Sutton only 20s. However, tin-mining upstream resulted in the River Plym becoming silted up, which meant that Plympton was no longer a viable port, and was eclipsed by Sutton Harbour in the early medieval period. Sutton Harbour soon became the primary market in the region, and Plymouth remains the largest city in the South West. Sutton Harbour and the Barbican still have a medieval street pattern, with narrow, irregular streets, divided into long, narrow burgage plots, and a few medieval buildings have survived.

Influence of the military and navy

Plymouth is more than a regional centre: it is also a naval base and this is key to understanding the city. The navy chose Plymouth as a base because of its geography. At the end of the Ice Age the River Plym and River Tamar would have carried torrents of glacial melt-water, which created the deep, steep-sided, winding river valleys that characterise Plymouth today. Following the Ice Age sea-levels rose and drowned these valleys, creating an approach channel which was tightly winding and so easy to defend from the flanking cliffs and

Defensive measures have left their mark on the development of the waterfront area in Plymouth. Sutton Harbour was originally confined by defensive walls, which contributed to the dense street pattern in this part of the city. There are also remnants of a fourteenth-century castle (a scheduled monument and grade II listed) which guarded the entry to Sutton Harbour. More obvious is the influence of the Citadel, commissioned by Charles I, and built by Sir Bernard de Gomme between 1665 and 1675 (also a scheduled monument). The Citadel is a massive structure which occupies a significant proportion of the waterfront, and creates a physical barrier between the Hoe and Sutton Harbour; this persists today particularly because the site is still owned by the MoD and does not allow public access. The effect of this has been to create a city of impenetrable enclosures, which paradoxically is reminiscent of the college walls and cloistered communities of Oxford or Cambridge.

The Hoe is also a product of naval influence as it was originally kept clear to make it easier to defend the Citadel, and (although public access has always been allowed on the Hoe) it was only transformed into a public park in the nineteenth-century. Again, this is typical of other parks in Plymouth outside the study area, such as Devonport Park, which was kept clear as a “killing area” to the east of the walls of Devonport Dockyard.
The Three Towns

It is also worth remembering that Plymouth has grown out of three separate towns: Plymouth, Stonehouse and Devonport. Stonehouse has Anglo-Saxon origins, but is now largely characterised by naval institutions such as the Royal William Victualling Yard and the Royal Naval Hospital. Devonport was created much later, in 1691-6, as a naval base to rival the new French port at Brest. Although Stonehouse and Devonport are outside the study area, they have influenced the development of this section of the waterfront. The construction of Union Street in 1815 joined the three towns by road for the first time, and consequently a number of streets and terraces were laid out, some of which are in the study area, including some fine, nineteenth-century planned developments, such as Athenaeum Street, designed by John Foulston c.1829, and the Crescent by George Wightwick c.1860s. Portland Square was a similar formal development of the early nineteenth-century, located to the north of Sutton Harbour, between Cobourg Street and North Hill, where the University is now.

Industry: Cattedown, Coxside and the East End

The Cattedown peninsular, to the east of Sutton Harbour, has always been on the periphery of the city, and so it is not surprising that it is the industrial area of Plymouth. Plymouth Limestone underlies Cattedown, and its proximity to the city has meant that the area was quarried for building stone, at least as early as 1820 when a map shows quarrying on the southern tip and eastern edge of the peninsular. By the end of the nineteenth-century there were five different quarries on the peninsular, the largest of which was the Cattedown Quarry, which covered a massive area between Laira Bridge and the Cattedown wharf on the southern tip of the peninsular. Associated industries, such as lime kilns, concrete and cement works, were also established. The quarries have also had a major impact on the morphology of the area; a large quantity of rock has been excavated which has reduced the ground level in the south-east of the peninsular, leaving historic raised tracks.

Rope, important to ships and shipping, was manufactured in Coxside and the East End from at least the early nineteenth-century, and the line of ropewalks have survived as streets such as Teats Hill Road, Thistle Park Road and Shepherd’s Lane. The shipbuilding industry was also an important activity in Cattedown. A gasworks was established in Cattedown in 1846, and the gasholders are still an imposing presence. The Ordnance Survey map of 1894 shows a range of other industrial uses colonising the former quarries, including a large chemical works close to Cattedown wharf and served by the railway, as well as a saw mill, tannery and shipbreaking yard. This industrial development spread as far as Coxside, which developed on the east side of Sutton Harbour in the later 18th and 19 centuries. There is some nineteenth-century residential development in Coxside, located away from the waterfront (which was reserved for industrial uses). Most of the housing for those who worked in the nearby quarries, factories and on the quays is in the working class terraces of the East End. This pattern, with industrial uses along the riverfront, and residential housing further inland, persists, although most of the industrial buildings are now postwar, and there is increasing development pressure to build exclusive residential flats along the waterfront.
The influence of the railways

An early railway is evident on a map of 1827, the Dartmoor Rail Road running due east from the east side of Sutton Harbour. The South Devon Railway reached Laira in 1848, and the following year the line was extended to Millbay, which became the main Great Western Railway station. In 1857-9 Brunel constructed the Royal Albert Bridge which allowed the GWR line to be extended west into Cornwall, and this necessitated a new station, constructed close to the North Road in 1877. In 1891, a rival company, the London and South Western Railway, added a new line terminating at the Friary Station, just to the north-east of Sutton Harbour. There were also some GWR freight lines intersecting Cattedown, including the Sutton Harbour Branch which absorbed the earlier Dartmoor Railroad, and running around the eastern and southern coast, serving the quarries, chemical and other factories was the Cattedown Branch.

Many of these railways are no longer in use, yet they have shaped the development of the area. The railways contributed to the growth of the city. A number of Victorian terraces survive in the study area, laid out in this period of expansion, and are found in the northern part of the study area, beyond the redeveloped city centre and University, and between North Hill and Greenbank Road, and to the east in Cattedown between the surviving railway and South Milton Street. Railway cuttings also dislocated parts of the city, particularly in the East End which was intersected by many lines with few bridges. In 1941 Millbay Station closed, followed by Friary Station in 1958, and according to Abercrombie’s Plan (more on this below) North Hill Station became the main railway station. The Friary line, however, is still in use as a freight depot, and the Cattedown Branch is used for traction and rolling stock maintenance and as a depot. Some of the cuttings of the disused railways have been converted into roads, for example most of Gdynia Way was originally the Sutton Harbour branch, and the Great Western Approach (A374) runs along the same route as the railway once took into Millbay. Part of the Sutton Harbour branch has been backfilled and covered with industrial sheds.

Bomb damage and Abercrombie’s Plan

The fact that Plymouth was one of Britain’s main naval bases meant that it was an obvious target for the German Luftwaffe during 1941. The city was severely affected by bomb and incendiaries devices, which created uncontrollable fires destroying 3,754 buildings and damaging a further 70,000. The centre, was particularly badly damaged, especially around the civic centre and Bedford Street, and altogether two shopping centres, two guildhalls, a theatre, six hotels, eight cinemas, twenty-six schools, forty-one churches and one hundred pubs across the city were razed to the ground.

A ruined city, particularly one that was a naval base, was bad for morale, and so plans for its reconstruction began immediately: in the autumn of 1941 Viscount Astor, the influential wartime mayor, commissioned Patrick Abercrombie, who in April of that year had been asked to prepare the County of London Plan, to devise a similar Plan for Plymouth (the Plan). Abercrombie wrote this with J. Paton Watson, the city engineer.
Sir Patrick Abercrombie and Plymouth

Born in 1879, (Leslie) Patrick Abercrombie was a towering international figure in town planning in the first half of the twentieth century, and a major influence on the development of our towns and cities. He was President of the Town Planning Institute, was knighted in 1945, received the Legion d’Honneur, and was also awarded the Royal Gold Medal for Architecture and the Gold Medal of the American Institute of Architects. He died in 1957.

Abercrombie’s international reputation grew from his unrealised competition-winning town plan for Dublin, prepared in 1914, and his work as editor of the Town Planning Review. His 1922 plan for Doncaster introduced the principle (derived from garden cities) of satellite communities set in a green belt around an existing historic town. He disliked urban sprawl and saw strategic regional planning as the key to protecting the historic character of towns and countryside, a view which led him to play a key role in the foundation of the Council for the Preservation of Rural England.

Perhaps more than any other planner of his time, Abercrombie was deeply conscious of the primary function of towns as the setting for human life. Clough Williams-Ellis said of him: ‘I feel that one of Patrick’s great services was that he gave wings to planning, never letting its ultimate end – more happiness for more people – be obscured by its solemn technical processes’.

The legacy of Abercrombie is embodied most of all in the numerous city plans he produced, several of them responding to severe wartime bombing. The most famous of these were the twin County of London and Greater London Plans, published in 1943 and 1944. These laid down basic precepts that were to guide the development of London and the Home Counties for the rest of the twentieth century, leading directly to the creation of the Metropolitan Green Belt, the New Towns, and the M25. The Plymouth Plan of 1943 was one of his most important reports, reflecting Abercrombie’s desire to think strategically on a regional scale, as well as to take the opportunity of the bombing to address the pre-war city’s acknowledged problems of overcrowded, insanitary housing and traffic congestion.

The city centre is of architectural and historic importance for a number of reasons. Firstly, it is a fine example of Beaux-Arts town planning, having been laid out in symmetrical, axial boulevards. The city centre should be understood in the context of the ‘City Beautiful Movement’, which informed the twentieth-century planning of many French, American and British colonial cities, including Daniel Burnham’s scheme for Chicago of 1909, the Lutyens-Baker 1913 plan for New Delhi in India, and even Albert Speer’s mostly unrealised plan for Nazi Berlin.

Secondly, the historic context, the fact that the city centre was the result of post-war reconstruction, is important. This pattern of wartime destruction followed by reconstruction is common to a number of British and European cities, and illustrates a key period in our history. Le Havre in Normandy was similarly decimated during the War, and subsequently redeveloped by Auguste Perret; the city has recently been designated as a UNESCO World Heritage Site. In the UK, Plymouth set the pace: it was the first city to apply for compulsory purchase of bomb damaged land, the first to dispose of its Public Inquiry and the first to start reconstruction. Abercrombie’s involvement, as one of the UK’s most important 20th century town planners, is in itself significant, as is the fact that, together with (a very different) Coventry, Plymouth’s is the only postwar replanning of a UK city to have been substantially realised.

Thirdly, the city centre contains works by some important post-war architects, artists and craftsmen. These include Thomas Tait, who was design consultant for the city’s reconstruction and designed Dingles Department Store (See separate Blue Box). Barclay’s Bank, 1950-2, by Curtis Green, and the Pannier Market, 1959-60, by Walls and Pearn, are both listed, and the National Provincial Bank is currently being considered for listing. There are some fine buildings in the civic quarter, including the Unitarian and Baptist Churches (both designed by Louis de Soissons) and the Civic Centre, 1962, which is set in an important landscaped area by Geoffrey Jellicoe. The Guildhall (grade II listed) also contains some important 1950s interiors. There are also some buildings of local interest, including the NAAFI Building (which is being considered for statutory listing), Pearl Assurance House, the Co-op buildings, Armada House, Norwich Union House, the Post Office, RC Church of Christ the King and Athenaearum Theatre. Our recommendations regarding the protection of these buildings are discussed in section 5.

Cross section between Railway Station and Hoe, from plan
Abercrombie’s Plan was based on an analysis of the city’s topography, history, demographics and communications, and sought to resolve its pre-war problems of traffic congestion and insanitary, overcrowded living conditions. He devised specific recommendations for different areas of the city:

**Sutton Harbour**

Abercrombie recognised that Sutton Harbour and the Barbican are the historic heart of the city and as they had survived relatively unscathed by the bombings, should not be cleared, but the buildings should be restored to ensure their survival. The Plan recommended that this quarter should be enclosed with a wall to the south, west and north “to draw a sharp distinction between the new Centre and historic Plymouth” (Abercrombie, 1943, p15). Abercrombie also proposed that the fish market and ancillary warehouses be demolished in order to create a garden on the waterfront, centred around a new community club. These proposals for the gardens, community club and wall were not implemented, however. Abercrombie’s suggestion that Charles Church be preserved as a memorial was adopted, even though he did not intend it to be sunken in the centre of a roundabout.

**City Centre**

Although the city centre had been severely damaged by the bombs, it was not entirely razed, for example, the Prudential Assurance Offices, New Post Office Telephone Engineering Building, Westminster Bank and Lloyds Bank on George Street had survived. However, Abercrombie proposed that 25 acres in the centre be cleared to allow a new city centre to be laid out with an entirely new street plan. However, a few key buildings, such as St Andrew’s Church and Charles’ Church were to be retained. Despite Abercrombie’s Plan to clear most of the city centre, some other pre-war buildings were retained, including the garage on Summerland Street, the Odeon Cinema on New George Street, the Methodist Hall on Cornwall Street, the Telephone Exchange between Old Town Street and Exeter Street, the Royal (ABC) Cinema and Lloyds Bank, both at Derry’s Cross, and the Newspaper Office on New George Street (now Waterstone’s).

Abercrombie was trained in the Beaux-Arts, and so it is not surprising that he devised a new street pattern for Plymouth based on symmetrical axes. The north-south axis connected the railway station (North Hill station), via the city centre, with the Hoe. The east-west axis ran along the existing Union Street. To connect these axes, and to compensate for the lack of radial routes in the pre-war centre, he proposed inner and outer ring roads, with the outer ring largely connected by dual-carriageways.
These ringroads connected with the existing arterial roads into the city. The proposal for fewer, wider roads, aimed to reduce traffic congestion which apparently was worse in pre-war Plymouth than anywhere else in southern England: wider roads could carry more cars, and fewer intersections reduced the frequency with which cars had to stop. The segregation of road users, to allow cars to move faster, was also a standard post-war approach to traffic congestion. Abercrombie's proposed road layout was not entirely implemented, for example the dual-carriageway leading from Charles Cross, past the Citadel, to the Hoe Road, was not built, and the Department of Transport amended the Plan so that Charles Church became marooned in the centre of a roundabout, as part of a general upgrading of Exeter Street. However, the city centre is largely laid out on his Beaux-Arts axes.

Abercrombie proposed zoned land use for the areas created by this symmetrical road network. The shopping centre was to be in the area north of Royal Parade, with the civic centre on the south side. Between the shopping centre and the railway station would be government and other offices, with hotels and residential uses between the Hoe and Notte Street. This pattern largely still exists, with the exception of the northern governmental district which did not come into fruition.

The effect of this zoned land use was to create a ‘dead’ city in the evenings, when the office workers and shoppers were not around. Mixed use generates activity throughout the day and night and so creates a more lively and safer environment.

The buildings were also not built to the height envisaged by Abercrombie (four to six storeys), which has meant that the boulevards appear overly wide, and the small scale of the buildings is at odds with the grandiose symmetrical boulevards.
Beaux-Arts Urban Planning

The Beaux-Arts tradition had a decisive influence on monumental urban planning on both sides of the Atlantic and in the the British Empire between the early nineteenth and the mid-twentieth centuries. It focussed on the generous replanning of existing city centres, and the planning of new ones, with grand, formal public thoroughfares and spaces centred on great buildings and monuments. Axiality and symmetry were very important, with a key feature being the wide avenue leading up to the central building or public space of the city.

This approach to urban design takes its name from the Ecole des Beaux-Arts set up in Paris in 1816. However, it has deeper French historical origins - in the palace, gardens and town of Versailles laid out for Louis XIV by André Le Nôtre and others in the late seventeenth century, and in the monumental transformation of Paris initiated by Napoleon at the beginning of the nineteenth century and epitomised by his construction of the Arc de Triomphe at the head of the Champs-Elysées. The transformation of Paris continued through the nineteenth century, having its peak in the late nineteenth century, and in the monumental transformation of Paris initiated by Napoleon at the beginning of the nineteenth century and epitomised by his construction of the Arc de Triomphe at the head of the Champs-Elysées. The transformation of Paris continued through the nineteenth century, having its peak in the monumental transformation of Paris initiated by Napoleon at the beginning of the nineteenth century and epitomised by his construction of the Arc de Triomphe at the head of the Champs-Elysées.

The generosity and formal definition that make Washington such a success were re-emphasised by the guidelines for the completion of the Mall laid down in the 1900s by the Senate Park Commission led by Daniel Burnham. Burnham was the key figure in the City Beautiful Movement, the American offshoot that invigorated the Beaux-Arts planning tradition in the early twentieth century. Burnham was inspired by the temporary 'city' erected for the World's Columbian Exposition held in Chicago in 1893. The guiding hands behind the exposition, the architects Richard Morris Hunt and Charles Follen McKim, had both been trained at the Ecole des Beaux-Arts – Hunt in the 1840s, when Louis-Philippe was completing Napoleon's improvements to Paris, and McKim in the late 1860s, during the final flourish of the Second Empire. Their intention in 1893, in which they succeeded, was to turn American architecture towards classicism and to give America a new image of what its cities could be like.

The fullest expression of this newly dirigiste approach to American urban planning seen on American soil was Burnham's Plan for Chicago, published in 1909, hugely ambitious though only partly implemented. However, Beaux-Arts influence as filtered through the City Beautiful Movement spread much further afield than this. To varying degrees, it was taken up in the many of the new capitals of the British Empire, very grandly in New Delhi (Edwin Lutyens and others, 1911-1931) though perhaps most successfully in Walter Burley Griffin's plan for Canberra (from 1912). The Town Planning Review of which Abercrombie was founding editor was influential in communicating ideas about Beaux-Arts planning; it was published and recurred in both Canberra and New Delhi's plans. Through the figure of Le Corbusier, it even survived the demise of classical design in the mid-twentieth century: Chandigarh, the capital of the Punjab that he designed from 1950, draws upon not only his early education in Beaux-Arts principles, but also his open admiration of Le Nôtre and Lutyens. Le Corbusier's ideas were themselves diffused in other architects' work, including capital cities such as Dacca and Brazilia, and the reconstruction of cities in Britain and other European countries following destruction in the Second World War.

Thomas Smith Tait (1882-1954)

Thomas Tait was a leading British architect of the 1930s. He won a studentship to the Glasgow School of Art in 1903, where he studied under the Beaux-Arts teacher Eugène Bourdon. He joined and rapidly became a leading figure in the practice of John James Burnet (1857-1938), settling in London in 1905, and working on the Edward VII Galleries at the British Museum, the Kodak Building (1910–11) at 65 Kingsway and Adelaide House, London Bridge (1920-21), one of the first commercial buildings in London to break away from classical precedent.

Tait's architectural output was very varied, from the Crittall model village at Silver End, Essex, to the iconic Art Deco-inspired pylons and piers for Sydney Harbour Bridge and the war memorial on Platform 1 of Paddington Station, London. However, it was Tait's work on the Beaux-Arts Glasgow Exhibition of 1938, as Architect-in-Chief, that set him apart as just the type of heavy-weight visionary Abercrombie needed to oversee the architectural work on the Plymouth Plan.

With William Crabtree as his assistant, Tait was design consultant for the reconstruction of Plymouth. He personally designed Dingles Department Store on Royal Parade (1949-5), influenced by Erich Mendelsohn's Bexhill Pavilion (1934), and by American Beaux-Arts city blocks. His office, Sir John Burnet Tait & Partners, designed Dingles Bakery on Beaumont Street (1946–50), the Pearl Assurance Building opposite Dingles on Royal Parade (1949-52), and the Royal Insurance building on St Andrew's Cross (1949-52). These last two were in association with the Bristol-based architects, Alec F French & Partners, who also designed a number of other buildings in the city, including the bank at Derry’s Cross (No. 4), the YMCA, and most of Cornwall Street. Incidentally, William Crabtree, the architect of Peter Jones’ department store in London, was a student of Cornwall Street, and designed No. 70-78 (even) New George Street.
2.0 HISTORICAL DEVELOPMENT

The railway station
The Great Western Railway had decided to close Millbay Station before Abercrombie wrote his Plan and so it made sense for North Hill Station to become the main railway station in Plymouth (as Friary Station was not served by the GWR). Abercrombie regarded the station to be one of the main entrances into the city and it was the terminating feature on the north-south axis which led through the city centre to the Hoe. Abercrombie recommended that five rows of houses off Alma Road be demolished, and that the station be remodelled to face a forecourt, enclosed on its south side by a railway hotel on a higher terrace. A new bus station was to be created nearby. The station was remodelled in 1960, but the terrace survived, the hotel was never built and Abercrombie’s ideas were largely ignored.

Cattedown and the East End
Abercrombie did not describe detailed recommendations for the Cattedown peninsular except to specify that industrial use should continue. In these areas, considerable damage was done by the upgrading of the eastern approach to the City, which involved the creation of a large roundabout at St Andrew’s Cross, with its associated approach dual carriageways, some on the line of historic roads, but others entirely new. Gdynia Way, for most of its length, reuses the cutting of the Dartmoor Rail Road.

There were problems resulting from Abercrombie’s proposals and the way in which the Plan was implemented, but this are discussed in detail in the section on Issues, Opportunities and Recommendations.
The later 20th century

Perhaps inevitably, the reconstruction of the city centre took longer than anticipated. The final buildings date to the early 1960s. Their architectural quality varied considerably, while the City Council's insistence that there should be no mixing of uses meant that the buildings were lower than Abercrombie had intended: there was simply no demand for four storeys of retail. Later developments, notably the Armada Centre and the Holiday Inn have tended to ignore the architectural principles which governed the early reconstruction of the city centre, at a time of inevitable reaction against Abercrombie's Beaux Arts ideas.

More generally, Plymouth's post-war economy has suffered from the gradual reduction in the role of the Navy, which has affected the entire city. In recent years, however, considerable regeneration funding has been earmarked for Plymouth and, to guide its investment, the City Council has commissioned a number of studies. Chief of these is the Mackay Plan which ‘sets out a future from Plymouth that is built upon its waterfront setting, [and] its heritage’ and the Local Development Framework, which aims to ‘provide a strong strategic framework to promote investment, guide development and safeguard the built and natural environment’. Already there are signs of new investment, with the nearly completed Drake Cross Shopping Centre and major new buildings for the University. In the East End, there has been an active programme of regeneration of the Victorian terraces. Even Abercrombie’s city centre is now being viewed in a more positive light, which allows a balanced debate about how to capitalise on its merits and put right its errors.

David Mackay (1933 - ) and The Plymouth Vision

Barcelona-based David Mackay of MBM Arquitectes is one of the world's leading architect-planners, with an international reputation and numerous professional awards. His practice, established in Barcelona in 1962, is probably best known for the reconstruction of many of Barcelona's public spaces in the wake of Franco and, especially, the design of the Barcelona Olympic Village and Port in 1992. He was a member of the Senate of Berlin's Urban Advisory Committee in 1991 and was nominated by the British Government as a permanent member of the core advisory panel to English Partnerships, the urban regeneration agency in 1998.

Mackay studied architecture at the North London Polytechnic, becoming a Member of the RIBA in 1959 – the same year he went to live in Barcelona. Since January 2003, Mackay has been working on the redevelopment of the city by producing a Masterplan for Plymouth – The Plymouth Vision provides a city-wide vision for how Plymouth’s built environment should succeed and, indeed, improve upon the Abercrombie Plan and take the city into the twenty-first century.

Central to the Vision is Mackay's belief that the public realm in Plymouth must be of the highest quality and the place for people to connect with each other. Mackay suggests that mixed uses should be encouraged in the city centre, particularly residential use. Population density must be increased, and the Vision argues that mid-rise and occasional towers should be constructed in the city centre to create a “mini Manhattan” or “downtown” Plymouth. Mackay believes that the waterfront is Plymouth's great asset and could be better utilised. Port infrastructure should be improved at Millbay to allow cruise ships to call at Plymouth. Local water transport should be investigated. Walking and cycling along the waterfront should be encouraged. Tourist attractions, such as the recent Aquarium, should be created on the waterfront. Lastly, the benefits of the waterfront should be conveyed to the city centre, by improving the relationship and connections between the two areas.
2.0 HISTORICAL DEVELOPMENT

1643

- Sutton Harbour is contained within fortified walls, otherwise little development of waterfront
- Drake’s conduit's evident to the north of the Sutton Harbour
- A fort is evident on site of Citadel, which is not built yet
- A windmill on Hoe
- Millbay is in use as a port

Map showing Civil War fortification, 1643

Key:
- Approximate study area boundary
2.0 HISTORICAL DEVELOPMENT

1820

- A number of main roads have been laid out, most of which survive: North Hill, North Road East, Saltash Road, Cobourg Street, King Street, Union Street, Millbay Road, Citadel Road, Commercial Road, Cattedown Road, Exeter Street and Embankment Road
- The built up area is largely confined to Sutton Harbour (Pool), with some development along northern roads, e.g. Portland Square
- Citadel constructed 1667-75
- Barracks and prison are present in West Hoe
- Rope walks are evident in Cattedown
2.0 HISTORICAL DEVELOPMENT

1827

- Little change since 1820
- The Dartmoor Railroad is evident in Cattedown – later integrated into GWR Sutton Harbour branch and now Gdynia Way

John Cooke’s map of 1827

Key:
- Study area boundary
2.0 HISTORICAL DEVELOPMENT

1860

- The Great Western Railway line to Millbay is laid out
- The built up area spreads outwards from Sutton Harbour:
  - in north bounded by Claremont Street, North Road East and Nelson Street
  - south of Notte Street
  - either side of Union Street to west
- A quarry is evident in West Hoe

John Tallis map of 1860

PLYMOUTH WATERFRONT
CHARACTERISATION STUDY

HISTORICAL DEVELOPMENT
1860

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1881

- Further railway lines to Friary Station and Sutton Harbour have been laid out, with a new station at North Road, and tramlines around docks
- With the exception of Cattedown, the study area is largely built up with terraced housing, including the remainder of North Hill, West Hoe and Patna Place
- Hoe Park is laid out, with the Bull Ring, promenade pier and West Hoe pier evident.

W H Maddock’s map of 1881

Key:
- Study area boundary
2.0 HISTORICAL DEVELOPMENT

1894

Industrial development of Cattedown is evident, including large quarries, associated cement, concrete and lime works, gas holders, saw mill, tannery and shipbreaking yard

Some residential terraced housing is laid out in the East End

A band stand, fountain, memorials and lavatories are evident in Hoe Park

Beaumont Park has been laid out

OS map 1894
Further residential terraced housing has been laid out in the East End, including the first part of the Radford Estate.
HISTORICAL DEVELOPMENT

1933

- West Hoe parade ground has been converted into a recreation ground
2.0 HISTORICAL DEVELOPMENT

Bomb damage
- Severe bomb damage across city centre, especially to:
  - The city centre around market square
  - Parts of North Hill
  - Portland Square
  - The northern area of West Hoe

Key:
- Study area boundary
- Buildings damaged by bombing and available for redevelopment in 1945

Map 1933
2.0 HISTORICAL DEVELOPMENT

Current

- City centre was redeveloped in Abercrombie’s symmetrical, axial plan, but cut off from surrounding area by gyratory roads in 1961-7
- The historic relationship between the Citadel and Hoe survives
- Georgian terraces survive in Hoe
- Victorian and Edwardian terraced housing survives in the East End, North Hill, Patna Place and West Hoe, but interspersed with postwar infill on bomb sites
- Cattedown is still characterised by industrial development
3.0 CHARACTERISATION

This section has been divided into two parts. The first builds on the historical understanding to plot, as a series of maps, the elements which make up the overall character of the study area, as well as the existing heritage designations. These have provided the basis for its subdivision into 11 principal Character Areas, some of which have been further subdivided.

The second section, which starts on page 33, contains a more detailed description and urban design analysis of each of the Character Areas, as well as an assessment of its ‘Heritage Value’. The latter is an essential, but inevitably subjective measure of the extent to which an Area’s historic environment as a whole (as distinct from individual Scheduled Monuments or listed buildings) survives as a tangible influence on today’s townscape and has the potential to contribute positively to its future as a place.
Notes:
- Largely sedimentary rock dating from the Devonian period
- Drake’s Island is a hard igneous volcanic plug
- Faults form a criss-cross pattern which has moulded the topography (see next page)
3.0 CHARACTERISATION - WATERFRONT

Notes:
- Water courses have exploited geological fault lines (see previous page) to create dramatic topography
- Natural harbours created where River Plym and smaller streams meet the sea, for example at Sutton Harbour
3.0 CHARACTERISATION - WATERFRONT

**Key:**
- Areas of high archaeological significance and potential
- Areas of Archaeological significance and potential
- Areas of low archaeological potential
- Areas of very low archaeological potential
- Areas of unknown underwater archaeological potential
- Suspected medieval shoreline
- Areas of specific high archaeological significance and potential
- Areas of specific archaeological potential
- Course of Stonehouse Leat
- Course of Plymouth Leat (to Millbay)

**Note:** Information supplied by John Salvatore, Plymouth City Council

### Areas of Archaeological Significance and Potential

#### Numbered Areas

**Area 1** Barbican and Sutton Harbour: historic medieval core.

**Area 2** Commercial Sutton Harbour and Coxside: commercial development from the mid 17th century onwards on the eastern side of Sutton Harbour.

**Area 3** Sutton Harbour (inner)

**Area 4** Sutton Harbour (outer)

Note: outside of Sutton Harbour the designated wreck site (No.1) of the Cattewater Wreck (c. 1530) lies approximately in the middle of the channel at the mouth of the Cattewater where it meets Plymouth Sound (location is given within the SMR at Plymouth). Other wrecks within the Cattewater are not currently shown on the SMR.

**Area 5** Moon Street: evaluation in 2004 has revealed extensive terracing down to bedrock.

**Area 6** Fish Market and National Marine Aquarium: modern development and previously quarried area.

**Area 7** Royal Citadel and Lower Fort: the area of the Royal Citadel will retain, in addition to the standing structures, evidence of its construction and evidence of the earlier fort of 1595. The area to the south of the Citadel will potentially retain evidence of the lower fort which was retained when the Royal Citadel was constructed by Charles II between 1665-1675 (see SAM 262445).

**Area 7a** Modern bulwarks of Citadel

**Area 8** The Hoe: large undeveloped area which has potential to retain evidence of the military and leisure use of the Hoe in the 19th century and the potential for survival of earlier remains. In clues sea caves and West Hoe Show Cave.

**Area 9** City centre: post-War shopping area within the line of Old Town Wall. Potential based on cartographic evidence. Only deep cut features may survive.

**Area 10** West Hoe Quarry (part): housing development from 19th century onwards.

**Area 11** Citadel Road area: housing development from 18th century onwards.

**Area 12** City Centre: post-War shopping centre outside of Town Wall. Note presence of Plymouth Leat.

**Area 13** Drake Circus development area plus road system to northwest and Bretonside Bus station area to southeast. Very low potential due to grading and terracing. Deep cut features only may survive – Plymouth Leat recorded Old Town Street.

**Area 14** Ebrington Street. Town Wall area. Some sightings and recording of town wall. Known and recorded site of Carmelite Friary.

**Area 15** Patna Place/Harwell Street: 19th-20th century housing development. Note presence of Plymouth Leat.

**Area 16** University / North Hill and Greenbank: housing and educational development of various periods. Note presence of Plymouth Leat.

**Area 17** East End (north of Cattedown): housing development from 19th century onwards.

**Area 18** 19th century reclamation.

**Area 19** Cattedown: area of fossil-bearing cave and rock fissures surviving above ground and below original quarry floors.

**Area 19a** Bluff of surviving limestone overlooking Laira Bridge: potential for features as 19.

**Area 20** Cattedown and Prince Rock: potential for features as 19.
3.0 CHARACTERISATION - WATERFRONT

Notes:
- Large block patterns in industrial areas such as Cattedown and post-war redevelopment of City Centre
- Finer block pattern in medieval streets around Sutton Harbour
- Victorian and Edwardian terraces evident in character areas 2, 4 and 10

SOURCE:
This map was supplied by LDA Design.
3.0 CHARACTERISATION - WATERFRONT

KEY:
- pre-Georgian (pre 1720)
- Georgian (1720 - 1840)
- Victorian (1840 - 1900)
- Edwardian and interwar (1901 - 1938)
- Postwar (1939 - Today)
- Barbican historic core: Buildings of mixed age (Medieval to 19th Century)

NOTES:
- Medieval core around Sutton Harbour with surviving medieval street pattern but now buildings of mixed ages
- Citadel (1667-75) and Drake's Reservoir (1598 - ) are large pre-Georgian structures
- Georgian buildings survive in Hoe associated with amalgamation of the 'Three Towns' following construction of Union Street; also around North Road East
- Victorian expansion of City Centre to the east, north and west evident in character areas 2, 4, 10 and 7.
- Edwardian development of Radford Estate (area 10e)
- Massive destruction of City Centre during WW2 led to redevelopment by Abercrombie. Industrial structures in Cattedown (area 11) largely postwar

PLYMOUTH WATERFRONT CHARACTERISATION STUDY

BUILDING AGE

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Notes:
- Abercrombie's proposed land uses persist to a great extent
- Commercial uses concentrated in City Centre (area 1) as well as to east of Sutton Harbour (area 9b) and in east of Cattedown (area 11)
- Light industrial use in Cattedown (area 11)

- Residential use of Victorian and Edwardian 'suburban' development remains (areas 2, 4, 7, 10) with a concentration of hotels in the Hoe (area 7b)
- Edwardian precinct in area 3a
- Significant areas of greenspace in areas 5, 7a and particularly 8 (the Hoe)
- City Centre undergoing extensive redevelopment

Key:
- Residential
- Ground floor shop with residential above
- Commercial retail
- Commercial (non-retail, e.g. banks, building societies, post offices,...)
- Education / Creche / Institution (including libraries and museums)
- Public Park / open space
- Office
- Hotel / Guest House (latter predominant within Hoe)
- Leisure (tourist attractions, sports facilities, arts)
- Public House
- Restaurant, Cafes
- Health
- Civic (includes Library, Museum, Courts,...)
- Community Centres
- Religious
- Military / TA Centres
- Light Industrial (car repairs, printers, plasters,...)
- Marine related
- Site under development

N.B.
Based on information supplied by Plymouth City Council and does not include information on Barbican nor Patna Place / Harnell Street.

Abercrombie's proposed land uses persist to a great extent
- Commercial uses concentrated in City Centre (area 1) as well as to east of Sutton Harbour (area 9b) and in east of Cattedown (area 11)
- Light industrial use in Cattedown (area 11)

- Residential use of Victorian and Edwardian 'suburban' development remains (areas 2, 4, 7, 10) with a concentration of hotels in the Hoe (area 7b)
- Edwardian precinct in area 3a
- Significant areas of greenspace in areas 5, 7a and particularly 8 (the Hoe)
- City Centre undergoing extensive redevelopment
3.0 CHARACTERISATION - WATERFRONT

Notes:
- The waterfront area and City Centre have some valuable greenspace, particularly the Hoe (area 8), but also Millbay Recreation Ground, Beaumont Park (area 5) and Astor Park (area 10f)
Notes:

- Plymouth's dramatic topography and coastal location afford it some impressive views of the sea
- Armada Way forms a clear path from the railway station to the Hoe
- There is a concentration of nodes of activity in the City Centre at the junction of the roads
- Abercrombie's gyratory roads around the City Centre are barriers to movement, as are other main roads such as Exeter Street and Embankment Road. The industrial works in Cattedown and walls of the Citadel also create impermeable townscapes

TOWNSCAPE ANALYSIS

PLYMOUTH WATERFRONT
CHARACTERISATION STUDY

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3.0 CHARACTERISATION - WATERFRONT

Notes:

- Listed buildings and conservation areas concentrated in historic core around Sutton Harbour and the Hoe
- Other listed buildings concentrated on historic routes into the city
3.0  CHARACTERISATION

REGISTERED PARKS & GARDENS

Notes:
- The Hoe and Civic Centre (designed by Geoffrey Jellicoe) are on English Heritage's Register of Historic Parks and Gardens.
LOCALLY LISTED BUILDINGS

Notes:
- Locally listed buildings, like statutory listed buildings, are concentrated in Plymouth’s historic core at Sutton Harbour and the Hoe, as well as the historic roads into the city.
3.0 CHARACTERISATION - WATERFRONT

N.B.
Based on information supplied by Plymouth City Council.

Key:
- Study area boundary
- Listed buildings that are on Plymouth City Council's buildings at risk register
- Buildings of townscape value that are on Plymouth City Council's buildings at risk register

BUILDINGS AT RISK

PLYMOUTH WATERFRONT CHARACTERISATION STUDY

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Character Areas

Area 1: City Centre

Historical development
The city centre is located in a hollow between the hills to the north and the Hoe which is on higher ground to the south. Originally the city centre was focused around a triangular market place, located just south of the Methodist Chapel on New George Street, and developed as Sutton Harbour spread westwards. As such it ‘looked towards’ the harbour, and before the Second World War would have probably been seen as being the same, and not a separate part of town. The area closest to Sutton Harbour was characterised by similar narrow plots and winding streets. Further out, north of King Street (in the west) and Mayflower Street (in the east), was characterised by regular Victorian terraced housing, some of which have survived, and now form separate character areas (Area 2 - Patna Place and and Area 4 - North Hill).

The city centre was severely damaged during the Second World War, and was redeveloped according to Abercrombie’s Plan. The area was largely cleared of surviving buildings (although some were left in the civic centre), and a new Beaux-Arts axial street pattern was laid out, dividing the centre into precincts. Zoned uses were ascribed for each precinct. The civic centre, to the south of Royal Parade, has the highest proportion of pre-war buildings, including the Guildhall, St Andrew’s Church and the Old Dispensary. A number of new civic buildings were also constructed in this area, including the Civic Centre, Crown Court, Magistrate’s Court, as well as Roman Catholic, Unitarian and Baptist churches. A shopping centre was created north of this; Dingles Department Store still occupies a prominent position on the Royal Parade, and the Pannier Market in the west of the precinct is an early example of a post-war market built using a shell concrete system, hence is grade II listed. Armada Way, the north-south axis, links the railway station with the city centre and Hoe. Abercrombie’s vision of the railway approach, which included the demolition of the surviving terrace on the North Cross roundabout to construct a new railway hotel, and the creation of a precinct for government offices further south, was unrealised, and perhaps as a result the area is beset by some townscape issues, which are discussed in more detail below.
3.0 CHARACTERISATION - CITY CENTRE

Historic Value

It is probable that the bombing and reconstruction of the city centre will have caused serious damage to underlying archaeology, which is generally assessed as having low potential. In the eastern part of the Area, which lay within the Old Town wall, deep cut features of archaeological significance and potential may survive.

There are currently relatively few heritage designations in the city centre. Most of the listed buildings are pre-war survivals, including the Guildhall, St Andrew’s Church and Charles’ Church, although the Pannier Market and Barclay’s Bank are post-war, listed structures and the Guildhall contains some important 1950s interiors. The landscaped area around the Civic Centre by Geoffrey Jellicoe is on English Heritage’s Register of Parks and Gardens (grade II). Yet, the lack of designations belies the significance of the city centre. As discussed in chapter 2, the centre is a fine example of Beaux-Arts town planning, having been laid out in symmetrical, axial boulevards, and should be understood in the context of an international movement (the City Beautiful Movement), which also informed the planning of Chicago and New Delhi. The current form of the city centre resulted from post-war reconstruction, and as such illustrates a key period in our history. Le Havre in Normandy, now a UNESCO World Heritage Site, was similarly decimated and redeveloped (by Auguste Perret). The association with Abercrombie, an important town-planner, is also significant. There are also individual buildings of quality. Our recommendations regarding how to protect the value of the city centre are discussed in chapter 5.

Current morphology

The city centre divides into three sub-areas: the railway entrance, the shopping precinct and the civic centre. The railway station is directly north of the city centre, and is connected to it by the north-south axis, Armada Way. The railway entrance is the least legible part of the city centre: the topography, carpark and North Cross roundabout are barriers dividing the station from the centre. The buildings are too short and of poor quality, particularly Beckley Court and the hotel at the north end of Armada Way, where Abercrombie had envisaged landmark towers.

Further south is the shopping precinct, which consists of three parallel, pedestrianised shopping streets off Armada Way, linked to each other at each end. In urban design terms, it is a largely homogenous townscape, designed legibly and symmetrically, with uniform building lines, though with little relation to the neighbouring quarters.
The Royal Parade was built largely as Abercrombie intended, with large buildings, consistent in scale and materials, and suitably grand for the width of the street and importance of the civic location. Jeremy Gould believes that Abercrombie’s design of the Royal Parade was inspired by Prince’s Street in Edinburgh, with a one-sided shopping street facing a garden containing monuments. Armada Way should be as grand as Royal Parade but was not designed according to Abercrombie’s intentions.

The Civic centre is the bridging region between the landscape at the Hoe, and the bustle of the city centre. In terms of use, it contains the Courts, the Council Offices, the Guildhall, the Theatre Royal, St Andrew’s Church, the Baptist Church and the Unitarian Church. The building lines are less strong in the civic centre, with prominent free-standing buildings, and a less unified townscape. However, the landscaping along the centre of Armada Way is a unifying aspect, drawing these disparate built masses loosely together, and the landscaping around the reflecting pool in the civic centre is a particularly positive asset. There are good views back up Armada Way towards the station and with the Hoe looming to the immediate south.

The city centre is also characterised by its infrastructure; large gyratory roads form a physical and visual barrier between the centre and surrounding areas, and the centre itself also contains a number of major roads and roundabouts, most notably Royal Parade, Notte Street and Derry’s Cross.
Issues and opportunities
The Plan was flawed in that Abercrombie did not consider how the city centre would relate to the rest of the city, indeed it is revealing that his land use map shows the outer areas coloured in black. He also underestimated the increase in car ownership, so that now the large gyratory roads divide the centre from the surrounding areas. The inner city centre is inward looking and insular, and there is an opportunity to improve links with the outer parts of the centre. This could be achieved by creating visual links: the Hoe and its residential quarter are visible from the civic centre, which improves the legibility and sense of connection between these areas, and this principle could be applied to the northern parts of the city centre. Footbridges and multi-storey carparks are currently visual barriers. If the existing footbridges across the gyratory roads were replaced with pedestrian level crossings, this would improve visual links, but would also force the cars to stop, so reduce noise pollution and the other adverse effects of the traffic, while improving the permeability of the area. The narrowing of the gyratory roads, which in some places are six-lanes wide, might also be considered. Abercrombie's prescription of zoned land use in the city centre was also flawed, as in the evenings whole precincts of the city centre were inactive and 'dead'. Mixed use should be encouraged so that the city centre is active at all times of day (and night), which will create a more lively, prosperous and safer environment. The 1980s landscape scheme has also obscured vistas down the axial routes, a key aspect of Abercrombie's Plan.

Abercrombie's Plan does have some advantages. The pedestrian streets are exceptionally wide, because they originally carried vehicular traffic. Rarely does a city have such a wealth of wide pedestrian boulevards - these are important assets. There is an opportunity to improve the landscaping in these boulevards, to enhance views of the Hoe, and further unify the sometimes disjointed spaces in the civic centre. Associated with this is the height of the buildings. Abercrombie originally envisaged taller buildings – between 4 and 6 storeys – but these did not materialise. As the Draft Tall Buildings Strategy highlights, there is an opportunity to increase the height of the buildings in the city centre so that they are more in proportion with the width of the boulevards so they provide a better sense of enclose, and also to communicate the street hierarchy (with the tallest buildings on Armada Way and Royal Parade). In particular, the railway entrance would be improved if the YMCA building and the hotel at the north end of Armada Way replaced with better quality, taller buildings worthy of this landmark location.

Derry's Cross is an important open space that should be better utilised. There is an opportunity to reinstate the vast ship's mast and flag which once formed a landmark at the intersection of Raleigh Street and Union Street. Improved landscaping along the axial routes, particularly Armada Way, would improve vistas along their length, and strengthen the Beaux-Arts design.
3.0 CHARACTERISATION - CITY CENTRE

**Railway Entrance**

- Corridor connecting railway station with city centre
- Abercrombie’s redevelopment proposals not fully implemented
- Poor legibility due to topography, car park and roundabouts
- Opportunity to improve landmark buildings at north end of Armada Way
- Historic value: medium (although poor townscape is part of Abercrombie’s Beaux Art plan)

**AREA 1A: CITY CENTRE RAILWAY ENTRANCE**

Abercrombie’s vision for the station was radical and involved clearing of the area to build a new railway hotel. Note the landmark towers proposed for the north end of Armada Way.

Abercrombie’s vision for the station was radical and involved clearing of the area to build a new railway hotel. Note the landmark towers proposed for the north end of Armada Way.

This Victorian terrace survives although Abercrombie recommended it should be demolished and a railway hotel built in its place.

The YMCA Building occupies a landmark location marking the entrance to the city centre and would be improved by extending its tower, as originally envisaged by Abercrombie.

Armada Way and North Cross roundabout as built. Armada Way sinks beneath the roundabout which obscures the view and reduces legibility.

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3.0 CHARACTERISATION - CITY CENTRE

Dingles Department Store (left) and Pearl Assurance Building (right) occupy a landmark position at junction of Armada Way and Royal Parade. This photograph also demonstrates the generous width of the pedestrianised streets.

The Pannier Market, 1959-60, is grade II listed. The Royal Parade, flanked by Dingles and the Pearl Assurance Building and facing the landscaped civic quarter, was built largely as Abercrombie intended.

The architecture of Anglia House, Derry’s Cross, appears to be inspired by the illustrations in Abercrombie’s Plan.

Shopping Precinct

- Shopping precinct of Abercrombie reconstructed city centre, laid out on Beaux-Arts axial street pattern
- Wide pedestrianised shopping streets, originally intended for traffic
- Uniform building lines
- Includes some high quality buildings, including the listed Pannier Market, and Royal Bank of Scotland, St Andrew’s Cross
- Buildings are relatively low and there is potential to increase their height, particularly to convey the hierarchy of the streets
- Historic value: high

Area 1B: City Centre Shopping Precinct
Some pre-war buildings have survived in the civic centre including the Guildhall and St Andrew's Church.

The Civic Centre, Plymouth City Council offices

There are two notable post-war churches in the civic centre, including this, the Baptist Church.

Civic Centre

- Civic quarter of Abercrombie reconstructed city centre, laid out on Beaux-Arts axial street pattern
- High proportion of pre-war listed buildings, including the Guildhall, St Andrew's Church and the Old Dispensary
- Some high quality post-war buildings, including the Civic Centre, Barclay's Bank (listed), the Unitarian and Baptist churches
- Landscaped area by Geoffrey Jellicoe is a grade II Registered Park and Garden. Popular water features and seasonal decoration
- Less uniform building line, but landscaping provides coherence
- Historic value: high

AREA 1C: CITY CENTRE
CIVIC CENTRE
Area 2: Patna Place and Harwell Street

Historic development

The Patna Place and Harwell Street character areas are located on high ground to the north-west of the city centre. It remained largely open ground until the early 19th century, but was crossed along its northern boundary by the Stonehouse Leat. Although, as is evident on the map of 1860, the area between Claremont Street and the gyratory Western Approach developed first as the city spread outwards and along North Road West, only very few buildings survive from this period. These include the listed No. 3, 5 and 7 Eton Place, and No. 1-3 Eton Street. The area is largely characterised by Victorian terraced housing, built between 1860 and 1881, which once covered the entire area south to King Street, but now Patna Place is a fragment. The area east of Claremont Street retains some later Victorian terraces, suggesting that the older Georgian buildings were pulled down and redeveloped by speculators. The western boundary of the character areas was once defined by the GWR railway, leading down to Millbay, evident in the change of level (or cutting) immediately to the west. The OS map of 1894 shows a grand house, Eton Villa set in spacious grounds, which has since been infilled with terraces (the northern section of Eton Place, and Eton Avenue). The area also possessed a church on Eton Place, as well as a large school on Hastings Terrace, both of which were destroyed by bombs, although the lodge and foundation walls of the school survive. There was also a Victorian church at the west end of Hasting Street, and the vicarage associated with this (of 1887) has survived and is grade II listed. These amenities and the quality of the surviving early nineteenth-century buildings suggest that this may have once been a middle-class area. Patna Place was affected by bomb damage, which explains why postwar buildings are scattered across the area. The Abercrombie Plan, which involved the construction of large gyratory roads around the shopping centre, cut Patna Place off from the city centre, and severed North Road West from North Road East.

Until the post-war period, the historic development of the Harwell Street character area was the almost precisely the same as that of Patna Place: it was originally covered with similar terraced housing, built between 1860 and 1881. Surprisingly the area was not especially badly affected by bomb damage, but must have been cleared following the Second World War, possibly as part of the reconstruction of the city centre, or to create the Western Approach road. The area is now characterised by postwar housing, frequently arranged in cul de sacs. The character area (which spreads outside the study area) is on two levels; the lower level was previously a GWR railway cutting.

From Patna Place looking west; the change of level reveals that this was once a railway cutting.

No. 2 Eton Street, part of an unlisted Georgian terrace
Historic value

Archaeologically, any remains of the Stonehouse leat are significant, though the area as a whole has low archaeological potential.

Patna Place is significant because it is a surviving fragment of the Victorian residential terraces which once covered much of the city, and spread south as far as King Street. It also contains a few Georgian buildings, three of which are listed. A vicarage of 1887 survives on Harwell Street and is grade II listed. However, the area has become degraded over the last sixty years. Firstly as a result of bomb damage during the Second World War, and with the construction of unsympathetic replacement buildings, for example on Penrose Street. Secondly, by the replacement of original sash windows with uPVC, the replacement doors and insensitive rendering. Yet, the area contains some attractive and coherent terraces, particularly Penrose Street and Bayswater Road. Overall the area is of medium historic value.

There are no heritage designations in Harwell Street and it is of no historic value.

Current morphology

These character areas are almost exclusively residential. Housing is mostly arranged in terraces, though a few post-war developments break up the terraced building lines, and the Harwell Street character area is wholly post-war, housing arranged in cul de sacs and around courtyards. The housing estates between Eton Avenue and North Road West, along Saltash Road, and the Western Approach ring road offer particularly poor street frontage along the gyratory roads. Generally these buildings back onto the street, and their alignment creates spaces lacking unity, with broken vistas. Being at the crest of a hill, there are moments where the landmarks of the city centre (the Civic Centre and Guildhall) can be viewed as the roads run down the street. Bayswater Road has views onto the rolling hills behind the station, but is capped abruptly at its eastern end by Saltash Road, a sunken dual carriageway.

Issues and opportunities

Landscaping and building alignment adjustments have been used in an effort to shield neighbouring housing from the Western Approach ring road. Consequently, the relationship between Patna Place and the city centre, its immediate neighbour, is poor. Similarly, Saltash Road severs the neighbourhood from the station. Although a formal traffic count was not conducted, visual examination of Western Approach seemed to indicate the road was overly wide for its usage. A reduction in this width, in combination with more crossings, and a public realm initiative, could serve to improve links between Patna Place and the city centre.
The area is characterised by Victorian terraced housing. Penrose Street is a terrace of good quality. There is a scattering of postwar housing where bomb sites have been filled. Unsympathetic infill in Penrose Street.

Area 2a: Patna Place
- Victorian residential terraces, largely built between 1860 and 1881
- Cluster of Georgian buildings on Eton Place and Eton Street
- Scattered with postwar infill of bomb sites
- Historic value: medium

**AREA 2A: PATNA PLACE**
3.0 CHARACTERISATION - PATNA PL & HARWELL ST

Area 2b: Harwell Street

- Post-war housing development arranged around courtyards and cul de sacs
- Set over two levels: lower level created by railway cutting
- Historic value: none

Post-war housing typical of the Harwell Street character area.

A bridge in the building leads to a courtyard.
Area 3: Education / Cultural Precinct

Historical development
The education/cultural precinct is located on the
slope of a hill to the north-east of the city centre. It
consists of two character areas. The University
district, now occupied by Plymouth University,
is bounded by three historic roads (evident
on the 1820 map and likely to be much older):
North Hill and Cobourg Street, both leading
to Tavistock, and North Road East connecting
these roads and leading west to Stonehouse. In
1617 a conduit, known as ‘Drake’s Leat’, which
carried water from Dartmoor to the city was
constructed on the site. This was replaced in
1754 by the present (listed) structure, a reservoir
with a loggia, tower and ornamental foundation
containing reused columns from the former
market hall. By 1820, Portland Square, a formal
Georgian square, and some other roads, such as
James Street and Sherwell Lane (behind the
square), had also been laid out.

The second character area now contains education
and cultural buildings, such as the museum, College of Art
and Design, Business School and student halls of residence. In
1820 it was largely undeveloped and the area is marked
‘Gibbons’s Field’, but with some buildings fronting North Hill
then Tavistock Place, in the block where the museum is now,
and also in the south-east corner of the character area, as
Regent’s Place (although Regent Street had not been laid out at
that point). The Church of St Luke was built soon after, in 1828
on Tavistock Place, and is now the library annex and is grade II
listed.

By 1860 the southern half of the University district and the
entirety of the eastern character area had been built up, as
the city centre spread up North Hill. By 1881 the rest of the
University precinct was developed, including Kirkby Place.
Both areas were originally largely residential, with local
amenities, such as Sherwell Church and Hall (built 1865, grade
II* listed) and the schools on Tavistock Place and Cobourg
Street (which survives). However, the construction of a library
on Tavistock Place in 1907 (now the listed museum) suggests
that the origins of this district as an education and cultural
sector can be traced from the start of the twentieth-century.

The education and cultural precinct contains a number of listed
structures. The oldest of these is Drake’s Reservoir, constructed
in 1754. St Luke’s Church, a non-conformist church with an
unusual external pulpit, built in 1828, is also grade II listed.
Portland Villas is a well-preserved street of grade II listed mid
nineteenth-century villas. There are two good quality buildings
by Aycliffe and Paul of Manchester: Sherwell Church and Hall,
1865, grade II* listed; and the museum, 1907, grade II listed.
Some nineteenth-century terraced housing, including Kirkby
Place, also survives in the north of the University character area.
However, much of the site was badly affected by bomb damage,
which has been redeveloped without careful planning and some
unattractive post-war buildings. Plymouth University is currently
preparing a masterplan for the redevelopment of their site, and
the new Portland Square building by Fielden Clegg Bradley and
the new University Arts Building by Henning Larson with BDP,
Bristol, are positive additions to the character area.

John Cooke’s map of 1820
John Tallis’ map of 1860
OS map 1913

Both areas were severely bomb damaged during the war,
and hence few of the Georgian buildings that would have
once characterised the areas have survived. Abercrombie
recommended that this area, which had already been
earmarked by the Council for education buildings, was cleared
and redeveloped as an education and cultural precinct.
Although the area was not cleared, and redevelopment has
been piecemeal rather than planned (which has created some
townscape issues), Abercrombie’s envisioned use of the area
has been realised: Plymouth University, its halls of residence,
the College of Art and Design, the Business School and the
museum are all located in this area, mostly in large post-war
buildings.

Historic value
Archaeologically, the area low potential.
Current morphology
Legibility is the most crucial issue in the University character area. Although public access is easy, the campus has been created from a sequence of different interventions and additions over the last fifty years, which has left a jumble of buildings, and a series of spaces lacking unity and coherence, with confusing routes, and little connection to the city centre and other surrounding areas. However, recent campus developments are better than the older stock. The frontage on the North Cross roundabout, along Cobourg Street and around Drake’s Circus is fragmented and disappointing, with parking in front of buildings. Cobourg Street, Abercrombie’s gyratory road, is a barrier to movement between the University and city centre. Historic streets such as Endsleigh Place, a ‘back entrance’ to the campus, and Portland Villas, contribute to the townscape. Drake’s Reservoir is an underused asset. The park immediately to its south contains a pretty loggia, and offers a space from which to appreciate the Church and the new University buildings.

The associated character area on the east side of North Hill also lacks legibility. Negative public space exists in the underused spaces between buildings and streets, where the townscape lacks coherence and unity, for example in front of the multi-storey car park and at various street corners. However, stunning views to the south are a key characteristic of this area.

Issues and opportunities
There is an opportunity to improve the legibility of both character areas, particularly the University, which has developed gradually and so incoherently, by producing a masterplan which respects positive existing buildings and the historic street pattern and creates a set of gateway spaces, which link the campus to other areas legibly. Parking should be moved to the backs of buildings so that the University presents better frontage along the main roads. A uniform landscaping strategy could improve the University’s relationship with neighbouring areas. East of North Hill underused spaces on street corners and around buildings could be utilised better, and the outstanding vistas to the south should be maximised. Drake’s Place has the potential to be an important public space. A new use for the reservoir should be considered, possibly as a swimming pool or duck pond. Funding for its repair and maintenance needs to be raised. The site should be open to the public, and links to the University improved.
3.0 CHARACTERISATION - EDUCATION/CULTURAL PRECINCT

AREA 3A: UNIVERSITY

- Originally Georgian planned townscape around Portland Square
- Severe bomb damage, so now contains a mixture of building types
- Mid-late nineteenth-century terraces survive in north
- South of area largely postwar University buildings, but Drake's Reservoir and Sherwell Church are an asset
- Lacks legibility due to gradual development of campus, although recent development is better
- Historic value: medium

AREA 3A: EDUCATION PRECINCT

The University campus has grown in an unplanned manner over the years and so often lacks legibility.

The new Portland Square building, designed by Fielden Clegg Bradley, responds to the historic stone buildings adjacent, and makes a positive contribution to the character area.

Kirkby Place, a Victorian terrace in the north of the University character area.

Drake's Reservoir and the park behind Sherwell Church are public spaces which could be better utilised.

The following key is used to identify various aspects of the townscape:

- **Landscaped Green Spaces**
- **Planting**
- **Major Path - Severs District**
- **Poor Frontage / Barrier**
- **Parking**
- **Key Views (Topography)**
- **Node of Activity**
- **View of an Object**
- **Vista 'Stopped' by a Significant Building**
- **Positive Deflecting View (Attracts Viewer)**
- **Leaky Space**
3.0 CHARACTERISATION - EDUCATION/CULTURAL PRECINCT

Area 3b: Other Education and Cultural

- Originally Georgian townscape, but with exception of St Luke’s Church (1828) none survives
- Severe bomb damage, now replaced with large postwar blocks, lacking legibility
- Listed Edwardian museum creates strong frontage on North Hill
- Pleasing views to south
- Historic value: medium

AREA 3B: EDUCATION PRECINCT
OTHER EDUCATION AND CULTURAL
Area 4: North Hill

Historic development
As one might expect, this character area is located on a hill, which reaches up to 70m above sea-level, to the north of the city centre. North Hill and Greenbank Road are both historic roads (they are evident on the 1820 map, and are likely to be much older). Drake’s Leat, a conduit carrying water into the city, ran down the west side of North Hill, and fed Drake’s Reservoir. The area remained undeveloped until relatively late: with the exception of a couple of houses dotted along North Hill road, and a tanners yard in the south of the site, the area remained open fields until the early nineteenth-century. Incidentally this tanners yard remained until the end of the nineteenth-century, but now is the site of Mount Street Primary School.

By 1860 a number of terraces had been laid out, including parts of Regent Street, Providence Street, Amity Place, Wellington Street, Nelson Street, Bedford Terrace (where a building of this period survives and is grade II listed) and fronting North Road East (these terraces survive and are listed). By 1881 the whole area had been laid out in terraces, including the fine stone buildings in the area north of North Road East (including and leading off Houndiscombe Road). The pattern of these terraces was clearly dictated by the field boundaries evident on the 1846 tithe map.

A number of landmark buildings are evident on the OS map of 1894, including a hospital on the corner of Clifton Place and Greenbank Road, a church on North Hill, which survives and is listed, and two large schools, one on Mount Street, which was destroyed by a bomb, and a High School for Boys on Regent Street (built 1894-7), which has survived and is listed. There were also two large houses set within gardens: Seven Trees on Lipson Road had spacious grounds which were developed as a hospital after the war; Gilwell House, where Gilwell Street is now, had a smaller garden, which is now built up with post-war housing. In addition to the aforementioned Mount Street School, bomb damage was dotted across the site, and is now evident as postwar infill; for example there is some relatively sensitive infill of Shaftesbury Cottages. Although the large hospital on Clifton Place was not bomb damaged, it has been demolished and replaced with a recent housing development.
**Historic value**

The North Hill character area is generally of low archaeological potential and contains relatively few listed buildings. There are some listed mid-nineteenth century terraces along Radnor Place (off Regent's Street) and North Road East, and a solitary listed villa of c1840-1850 on Bedford Terrace. St Matthias Church on North Hill, built in 1887, and the impressive Board School on Regent's Street of 1894-7 are also grade II listed. Despite this relative dearth of listed buildings, North Hill is of some historic importance, as it contains a high proportion of historic buildings including Queen Anne's Terrace, Sherwell House and Sherwell Place and largely Victorian terraced housing, which demonstrate a key period in the history (and growth) of Plymouth. Although these buildings have become degraded with uPVC windows, replacement doors and unsympathetic rendering, some, particularly those north of North Road East, are worth protecting; this is discussed further in chapter 5.

**Current morphology**

North Hill is principally residential, and frequently occupied by students. The terraced streets provide a rhythmic, uniform building line, and legible blocks. There are occasional glimpses into cobbled back alleys. Post-war development tends to interrupt this; Seven Trees Court estate in the north-eastern corner of the character area has poor street frontage, lacks coherence and unity, with the backs of the buildings are visible from the street. The western side of North Hill slopes down towards the north, and the eastern side slopes down towards the sea; there are sea views from most streets on the east side. An the western side, the steeple of St Matthias's Church on North Hill can be seen from North Road East, and there are views of terraced housing covering hills to the north from Restormel Road and Winston Avenue. St Lawrence Road has some beautiful trees, and there is some green space between Sutherland Road and Houndiscombe Road.

A few places within this area stand out. The space on Armada Street, between Plym Street and Mildmay Street, which has been pedestrianised, offers a quaint public space with a single bench and tree, and a lone retail unit. The green around Mount Street Primary School offers views of the sea and Sutton Harbour, has a few shops along it, and immediately to its south, a pedestrian connection to the Educational / Cultural quarter to the south. However, both of the aforementioned places retail stock appears to be of low quality, and only partly occupied. A small business park south of the substation above Mount Street Primary School seems to be out of place in a residential area, and detracts from the view of the city centre and sea available from Armada Street.

**Issues and Opportunities**

Retail enterprise should be encouraged in this neighbourhood, as the student market could sustain more local shops. This area has some of the best views available in Plymouth; as such, parks and spaces should take advantage of this, and the removal of a few key detractors would be advantageous. Overcrowded on-street parking is also an issue.
3.0 CHARACTERISATION - NORTH HILL

• Terraced housing, largely dating from 1860-81, with some earlier buildings
• Portland Villas terrace along North Road East, Drake’s Place and Sherwell Church are listed
• Victorian church and school survive, but most historic public buildings were bombed or demolished, including a large hospital
• High student occupation
• Sea views from eastern part of character area
• Historic value: medium

AREA 4: NORTH HILL
3.0 CHARACTERISATION - EBRINGTON ST & BEAUMONT PK

Area 5: Ebrington Street and Beaumont Park

Historical development

The area lies on a south facing slope to the north of Sutton Harbour and comprises two distinct, but related parts.

Ebrington Street lay just within the medieval city wall and was the principal road out of the city to Exeter. Having passed through the city wall at Gasking Gate (roughly where Gasking Street and Beaumont Place meet), the Exeter Street continued up Lipson Road.

Ebrington Street was already developed by 1765 and some 18th century buildings (currently unlisted) survive on the south side of the street. Given its location on a major route out of the city, it was probably already a local centre, but this role was reinforced by the later 19th century expansion of terraced housing up North Hill. A number of shops and pubs of this period survive, between North Street and Hill Street.

The impact of 20th Century road infrastructure

The construction of the Exeter turnpike (now Embankment Road; see Area 10) meant that Ebrington Street was now away from a main movement route. More serious damage took place as a result of wartime bombing, which destroyed much of its eastern end and the area immediately to the north. Ebrington Street came into the Abercrombie Plan as Eastlake Street, which ran axial to the Old Town Street façade of Marks & Spencer. When implemented, the creation of the new city centre and the new Charles Cross roundabout (complete with an entirely new street, Hampton Street) removed some two-thirds of the length of the historic Ebrington Street.

Beaumont Park, to the west of Ebrington Street, originated as grounds to Beaumont House in the 18th century. Although it became a public park in 1890, its surviving high boundary walls show its private origin and still give it a hidden air. To the west, there are surviving late 18th and 19th century terraces in Beaumont Place and on Lipson Road.

Also in this area is the Roman Catholic Church of the Holy Cross and St Teresa, which was originally built in Teignmouth in 1854. In 1881-2 it was moved stone by stone to Plymouth.
Historic value
On account of its location within the Old Town Wall, the area has archaeological potential and significance. This area contains a number of listed buildings, including Beaumont House and the Lanyon Almshouses at the eastern end of Ebrington Street, as well as Gasiyne Place. There are also some locally listed buildings. For recommendations for additional listings and local listings, see section 5.

The overall historic value of Ebrington Road is high, on account of its position on a historic route out of the city, its position within the medieval town and the survival of an 18th and 19th century local centre with some good buildings. Beaumont Park is also of high value as an historic open space, though its late 19th century layout is not in itself significant.

Current morphology
As a result of the bombing, postwar reconstruction of the city centre and associated transport infrastructure, Ebrington Street is very disconnected from both the city centre and Sutton Harbour. This street has largely been ignored in the high quality streetscape design that can be seen throughout the rest of Plymouth’s waterfront area. The built form is very fine grain, which gives this area a distinctive character. The scale of the street corners work particularly well, but could be enhanced through an injection of new services or businesses and also by improving the quality of the public realm. A natural node exists at the corner of Gasking Street and Ebrington Street/Beaumont Road.

However, the townscape characterised by a fine grain and consistent street frontage ends at the intersection of Hampton Street (a postwar creation) and Ebrington Street. Just opposite Ebrington Street lies underutilised public space, where the townscape falls apart into the Charles Cross roundabout.

Beaumont Park acts as a refuge amongst the areas of terraced housing surrounding the park. The high stone wall surrounding the park reduces its permeability within its context, but provides a sense of a private, enclosed space. Although the stone wall may serve as a hard edge to the surrounding streets, it adds local character, texture, and visual interest to this part of Plymouth. It also creates a sense of intrigue as glimpses of the park can be seen through the stone doorways.

The public spaces surrounding the park are largely ‘left-over’ spaces that consist of oddly shaped green spaces and a small provision for parking. These spaces could serve as active street corners or as entrances to the park with small and careful interventions. In particular, the triangular space at Lipson Road and Regent Street, where houses are shown on the 1913 OS map, could work well as a forecourt to Beaumont Park.
### Issues and opportunities

**Constraints**
- Infrastructure barriers, particularly Hampton Street and Charles Cross
- Stone wall surrounding Beaumont Park
- Some poor quality buildings

**Opportunities**
- Failing high street that has key shops with good character that should be enhanced/retained. New shopping centre shouldn’t affect street if care is taken to create a high quality, unique/funky street.
- Proximity to School of Art and Design, University and Student Halls of Residence provides potential user group to support a ‘different’ type of street.
- Enhance street corners, some existing corners work well, others need to be improved
- Enhance existing public spaces as some ‘left over’ spaces exist adjacent to car parks and at street corners
- Reconnect to Charles Church, Sutton Harbour and the town centre: very large infrastructure barrier prevents a connection

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**Key:**
- **Landscaped Green Spaces**
- **Poor Frontage / Barrier**
- **Active Edge**
- **Parking**
- **Underused / Negative Public Space**

**Key Views (Topography)**
- **Landmark**
- **Node of Activity**
- **Glimpse View**
- **View of an Object**
- **Leaky Space**

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**AREA 5: EBRINGTON STREET & BEAUMONT PARK**

- Historic local centre retaining some good 18th and 19th century buildings;
- Severely disconnected from the city centre and Sutton Harbour by Exeter Street;
- Currently rather run down, but with clear potential to develop a unique character based on its historic role;
- Beaumont Park is an historic open space, retaining its ‘private’ nature behind high walls.
### Area 6: Friary Station

**Historical development**

The Friary Station area lies to the north of Sutton Harbour. The land falls from c.15m aod in the west to c.8m in the east. In the Medieval period, the centre of the site was occupied by the Whitefriars, which stood just outside the city wall, and elements of which appear to have survived until the late 18th century. Two bastions of the Civil War defenses - Resolution Fort and Maidenhead - also lay within the area.

By c.1830, the western edge of Plymouth had reached the site of the friary, which meant that it was the closest that the LSWR could get to the centre for its new station. Friary Station was intended as the main one for Plymouth and it rapidly grew to take up a large area, and to include a goods station and branch to the North Quay of Sutton Harbour. In order to achieve a level site, considerable excavation was required, producing a sharp edge along the northern part of the site. The station throat, which extended a considerable distance west of Tothill Road, was also in a deep cutting, which Tothill Road crosses on a long viaduct/bridge.

Following WWII, Friary Station lost its role as Plymouth's first station to North Station, which stood at the head of Abercrombie's Armada Way. It closed in 1958 and was demolished. At the same time, the dualling of Exeter Street required the demolition of the houses fronting the street as far as the Charles Church.

The Friary Station site has recently been redeveloped with large sheds on Exeter Street and residential, accessed from Beaumont Road, behind. Only the gate posts of the former entrance to the station survive.

**Historic value**

The site of Resolution Fort is a Scheduled Monument. In addition, any archaeological remains associated with Maidenhead bastion and the Whitefriars are likely to be significant. Despite this archaeological richness, however, the Area today has no visible traces of its past. For this reason, its historic value has been judged to be low.

**Current morphology and opportunities**

The area has a mixed morphology with both large industrial plots and fine grain housing areas. There is little to no permeability within this space, which largely separates the Beaumont Park/Ebrington Street area from the city centre. Improved north to south connectivity in this area could greatly enhance the success of Ebrington Street and would enliven the disconnected spaces in this area. In addition, the spaces that are left over from buildings and streets constitute the public or green space, which could be improved.

**Key:**

- **Landscaped Green Spaces**
- **Active Edge**
- **Parking**
- **Landmark**
- **Major Path - Severs District**
- **Poor Frontage / Barrier**

**Potential opportunities**

- Potentially significant archaeological remains of Resolution Fort (a Scheduled Monument), Maidenhead bastion and the Medieval Whitefriars;
- Demolition of Friary Station and widening of Exeter Street means that there is no other historic value;
- Acts as a barrier to north-south movement;
- Separates residential East End from City centre and Ebrington Street.

**Area 5: Friary Station**
Area 7: Hoe - Residential

Historic development
The residential part of the Hoe also lies on Plymouth Limestone. There are two distinguishable parts to this character area: Citadel Road which is on the high (21-30m above sea-level) and gradually falling ground north of the Hoe, and West Hoe which is on a lower level (within 10m of sea-level). The contours of this lower level follow the edge of an historic quarry (evident on a map of 1860) and it is likely that this step was exaggerated and extended by rock extraction. There is evidence that stone from this quarry was used to build the breakwater in 1811, and there was also a tunnel running from the quarry to Millbay to allow easy transportation of the stone.

By 1881 the area south of Citadel Road and on the West Hoe had been built up, and still is largely characterised by these Victorian terraces. The character area was affected by bomb damage; some bomb sites remain clear, but most are now filled, often with unsympathetic post-war buildings.

Citadel Road is an historic road linking Sutton Harbour and Millbay via the Citadel (it is evident on the 1820 map but is probably much older). A barracks and prison are evident at the west end of Citadel Road on early maps. The barracks contained a large open space used for parades and drilling, and this has survived as a recreational ground. The earliest development was north of Citadel Road, as Sutton Harbour spread west, and associated with the construction of Union Street (connecting Sutton Harbour with Stonehouse and Devonport) in 1815. This includes a planned group of classical terraces and villas designed by John Foulston and his pupil George Wightwick, including the Crescent, Lockyer Street, Athenaeum Street and Alfred Street.

Historic value
The Citadel Road character area is of special historic value as it contains some of the only surviving Georgian planned townscape in Plymouth. On some streets nearly all the buildings are listed - this includes the Crescent, Athenaeum Street, Lockyer Street, the Esplanade, as well as a considerable stretch of Citadel Road. The area also lies within the Hoe Conservation Area. West Hoe Park is within the grade II registered Hoe Park.
3.0 CHARACTERISATION - HOE RESIDENTIAL

The Victorian terraces in West Hoe were originally less grand than those on the higher ground above, and have become degraded with uPVC windows, replacement doors and unsympathetic rendering. Listed buildings in this area include the Duke of Cornwall Hotel of 1865, No. 23-39 Grand Parade, New Continental Hotel and the Old Customs Office, all of which are grade II listed. However, Radford Road, Eddystone Terrace and Garden Crescent are laid out around a triangular open space, with reveals careful planning. There are also locally notable buildings, such as St Matthew’s Church and the fine Edwardian buildings with matching bronze cupolas on Grand Parade. The reinforced cliff wall, which marks the edge of an historic quarry is also of interest. The heritage in West Hoe is currently underrated and deserves better protection: this will be discussed further in chapter 5.

Archaeologically, the area is generally of low or, with the area of the former quarry, of very low potential.

Current morphology

The Citadel Road character area consists almost exclusively of terraced housing blocks. A significant number of the houses in this area have been converted to hotels or bed-and-breakfasts, but with no shops or local amenities. The housing here is generally of a larger scale than some less central neighbourhoods such as North Hill. 4-5 storey houses line Citadel Road, and semi-detached villas line the eastern side of Lockyer Street. On-street parking is ubiquitous here, as in other neighbourhoods in Plymouth. The northern edge of the character area, Notte Street, which is adjacent to the Civic Centre area, lacks unity where there are disparate modern developments, although the southern side of Notte Street is significantly better. Views of the city centre are largely obstructed by buildings on the north side of Notte Street.

West Hoe is a residential neighbourhood nestled along the seafront at the base of the cliffs which drop down from the Hoe. It contains some local shops along the waterfront. There are views out to sea, Millbay and Drake’s Island from several of these streets, and along the Great Western Road which runs along the waterfront. West Hoe Park contains a play ground and is situated at the base of the reinforced cliff wall, an impressive landmark place. In addition, the triangular space at Radford Road which contains tennis courts is a positive feature, and well enclosed by the surrounding three terraces. There are significant vistas of Millbay from the Duke of Cornwall Hotel, a clear local landmark, and along West Hoe Road. It is a shame, however, that such a significant building is situated on an oversized roundabout. The Millbay recreation ground is owned by the TA, it appears run-down and under-used, and is isolated by the roundabout. The north end of Pier Street and west end of Cliff Street are areas of negative townscape; in both streets many of the buildings are orientated with their backs facing the street, and in Pier Street a bomb site has been left bare and is used as a car park.
**Issues and opportunities**

There is currently on-street parking along every street in the Citadel Road character area. A rationalisation of the car parking strategy could release more space for planting or public realm in this area. Notte Street is the key divider between the Civic Centre and Citadel Road character areas, and the junction currently lacks coherence and unity; this is an opportunity area ripe for redevelopment, for example the amenities which appear to be lacking in this neighbourhood could be sited there.

In West Hoe the seafront is a great asset; there is an opportunity to maximise the public realm along its length, with interpretative interventions explaining Drake’s Island, Millbay and other aspects of the view. There is a significant development planned for Millbay, and the border with Millbay lacks coherence and unity; there is an opportunity to create links with the new planned development at Millbay and to restore the historic street pattern around Walker Terrace, where single uses that do not relate well to the street predominate. There is scope to negotiate greater public access the Millbay recreation ground from the TA, and to restore the use of the entrance to the recreation ground from the Millbay Road roundabout. The grand steps up to the playing fields, if treated correctly, would make a nice juxtaposition to the impressive Duke of Cornwall hotel. The triangular public space between Radford Road, Eddystone Terrace and Garden Crescent, where there are currently tennis courts, could also be upgraded. Connections across the area could also be improved.
3.0 CHARACTERISATION - HOE RESIDENTIAL

Area 7a: West Hoe

- Victorian terraced housing, dating from 1860-1881
- A few listed buildings, but arguably heritage underrated
- Considerable public space, including park, playground, tennis courts and recreation grounds
- Potential to upgrade public spaces
- Historic value: medium

The seafront is West Hoe's best asset

Duke of Cornwall Hotel, built in 1865, is grade II listed.

The Victorian terraces in West Hoe have become more degraded than those in the Citadel Road character area.

Key:
- Landscaped Green Spaces
- Poor Frontage / Barrier
- Active Edge
- Parking
- Key Views (Topography)
- Landmark
- View of an Object
- Leaky Space

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Townscape analysis

AREA 7A: HOE - RESIDENTIAL
WEST HOE

Townscape analysis
3.0 CHARACTERISATION - HOE RESIDENTIAL

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Key:
- Landscaped Green Spaces
- Major Path - Severs District
- Poor Frontage / Barrier
- Parking
- Key Views (Topography)
- View of an Object
- Vista ‘Stopped’ by a Significant Building
- Leaky Space

Area 7b: Citadel Road
- High quality Regency and Victorian terraced housing; now many used for B&Bs and hotels
- High proportion of listed buildings and also within Hoe Conservation Area
- Scope to improve connection with city centre along Notte Street
- Historic value: high

Area 7B: HOE - RESIDENTIAL CITADEL ROAD
Area 8: Hoe Park and Citadel

Historic development
The Hoe Park and Citadel character area is located on the high ground at the water’s edge. Usually one would expect the erosive power of the sea to create gradually falling ground at the seafront, but beneath the Hoe is a band of Plymouth Limestone, a hard limestone, which has eroded less than the surrounding rock and created this seaside hill. This cliff edge, close to Sutton Harbour and the mouths of the River Plym and Hamoze, is a good defensive position, easy to defend from the landward side on account of the falling ground where the city centre is now; hence Charles I chose to build the Citadel fort here between 1667 and 1675.

The Hoe, a grass park immediately to the west, predates the Citadel for there are records dating from 1530 stating that: ‘Here the townsmen pass their time of leisure in walking, bowling and other pleasant pastimes’, but there is no doubt that the Hoe was also kept clear as a defensive measure to make it easier to defend the Citadel from landward attack; hence the Hoe and Citadel are grouped together in the same character area. The Hoe was used as an informal recreation area throughout the sixteenth-, seventeenth- and eighteenth-centuries, but did not properly become a formal park until the nineteenth-century. Improvements to the park were made during the 1830s-40s, and during the 1870s-80s there were various additions, including a fountain (now listed), bandstand (since removed) and the Smeaton lighthouse (grade I listed). A number of monuments and memorials have been constructed in the Hoe Park over the years.
The foreshore has its own separate history and morphology, created by the interplay of natural and man-made forms. The foreshore has a dramatic topography created by natural faults in the limestone. There have been various bathing and other facilities built along the foreshore designed to make it easier for people to access and enjoy the sea. These include the Belvedere, a series of three balustraded terraces and open-fronted shelters, constructed in 1891, and the Art Deco Tinside Pool, built in 1935, to regulate the natural rock pools which were used as a Ladies Bathing Pool since the late nineteenth-century.

Abercrombie's *Plan for Plymouth* proposed to reconnect the Hoe with the city centre via a north-south axis, Armada Way, leading from the railway station, through the city centre to the Hoe culminating in the massive War Memorial, designed by Sir Robert Lorimer with sculpture by W G Storr Barber, built 1920-4. This was implemented and there is now a clear connection between the city centre and the Hoe Park, which historically was not as strong.

Drake's Island is now privately owned, and although there have been recent plans to construct a luxury hotel on the island, due to logistical problems (supplying water, sewerage, electricity, etc.) these have not come to fruition.

**Historic value**

The Citadel is probably the most important historic structure in Plymouth; it is a scheduled monument and contains nine grade II and two grade II* listed buildings of a range of dates (either 1667-75, the mid to late eighteenth-century or 1895-1905), including a church and school, barracks, mess, governor's house, cookhouse and store. The Hoe Park is also an important heritage asset; it is on the English Heritage Register of Parks and Gardens (grade II), and has historical associations with Sir Francis Drake, as legend has it he was playing bowls on the Hoe as the ships of the Spanish Armada drew close. The Hoe Park contains at least five grade II listed structures, three grade II* memorials and a grade I listed lighthouse. Along the seafront there are further historic structures, including the West Hoe Pier (1880) and Tinside Pool (1935), both of which are grade II listed. As such the Hoe Park and Citadel is one of the most historically significant areas in Plymouth; the park lies within the Hoe Conservation Area, and the Citadel is within the Barbican Conservation Area.

Archaeologically, too, the Area is of high significance and potential, except where it is likely to have been destroyed by the modern bulwarks of the Citadel. The Area also has an intangible value, through the associations with Sir Francis Drake and wartime dancing on the Promenade and as a source of civic pride.
Current morphology
The Hoe, the hilltop park which overlooks both the Abercrombie city centre and the sea, is at the southern end of Armada Way, and in winter, provided the trees are bare, it is possible to see all the way back to the North Cross roundabout in the distance. It is a beautiful park, with spectacular views of Plymouth and the sea, with a selection of viewpoints, seating areas, cafes and even a lido positioned in order to take advantage of these views. There is a pleasing juxtaposition between the man-made and natural forms along the foreshore. In townscape terms, the frontage along Armada Way between Citadel and Notte Streets lacks unity and is poor in places. The Holiday Inn tower is a landmark, but has a negative impact on the character of the area. There are good visual links from the Hoe Park to the city centre and residential parts of the Hoe. The Citadel is a significant landmark and its ancient stone walls make a positive contribution to the character of this area. Yet by its nature the Citadel is insular and impenetrable, and this creates a physical and visual barrier between Sutton Harbour and the Hoe. The compound is still used by the MoD, which restricts public access to the site.

Issues and opportunities
The Citadel is a prominent feature on the waterfront and creates a physical and visual barrier between Sutton Harbour and the Hoe, restricting movement between the character areas and across the site. Extended public access to the Citadel would be beneficial, as there are views of Sutton Harbour and the Hoe from the fort. The Hoe Park is well-used and largely well-maintained, so does not pose many issues. However, the indirect movement patterns from the shopping centre and Sutton Harbour to the Hoe foreshore could be improved, as could the lighting of the park, and the massive extent of the tarmac promenade might be reduced (these issues were discussed in the Tinside Pool, the Hoe and Hoe Foreshore Conservation Plan, Alan Baxter & Associates, 2002). There is also potential to showcase public use of the Hoe, particularly in the colder months, and to promote it as a tourist attraction. The bowling pavilion also blocks key views.
The Hoe is characterised by a number of statues and monuments, including the grade I listed Smeaton’s Lighthouse. The Citadel is on the far left of the picture.

View of Tinside Pool, with Drake’s Island and Mount Edgecumbe beyond.

The gate to the Citadel.

Located on limestone hill at seafront
- Citadel Fort built 1667-75 to defend Sutton Harbour and mouths River Plym and Hamoze
- Hoe Park has been a recreation ground since sixteenth-century but formalised in nineteenth-century
- Hoe Park contains a collection of historic monuments, memorials, lodges and a terraced seafront seating area.
- Historic value: high

AREA 8: HOE PARK AND CITADEL
Area 9: Sutton Harbour

The Character area of Sutton Harbour has been divided into two sub-areas: the Barbican and Coxside.

Historical development

Sutton Harbour, Plymouth’s raison d’être, is formed by a fault line in the Hoe/Teats Hill/Cattedown limestone ridge. This accounts for the harbour’s narrow entrance, which then broadens out into the lower ground to the north. The result is an excellent natural harbour, sheltered and easily defendable (with the castle and Queen Ann’s battery), although of limited capacity.

The Barbican

The Medieval settlement was concentrated on the west side of the harbour, in the shelter of the Hoe. As the port gained in importance, firstly as a result of the silting up of the northern part of the River Plym at Plympton, and as trade links increased during the 16th century, the town expanded principally to the west, but also to the north. Plymouth Castle was built on the 14th century to defend the entrance to Sutton Harbour. The remains of the castle are scheduled and grade II listed. The medieval town walls define its extent which it did not begin to exceed until the 18th century; within them grew up a dense pattern of settlement, typical of an English medieval town. On Sutton Harbour, archaeological evidence shows a pattern of foreshore reclamation and the build up of wharves which is, again, typical of medieval and later ports.

By the 18th century, the area to the west of Sutton Harbour had already reached full capacity. The 1765 map shows the dense development of Sutton Harbour which, by 1940, had given Plymouth its reputation as the most crowded and insanitary city in the UK. Although many of the buildings now have 18th or 19th century facades, some at least contain earlier, even Medieval cores. Sutton Harbour was a commercial and trading port with a fish market and number of boat building yards.

The WWII bombing caused some, but relatively slight damage to Sutton Harbour which, since the growth of Millbay and Devonport, had no significant naval importance. The commercial use of the harbour was already in decline (it simply was not large enough), but Abercrombie decided to restore it as an English version of colonial Williamsburg, sharply divided from the new Centre. Even though his proposed town wall was never built, the raised section of Exeter Street and the bus station, along with the introverted nature of Abercrombie’s centre have proved equally effective. To the north too, the dualling of Exeter Street and the Charles Cross roundabout cut Sutton Harbour off from the northern parts of the city, to which, formerly, it had been closely linked.
Despite Abercrombie's plans, which included a parade and gardens, the value of the historic streets and buildings remained unrecognised. In 1956, to take advantage of government subsidies for slum clearance, the City Council proposed to redevelop the area between Lambhay Hill to Southside Street. In part this was carried out, but it also led to the formation of the Plymouth Barbican Association, which bought and themselves successfully restored many of the threatened houses. This transformed attitudes to Sutton Harbour and, with respect, came regeneration. It is now one of the most vibrant and distinctive parts of Plymouth, aided by the construction of a lock at the harbour entrance which has allowed the harbour to become a yacht marina.

Partly on account of the wider topography, Coxside was also most easily reached by the railways, starting with the Dartmoor Rail Road, which soon became the Sutton Harbour branch of the LNWR. Its arrival led to the filling in of some historic basins and a general rationalisation of the quay line, to suit the geometry of railway tracks.

Behind the quay line, development was very much dictated by the parcels of land formed by the railways (which, as elsewhere in Plymouth, were often in cuttings), combined with the historic route of Sutton Road, which led to Teats Hill (where a gibbet stood), to the quarries of Cattedown and to the ferry to Oreston. By 1894 these parcels had been fully filled with development, mostly in the form of port related or railway dependent industries, such as ship building, the gas works, cement works and a number of rope walks. The characteristically long, straight lines of the latter also influenced the layout of development (notably of Teats Hill road), which endures to this day.

Most of the workers probably lived in the East End, which directly abutted Coxside to the north and east and which was being developed at exactly the same time (see Area 10). However, among the industrial uses there were small pockets of residential. Indeed, the map of 1765 shows that a square had been laid out, showing possible grand intentions to match simultaneous developments on the Hoe (see Area 7). In fact, however, the housing is all small-scale workers terracing, similar to that in the East End, with pubs and schools, but no church.

Coxside was not badly bombed, but even by WWII the small size of the harbour was leading to a decline in its use. Following the war, the Sutton Harbour branch was closed. The southern branch (the former Dartmoor Rail Road) became Barbican Approach, an extension of Gdynia Way; the cutting of the northern branch was backfilled and covered with the large sheds which now line the south side of St John's Road. Elsewhere the 19th century industrial buildings have mostly been replaced by modern sheds, though there are isolated survivals. In general, the mix of uses remains much as it was in the 19th century, though there have been recent changes, with the development of yachting facilities, the Megabowl on part of the gasworks site and, above all, a rash of new housing (mostly high-rise flats) which capitalise on the waterfront location and dramatic views.
There seems little doubt that these changes will certainly continue and, arguably accelerate, making the recognition and conservation of the area’s historic character of great importance.

Historic value

As the historic core of Plymouth, the Barbican is clearly of the highest importance. To the west of the harbour, the survival both of important archaeological remains, of the historic street pattern and of a large number of historic buildings (many of them listed) is both intrinsically of the highest cultural significance and gives the area its very distinctive character. The area contains a large number of seventeenth-century merchants houses, some fine eighteenth-century shops and many early nineteenth-century warehouses close to the quays, including the cast-iron fishmarket dating from 1896. The quay walls and pier are listed, and there are the remains of a nineteenth-century gatehouse of the south port (formerly Plymouth Castle) on Lambhay Street. The character area also contains the Citadel, built between 1665 and 1675, which contains 11 listed structures of a range of dates from the seventeenth century to the early twentieth century. The value of the area is recognised in its designation as the Barbican Conservation Area.

The historic value of Coxside is harder to define. There is a handful of listed buildings, notably the China House, and a generally high archaeological potential relating, for example, to Queen Ann’s battery. For suggestions for local listings, see section 5.

Although Coxside today appears to be a largely modern, there are a number of ways in which its character is influenced by its past. In the first place, there is the historic routes of Sutton Road, and the unrealised 18th century ‘square’ (defined by Sutton Road, Marine Place, Thistle Park Road and Gashouse Lane). Then there are the rope walks, which dictate the alignment of Teats Hill Road and the industrial buildings north of Barbican Way. Finally, there is a scatter of historic buildings and structures, varying from Teats Hill House, the Shipwright’s Arms, the two 19th century schools, to the bridge over the former railway on St John’s Bridge Road the Coxside gasholders and the narrow Shepherds Lane, which first appears on a map of 1820. These are significant survivals, individually of medium to high value and collectively of high value, in an area undergoing rapid change.

Urban morphology

Barbican

The fine grain of the historic core works very well and creates unique, interesting streets and spaces. High quality paving materials are used throughout and the built form responds well to the human scale. In addition, the area benefits from key views of the harbour throughout the historic core.

A central node exists at the triangular space adjacent to the Parade. This space is surrounded by active building frontages and also acts as a direct connection to the harbour. This space is accessible by vehicles, but is a space where multiple users can interact and respond to each other. This node lies within a well functioning district, with surrounding intimate and active streets containing shops, services, and businesses. An array of inactive building frontages line Notte Street, which, if addressed, would increase the vitality of this district even more.

As with the other sites in Plymouth’s waterfront, the historic core of Sutton Harbour is not alone in the creation of ‘left over’ public spaces. These largely exist alongside inactive building frontages, many can be seen along Notte Street.
There are two unique issues facing the historic core of Sutton Harbour: integration with the surrounding new developments, and balancing the need for city centre parking without detracting from the streetscape.

The townscape begins to fall apart as one moves north within the historic core towards Exeter Street. The integration with Abercrombie’s plan for the city centre is appalling. Height changes have completely been ignored with access and uses provided simply to fill space. The sense of a well functioning, interesting city vanishes at Bretonside Road. Opportunities have been missed at this point as this transition zone could serve as a forecourt to the planned city centre, a space where one realises that the cityscape is changing and rather than creating confusion and obstacles, a sense of excitement and exploration could be instilled.

The provision of parking for private vehicles is a difficult challenge facing all historic cities today. To function well and in today’s society, cities to some degree must accommodate vehicles. However, how and where they do that is the subject of considerable debate. The historic core of Sutton Harbour offers some of its prime waterfront area to parking, which is unnecessary and could be improved. For example, the large parking areas east of Lambhay Hill are a missed opportunity to celebrate the Barbican as well as to improve the connections with the water itself. This area offers stunning vistas and could take the form of a key public space as anything from a city beach to a flexible and informal outdoor theatre.

Coxside
A mixed urban morphology with little homogeneity defines the commercial harbour to the east of Sutton Harbour. This area consists of high-rise residential accommodation and a mixture of light industrial and basic services. The residential properties that cluster the waterfront do not integrate well with the surrounding light industrial uses. A small node of activity exists at Sutton Road/Clare Place/St John’s Bridge Road junction, although this node is tenuous at best and does not provide a sense of a ‘centre’.

A disconnected green space with good views over the harbour exists on Teats Hill, but is largely underutilised due to poor connectivity. There is extensive negative streetscape along the length of Teats Hill Road that limits the liveliness of this area.

Constraints and opportunities

**Barbican**

**Constraints**
- Severance of district by new roads connecting to Abercrombie’s plan
- Elevated road and bus station extremely large barrier between Sutton Harbour and the City Centre
- Parking

**Opportunities**
- Beautiful harbour views maintained/enhanced
- Existing fine grain historic morphology
- Excellent natural materials largely in place already
- Re-connect harbour to the town centre by downgrading roads, dealing with height changes and improving road crossings, particularly in the area of the Bus Station
- Make more of underutilised public spaces, lots of ‘left over’ space, eg: street corners, land adjacent to parking lots, etc.

**Coxside**

**Constraints**
- Existing mixed morphology
- Infrastructure severance and isolation due to Exeter Street
- Potential for development along waterfront to ‘turn its back’ to the rest of the district and create negative streetscapes.
- Height changes along Exeter Street’s southern footpath.

**Opportunities**
- Reuse surviving historic buildings
- Make more of underutilised public spaces, lots of ‘left over’ space, ex: street corners, land adjacent to parking lots, etc.
- Reconnect public space on harbour at Teashill Road to the surrounding district
- Strengthen the tenuous district node at Clare Place and Sutton Road
- Address negative building frontages along St. John’s Road and Sutton Road.
- Improve connections and links across Exeter Street
- Address height changes at southern footpath of Exeter Street

**Coxside - Historic influences on today’s urban form**

A series of new luxury flats have recently - some conversions but mainly new build - been built and more are under construction in this area. A danger in this harbour area, as in all waterfront areas, is that the developments will only face the water and create neutral or negative public spaces at the rear of these developments. New building on the waterfront should be of an appropriate scale and mass.

**Teats Hill - Historic move-ment routes**

A pocket of fine grain and active uses exists along St. Johns Bridge Road. The narrow alleyway of Alma Cottages leads back to a lively enclosed yard that is surrounded by workshops, offices and residences. The scale of this space works very well and reflects the historic mix of uses in this area. There is a similar, but smaller pocket associated with the locally listed Shipwright’s Arms.

A series of new luxury flats have recently - some conversions but mainly new build - been built and more are under construction in this area. A danger in this harbour area, as in all waterfront areas, is that the developments will only face the water and create neutral or negative public spaces at the rear of these developments. New building on the waterfront should be of an appropriate scale and mass.
Historic core of Plymouth, preserving its medieval street pattern and buildings of medieval and later date;
- Mixed commercial (mainly retail and pubs/restaurants) and retail use;
- Focus for major, successful regeneration: now one of the City’s most lively areas;
- Areas of poor quality post war development and of underused/negative public space;
- Historic barrier of the citadel hinders links to the Hoe;
- Despite proximity, there is an almost total lack of connections with the City Centre. The Bus Station site offers a major opportunity to reverse this.

**Sutton Harbour:**
- The Parade: a strikingly successful example of heritage-led regeneration
- The bus station and new shopping centre completely blocks routes from the city centre to Sutton Harbour
- Poor quality post war housing on the Barbican, occupying a key space
- Sutton Harbour: the raison d’être for Plymouth

**Area 9: Sutton Harbour Barbican**
• Historic area of harbour and harbour-related industry;
• Small scale industrial use continues today, though area facing high value residential development pressure because of harbourside location and fine views;
• Small pockets of workers’ housing, with associated schools, survive as well as some other historic structures;
• Modern development still reflects historic movement routes and rope walks;
• Historic value: high

AREA 9: SUTTON HARBOUR COXSIDE
Area 10: The East End

Historical development

The area known as the East End occupies two ridges of higher ground (21-30m aod), underlain by slates of the Torpoint Formation, separated by a strip of lower ground which runs east-west between them. Early maps show it as agricultural land, crossed by two routes (now both known as Cattedown Road) which run down to the quarries at Cattedown, and to a ferry across the Cattewater to Oreston.

In 1757, the Turnpike to Exeter was constructed, replacing the old road which had run along Ebrington Way and up the Lipson Road, and this became the first piece of transport infrastructure to determine the subsequent character and development of the area. Now known as Embankment Road, it ran along the top of the northern ridge, crossing the western Cattedown Road at St Andrew's Cross before continuing (as Exeter Street) around the northern tip of Sutton Harbour to the city centre.

In 1827 the Laira Bridge and approach road were built, cutting diagonally across the eastern part of the area, to join Embankment Road. Maps of this period show a scattering of houses along the line of the new roads, including a terrace called ‘Charles Place’, near St Andrew's Cross. Across the road from Charles Terrace was a rope walk. Apart from this, it remained farmland, as shown on the Tithe Map of 1846.

By 1880 the Dartmoor Rail had been taken over by the GWR. The original tight curve at its eastern end was re-engineered on a more gentle alignment. At roughly the same time, the LSWR built a new line which ended in Friary Station. It ran along the northern edge of the high ground, again, presumably, to minimise the need for excavation, but it too required first an embankment and then a very substantial cutting. Further railway lines to Cattewater and Laira, and their associated junctions, created a complex pattern of tracks with oddly shaped parcels of land in between, towards the eastern part of the area.

These various pieces of transport infrastructure had, by the late 19th century, divided the area up into a series of blocks, each of which, during the next 15-20 years, was developed as one, with small scale, uniformly designed terraced housing on relatively rigid grids which only occasionally can be seen to have followed existing field boundaries. Those living in the area presumably worked in the industrial areas of Cattedown, Coxside and Sutton Harbour. They were served by the Prince Rock School (of 1908) and by a parade of shops on the southern side of Embankment Road. Pubs and churches were relatively scarce. The only exception to the standard Victorian pattern of terraced housing are the Radford Estate of 1893-6, which was specifically intended to provide healthier living conditions for people moved from Looe Street, and Hele’s Terrace of 1897.

The Radford Estate was the first council housing to be erected in Plymouth and one of the earliest nationally following the Housing Act of 1890. The estate was designed by John Cooke in 1893, who were also responsible for a number of civic buildings in the city and the builder was Thomas May who had built a number of properties near Astor Fields. Designs changed several times, even through construction to accommodate wider roads and additional numbers of people and gardens, but building finally began in 1895 with the blocks and streets adjacent to Laira Bridge Road being constructed first, and gradually the rest of the plots were filled with the last buildings being completed in 1900. A chapel, police station, school and tramways depot were also constructed to serve the estate which contained 16 five room houses, 16 four room houses, 6 five room flats, 40 four room flats and 26 three room flats, all known as ‘workman’s dwellings’. The estate included Prince Rock School (built on the site of a Truant School). Each street was named after the committee members, with the chair of the Housing of the Working Classes Committee giving his name to the main street (Councillor Radford). The original fabric of these dwellings is largely unaltered, although windows have been replaced with aluminium and upVC, and new external rear stairways added in some cases. The original building elevations, rear limestone walls, planned gardens and rear granite alleys are intact.
Terraced housing in the East End

Although there are subtle differences between the terraced housing in the East End, it can be characterised as having:

- 2 stories, with canted bay and rear kitchen extensions;
- brick with smooth rendering and slate roof;
- small front garden and backyard with hoistable washing lines;
- rear access from a cobbled back lane

Today, it is virtually impossible to find a house which retains its original windows, door and render.

The development of the East End was to all intents and purposes complete by 1913. With some small exceptions, it suffered no significant WWII bomb damage but has been the victim of late 20th century transport infrastructure developments, designed to improve traffic flows in and out of the city and centred around St Andrew’s Cross, which was developed as a large roundabout. This, and the dualling of its approach roads, required the demolition of a number of terraces of houses. Part of this scheme involved the conversion of the former Dartmoor Rail Road into Gdynia Way, with a new spur to link it to the St Andrew’s Cross roundabout, and the placing a pedestrian barriers along the centre of Embankment Road, effectively cutting off those living to the north of the road from their historic local shopping centre on its southern side. Heavy traffic along all these roads further degrades the urban environment which has, in general, a rundown feel and appearance.

In recent years, there has been considerable regeneration of housing, particularly in the Alvington Street area, though the total replacement of all doors and windows with uPvc and the painting of rendering has, from a conservation perspective, been unfortunate.

Historic value

There are very few heritage designations in the East End area, with only two listed buildings (St John’s Church and the fine mid 19th century terrace at South Devon Place on Embankment Road) and a handful of locally listed buildings and buildings at risk. In general, the area’s historical significance is medium and lies in the rapid development of workers’ housing in an area constrained by the existence of transport infrastructure. However, there are variations in value, and for this reason the area has been subdivided into seven sub-areas, which are analysed below. The Radford Estate is particularly significant because it is an early example of social housing, which has survived largely intact.

Archaeological potential is low.
**3.0 CHARACTERISATION - EAST END**

**Urban morphology**

The East End owes its existence to the 18th century Exeter Turnpike, but is a relatively isolated area, being bounded in all directions by impermeable barriers: the railway to the north, the quarries of Cattedown to the South, Sutton Harbour to the west and the Cattewater to the east. Although originally a largely uniform area of parcels of small scale residential terraces, there are today considerable variations in morphology, largely dependent on the effects of the late 20th century transport infrastructure developments. These have severely degraded and isolated certain areas and, by turning the historic high street (Embankment Road) into a major traffic route with very restricted opportunities for pedestrian crossings, have effectively divided the northern area (around Grenville Street) from its centre.

Further detail on the morphology of the individual sub-areas is given below.

**Constraints and opportunities**

**Constraints**
- 4-lane superhighway severs site
- Old railway line

**Opportunities**
- No real ‘centre’ to housing area, small centre exists that is insignificant
- Underutilised public spaces: good materials and furniture, but no activity around the edges. Infrastructure barriers also adversely affect public spaces, as do added barriers such as gates.
- Improve connections with Cattedown industrial estate
- Create/improve connections to the waterfront
- Key views to housing in the north from most areas, especially Greenville Road area.
- Existing ‘high street’ is a busy thoroughfare, disconnects adjacent housing areas. Businesses are on the south side of the road only. Opportunity to create a functioning ‘high street’. Doesn’t have any character (as Ebrington Street does) at the moment, so opportunities exist.
3.0 CHARACTERISATION - EAST END

The impact of 20th Century road infrastructure

Key:
- **Required for roads**
- **Additional clearance**

**Area 10a: East End - Alma Street**

- Area of small scale late 19th century terraced housing, with shops facing Exeter Street;
- Severely truncated to the east and south by the construction of Cydynia Way and by the infilling of the Sutton Harbour branch railway;
- Now isolated from the rest of the East End by the 20th century road network to the north and east;
- The spire of St John’s Church (Grade II) is a prominent landmark in views from Sutton Harbour;
- Historic value: low

**Former National School for Boys, 1861**

**Shops on Exeter Street**

**Key:**
- **Major Path / Severs District**
- **Poor Frontage / Barrier**
- **Active Edge**
- **Parking**
- **Underused / Negative Public Space**
- **Landmark**
- **View of an Object**
- **Unresolved Level Changes**
3.0 CHARACTERISATION - EAST END

Key:
- Required for roads
- Additional clearance

The impact of 20th Century road infrastructure

Area 10b: East End - St. Jude’s Road

- Area of medium scale later 19th century terraced housing, fitted into a triangle formed by Exeter Street, Tothill Road and the Friary station railway cutting;
- Terrace to south demolish to allow widening of Exeter Street;
- Now isolated from the rest of the East End, and the shops on the south side of Exeter Street, by the 20th century road network;
- Historic value: low

Area 10B: EAST END
ST. JUDE’S ROAD
3.0 CHARACTERISATION - EAST END

Area 10c: East End - Grenville Road

- Largely intact area of small scale later 19th century terraced housing;
- Mainly all one period, although houses on Embankment Road (including listed South Devon Place) are mid 19th century and there is a row of 1930s housing in Brentor Road;
- Laid out on a regular grid with cobbled back lanes and distinctive drying poles;
- Corner shops and pubs (some still functioning) at main junctions;
- Some small workshops on back streets; also a Mission;
- Bounded to north and east by railway cutting and embankment;
- Isolated to west and south by heavily trafficked roads. Barriers on Embankment Road, in particular, prevent access to shops on south side;
- Contains potentially locally listable buildings (see section 5);
- Historic value: medium

The impact of 20th Century road infrastructure

Area 10c: EAST END GRENVILLE ROAD
3.0 CHARACTERISATION - EAST END

Area 10d: East End - Prince Rock School

- Area of very mixed late 19th century terraced housing (with no pubs or corner shops)
- Layout determined by railways and roads;
- Current roads and areas of derelict railway act as severe barriers to movement;
- Prince Rock School (1908, potentially listable) dominates and provides the only sense of focus for the area (and the adjoining Radford Estate);
- Historic value (other than Prince Rock School): low

The impact of 20th Century road infrastructure

Key:
- Required for roads
- Additional clearance

In contrast to the uniformity of Grenville Street, Stenlake Terrace has a variety of building lines and types of housing.

Area 10d: East End - Prince Rock School

- Prince Rock School and small scale terraces in Britannia Place

The two sides of Hele’s Terrace - social housing of 1897 - were originally separated by gardens.

Prince Rock School and small scale terraces in Britannia Place

Slightly larger scale terraces at the eastern end on Embankment Road. They would always have faced a busy road.

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Townscape analysis

Key:
- Major Path - Severs District
- Poor Frontage / Barrier
- Street Section (Building Height : Street Width : Building Height)
- Parking
- Underused / Negative Public Space
- Landscape
- Glimpse View
- View of an Object
- Legible ‘Street’
- Unresolved Level Changes

In contrast to the uniformity of Grenville Street, Stenlake Terrace has a variety of building lines and types of housing.

Area 10d: East End - Prince Rock School

- Area of very mixed late 19th century terraced housing (with no pubs or corner shops)
- Layout determined by railways and roads;
- Current roads and areas of derelict railway act as severe barriers to movement;
- Prince Rock School (1908, potentially listable) dominates and provides the only sense of focus for the area (and the adjoining Radford Estate);
- Historic value (other than Prince Rock School): low
3.0 CHARACTERISATION - EAST END

Area 10e: East End - Radford Estate

- Area of uniform, 2 and 3 storey terraced flats and houses, arranged in blocks;
- Built in two phases. First, to the north, 1893-6 by Hine & Ogers as planned working class housing for people cleared from Looe Street;
- First council housing built in Plymouth;
- Red brick with timber gables, in Old English Vernacular style;
- No pubs or corner shops but included a chapel, police station, school and tramway depot;
- Apart from windows, generally good survival of original details, including street name signs;
- Associated small green space;
- Historic value: high

AREA 10E: EAST END RADFORD ESTATE
3.0 CHARACTERISATION - EAST END

Area 10f: East End - Astor Park

- Area of uniform late 19th century small to medium terraced housing;
- Laid out as long, regular streets with cobbled back lanes and distinctive drying poles;
- No corner shops or pubs;
- Row of shops on Embankment Road, on the site of a former Rope Walk;
- Christian Centre (former Sunday Schools) on Cattedown roundabout with associated recreation ground forms north-east corner;
- Historic value: medium

The terraced housing is slightly larger scale than elsewhere in the East End

... but the back lanes and drying poles are the same

The former Sunday Schools and recreation ground

OS map of 1913

Key:
- Required for roads
- Additional clearance

Landscaped Green Spaces
Major Path - Severs District
Poor Frontage / Barrier
Gate or Physical Barrier
Active Edge
Street Section (Building Height : Street Width : Building Height)
Glimpse View

1930s housing in Mainstone Avenue

Townscape analysis

AREA 10F: EAST END ASTOR PARK
3.0 CHARACTERISATION - EAST END

Area 10g: East End - Alvington Street

- Area of uniform small-scale terraced housing, built c. 1887-1906. It includes Home Sweet Home terrace and Mainstone Avenue (north of Gdynia Way);
- Long regular streets with no back lanes (unusual in Plymouth);
- No shops of pubs in original development;
- Architecturally interesting (formerly Roman Catholic?) church of St Mary and St Mary Magdalene, 1899 and 1910 (Sir Charles Nicholson) now closed and under threat of demolition;
- Some light industrial uses in areas hit by bombing;
- Mostly west of the historic route of Cattedown Road. Southern boundary set by Tithe Map field boundary and Rope Walk, but now quarry edge;
- Focus for recent regeneration programme;
- Historic value: medium

The church of St. Mary and St. Mary Magdalene

The terraced streets are typical of the East End, but lack the cobbled back lanes

Home Sweet Home terrace - the earliest in the area?
**Area 11: Cattedown**

**Historical development**

Cattedown is part of the same Plymouth Limestone geological formation as the Hoe and would originally have risen to c.35m aod. In Palaeolithic times, caves and fissures in the limestone were used by both Hominids and animals. These are particularly rare and important survivals; the Cattedown Bone Cave is a Scheduled Monument and it is probable that others remain to be discovered.

Although the name Cattedown applies to the area as a whole, early maps show a small settlement of the same name on the river, from which a ferry crossed the Cattewater to Oreston. This is likely to be an ancient crossing point, which was linked to Plymouth by two routes (both confusingly known as Cattedown Road). It is not known when quarrying of the limestone began, but it was well established by the 1848 Tithe Map. It had clearly started along the banks of the river (to facilitate export of the stone) and moved inland in three main areas, Cattewater Quarry, Deadman’s Bay Quarry and, in between, the Plymouth Chemical Works which presumably made direct use of the limestone it quarried.

The Cattewater branch of the LSWR, built by 1896, followed the line of the shore and this required a certain amount of reclamation/regularisation of what appears from the 1848 Tithe Map to have been a rocky and irregular shoreline. Also by 1895 a new wharf, Cattedown Wharves, had been constructed; it appears that some at least of the original warehouses may survive along with a few other buildings, including a possible small accumulator tower. The Passage House Inn, whence sailed the Oreston ferry, is also a late 19th century building. It is assumed that the quarry and chemical factory workers lived in the East End (see Area 10), which was linked directly to the quarries by Cattedown Road, Oakfield Terrace and Elliott Road.

As the quarry faces advanced to the north, so the areas behind were gradually taken over by industrial uses, particularly oil storage in Deadman’s Bay quarry and an electricity works in Cattedown quarry. In the late 20th century, by which time quarrying had finished, these industrial uses spilled out to the east, to occupy areas which had formerly been open fields and, latterly, allotment gardens. The recent construction of the Theatre Royal building (TR2) represents an attempt to diversify uses in Cattedown and to take advantage of the magnificent views which it affords.

One of the most remarkable features of this area is that the quarries respected the historic line of the two Cattedown Roads. Stone was extracted right up to them and, in two cases, railway tunnels were cut underneath them, but they were left standing on narrow ‘walls’ of rock. The easternmost Cattedown Road has no public access, but walking along the western road, between high stone walls, one has no idea that on either side are the sheer faces of the quarries.
3.0 CHARACTERISATION - CATTEDOWN

Historic value

The Cattedown Bone Caves Scheduled Monument protects a known site of high archaeological significance; the area as a whole has high potential for further finds from the Palaeolithic period. There are no listed buildings or other heritage designations within this area, although Section 5 makes some recommendations for local listings.

In general, the area has a low historic value (except as the source, presumably, of much of the city’s building stone and of employment for the inhabitants of the East End). Specific elements, such as the bone caves, the survival of the two historic Cattedown Roads, parts of the Cattewater wharf, and the nucleus of the settlement around the Oreston ferry are of higher value.

Urban morphology

Cattedown is primarily a mixture of light and heavy industrial uses. Due to the size of buildings needed for their respective industrial purposes, the morphology of this area is not homogeneous and lacks any legibility. The spaces are largely disconnected and impermeable. One challenge with the urban design of this site is its location adjacent to the terraced housing of the Alvington street area.

The Cattedown industrial estate is characterised by waterfront space with a topography that offers outstanding views across the River Plym. Particularly, the existing walls of the former rock quarries provide excellent viewing platforms and a unique opportunity to appreciate the vistas and to observe the active industrial uses along the river.

A natural node exists on Cattedown Road where there is a very small collection of fine grain buildings in the form of a pub and other commercial uses. This location is well placed with fine views across the river that are at present unavailable but can be glimpsed through fences and other barriers.

The south west coastal path runs along the waterfront on a historic road cut away on either side by quarrying.
3.0 CHARACTERISATION - CATTEDOWN

Constraints and opportunities

Constraints
• Existing quarries forming a physical barrier to the East End
• Active industrial uses (built form and morphology limit opportunities)

Opportunities
• Walls created by the quarries provide great views and could be capitalised upon
• Active industrial uses are interesting and could be used to create an interesting landscape
• Better links with Sutton Harbour
• Improve links with road network - remove ‘dead end’ streets and spaces

Key:
- Major Path - Severs District
- Poor Frontage / Barrier
- Active Edge
- Key Views (Topography)
- Landmark
- Node of Activity

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Townscape Analysis

• Significant potential for Palaeolithic archaeology in former caves and fissures in limestone;
• Quarrying and continuing industrial use mean that area is generally of low historic value, though pockets of interest, such as the bone caves, the Passage House Inn and the Cattedown Roads;
• Fine views across the Cattewater and west towards Plymouth Sound;
• Historic value: low

AREA 11: CATTEDOWN
4.0 PLANNING AND REGENERATION CONTEXT

Policy Context

The Characterisation Study for Plymouth waterfront is set within the policy framework for the City as evidence base for the emerging Local Development Framework (LDF). The LDF seeks to provide the overall strategic framework to guide Plymouth’s long term development up to 2016.

At the National Level emphasis is placed on turning our towns and cities back into thriving centres of human activity. Explaining how Plymouth can achieve its ‘Urban renaissance’ must be at the heart of the city’s new LDF. It is recognised that the historic environment plays an important role in this renaissance, and how we value our past and present, and the future of our environment.

In preparing the LDF there are a number of key documents, produced at a national, regional and local level, that set the context and inform both the LDF and the Characterisation Study.

Regional Planning Guidance for the South West (RPG10) identifies Plymouth as one of eleven Principal Urban Areas, which offer the best opportunities for accommodating the majority of development in the most sustainable way. Plymouth is identified as having the potential to play a wider strategic role in the far South West and the LDF will build on the city’s role as a major regional centre and focus for economic activity. The emerging Regional Spatial Strategy, published in March 2006 in draft, will replace this.

The Devon Structure Plan has interpreted RPG10 to the local level requiring the city to accommodate a further 10,000 dwellings and 80 hectares of employment land by 2016. The LDF will seek to achieve this as a positive catalyst for change, promoting sustainable forms of development for local communities. The analysis within the characterisation report will help to identify opportunities for change and development within the historic townscape.

Plymouth City Strategy and Action Plan 2004/09 sets out the vision, aims and objectives that will guide the preparation of the LDF. Its key goal being that Plymouth should become ‘one of Europe’s finest, most vibrant waterfront cities where an outstanding quality of life is enjoyed by everyone’. A greater understanding of the historic environment to make the most of its assets, allowing for both preservation and change, is central to this.

The Mackay Vision, the principles of which have been adopted by the City, is not a fixed blueprint for the city’s future. It is a vision, which sets aspirations and opportunities for the future, highlighting our strengths and weaknesses so that the right decisions can be made for the city to evolve.

Corporate Plan 2004-2007 The Characterisation Study is considered as strategic as it meets City of Plymouth strategic objectives. It is strategically aligned to the Local Transport Plan and with the ‘Corporate Plan’ in the following key areas:
- A vibrant city centre
- Safer cleaner streets
- Investing in Sport and Leisure
- Healthy Communities
- Tackling Housing Conditions
- Improving Transport

Local Transport Plan 2006-2011 provides a strategic transport planning framework, setting out policies, objectives, strategies and a costed programme of works for the next five years, to be linked directly into the LDF and regeneration proposals. For the City of Plymouth, it is intended that the Characterisation Study will directly inform the emerging Local Development Framework; the aims, objectives and policies of the Core Strategy and more specifically the policies and proposals within the following Area Action Plans: City Centre & University; Sutton Harbour; the East End; and the Hoe.

The Core Strategy will show how the City’s vision can be delivered through the spatial planning context – guiding change to 2021 and beyond. While promoting community aspirations it must rise to the challenges of accommodating change positively, by conserving what is good as well as making better use of existing assets, not least the historic environment.

The Core Strategy Preferred Options (July 2005) states the importance of the historic environment, its role within regeneration and in support of developing sustainable linked communities is clearly identified within the Core Strategy. This relates not only to recognising the importance of sites, areas and buildings of archaeological and historic/architectural interest but to see these as key assets in reshaping our neighbourhoods, making places of character and where people want to live and will continue to live in the future.

Area Action Plans will set out the land use policies and proposals for the areas. They will provide a delivery framework and context for area based regeneration initiatives with aims, objectives and proposals that are specific to the individual AAPs.

The Characterisation Report has also been informed by other Key Documents including:
- The City Growth Strategy
- The Neighbourhood Renewal Strategy
- The Local transport Plan 2006-2011
- City of Plymouth Local Plan (Adopted 1996)
- City Centre Precinct Urban Design Framework (2001)
- Sutton Harbour Interim Planning Statement
- Hoe Conservation Plan
- Plymouth Rapid Urban Character Study (2005)
- Sustainable Communities Neighbourhood Studies for Eastside and City Centre (2005)
- East End Regeneration Strategy and Masterplan
- Greenscape Strategy
- Plymouth Local Transport Strategy
The Regeneration Context

Over recent years there has been a strong emphasis on the regeneration of the waterfront area of Plymouth and this has been coupled with a strong commitment to community led regeneration. Initiatives relevant to this study include:

East End Regeneration: initiatives include
- The development of the Community Village, comprising new community facilities (health, retail, library) with an enterprise centre and extra care housing scheme.
- Waterfront gateways sites from the east
- Proposals for new transport links including public transport links community –based enhancement schemes to residential areas including ‘facelift schemes’ to residential properties, the commercial centre of Embankment Road and public realm.

Investment to Hoe Park and foreshore including lighting proposals, emerging Hoe Park Masterplan and the restoration of Tinside Pool, which has acted as a catalyst for the regeneration of the wider foreshore.

Sutton Harbour, over the last 15 years the Sutton Harbour Company has begun transforming the area around the harbour and this has been undertaken through a strong partnership with the Council. Along with exciting new waterfront developments and the introduction of new mixed and active ground floor uses fronting the harbour, the Company has installed a new local gate to the harbour to allow it to be used as a marina for sailing yachts. The fish market was restored and historic buildings in the Barbican converted for use as retail and housing.

The University is expanding its Plymouth sites with a significant increase in student numbers and required facilities. Developments such as the Arts and Architecture Centre, and proposed post graduate teaching facilities with additional residential accommodation are examples of this expansion.

The Business Improvement District (BID) for Plymouth City Centre was successfully established in April 2005. The BID has begun delivery of 25 major projects to make the city centre more attractive, cleaner, safer and better promoted, thereby strengthening its regional competitiveness. The BID forms an integral part of a wider strategic framework to modernise Plymouth city centre, attracting new businesses and investment, by creating opportunities for retail, entertainment, office and housing development. The BID will maximise the benefits of all these developments (and minimise any inconvenience involved in their delivery) across the BID Area, by managing city centre change, delivering BID projects and marketing solutions. Plymouth City Centre Company, which manages the BID, will provide a strong business voice for the city centre at a time of great change.
5.0 ISSUES, OPPORTUNITIES AND RECOMMENDATIONS

Introduction

As the previous sections have shown, the character and current urban morphology of the study area has been strongly influenced by its past. In general, this influence has been, and continues to be, positive. In only a very few areas (such as Friary Station) has a Character Area been judged to have no historic value. Despite this, there are areas whose current problems can be traced to historic weakness, many (but by no means all) of which derive from Abercrombie’s post war replanning or 20th century road schemes.

Overall strengths and weaknesses

From the study of the individual Character Areas, the following general themes have emerged:

Historic strengths:
- the topography, which gives superb views, particularly from the Hoe out to sea, but also (and less obviously) from North Hill to the south, from Cattedown across the Cattewater, and from Cosside across Sutton Harbour. In addition to the war memorial on the Hoe, the spire of St John’s church and the tower of St Jude’s church (although the latter is outside our Study Area) are key landmarks.
- the strong and very different characters of the Character Areas. Cosside and Cattedown are (and have always been) industrial, poorly defined and generally unattractive. At the other end of the scale, the Hoe and the Barbican are, as historic urban places, among the finest in the UK. Abercrombie’s city centre, for all its faults, is a place of distinctive character, unique to Plymouth, which could be made to work better. Even those areas which are not in themselves of intrinsic historic or architectural importance, such as the terraces of the East End, have a strong historic character which reflects their origins and has contributed to the development of a sense of community.
- the local centres which occur on North Hill, Ebrington Street, Exeter Street to the west of St Andrew’s Cross, Embankment Road, in Cosside and in Cattedown. Many of these have been weakened by recent development, particularly associated with the 20th century transport improvements, which have cut them off from their hinterlands, but their potential remains strong.
5.0 ISSUES, OPPORTUNITIES & RECOMMENDATIONS

AREAS OF ARCHAEOLOGICAL SIGNIFICANCE AND POTENTIAL

Key:
- Areas of high archaeological significance and potential
- Areas of Archaeological significance and potential
- Areas of low archaeological potential
- Areas of very low archaeological potential
- Areas of unknown underwater archaeological potential
- Suspected medieval shoreline
- Areas of specific high archaeological significance and potential
- Areas of specific archaeological potential
- Course of Stonehouse Leat
- Course of Plymouth Leat (to Millbay)
- Suspected course of Plymouth Leat (to Old Town)

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• the local distinctiveness of morphology, materials and detailing, which makes even the humblest terrace unique to Plymouth. The cobbled back lanes, the poles for hoisting washing, the use of local limestone for the Board Schools are all elements of historic character which help to link together its otherwise disparate elements and define the place today.
• public space and parks, such as the Hoe, Drake's Reservoir, the Jellicoe landscaping in the Civic Centre, Millbay recreation ground and Asvor Park and West Hoe Park. Some of these have become degraded but are an asset which should be better exploited.

Historic weaknesses:
• the topography which, exacerbated by quarrying, hinders movement. More fundamental, perhaps, is the limestone ridge of Cattedown, Teats Hill and the Hoe which, higher than the ground immediately behind, restrict views of the sea to a narrow band immediately adjacent to the shore and to the higher parts of North Hill.
• the dislocation of the Study Area, with severe barriers to movement separating many of the Character Areas. The parcelling up of the area began with the arrival of the railways which, particularly in the East End, created barriers to human movement, for example Patna Place and Harwell Street are cut off from the west of the city by a railway cutting. This dislocation was vastly exacerbated by postwar traffic planning, especially the widening of Exeter Street, the creation of Gdynia Way and the two great roundabouts of St Andrew's Cross and Charles Cross. These works may or may not have improved the motorists' arrival in Plymouth, but they also severed both the East End and North Hill and Ebrington Street from the city centre. On a more local level, the use of Embankment Road as a primary road for traffic, with the consequent need for pedestrian barriers, has cut East End in half, isolating Grenville Street from its historic local centre on the south side of Embankment Road. The demolition of terraces to make space for the enlarged roads and roundabouts has had a locally disastrous impact in the East End.

• the isolated and introverted nature of the city centre, and the nature of the roads which form its boundaries are the worst of Abercrombie's (unintended) legacies. His views of how the city centre would be used meant that he paid scant attention to how it linked in to its surrounding areas. Abercrombie did not anticipate the explosion in car-ownership which has meant that the gyratory roads now create a physical barrier between the city centre and surrounding areas, and the associated footbridges and carparks create visual barriers. The almost complete severance between the centre and its surroundings may not have damaged the centre, but it has certainly affected the areas which border it. The greatest wasted opportunity is the link between the centre and Sutton Harbour; Abercrombie's planned wall around the historic centre may not have been built, but the level changes and the bus Station are just as effective a barrier, giving the impression that these two parts of Plymouth, although only c.300 metres apart, are in different worlds. Similarly although the University is only tens of metres away from the city centre, the barrier of Cobourg Street makes it seem much further. Patna Place and Harwell Street face similar obstructions. Although the link between the city centre and the Hoe is stronger, via Armada Way, the junction of the two character areas along Notte Street is weak and could be improved, and public realm works are improving this.
• Abercrombie's Plan also determined zoned land uses in the city centre, which has contributed to a lack of activity in the evenings when office workers and shoppers are not around. The consensus nowadays is that mixed uses should be encouraged to create more lively and safer city centres.
• the lack of appreciation of the historic environment, the distinctive character which it gives to an area, and its potential to contribute to future regeneration, particularly the post-war city centre. This study has identified a number of potential conservation areas, as well as buildings which should be considered for national or local listing. The widespread replacement of original doors and windows by modern uPvc, and the unsympathetic rendering of buildings, has significantly eroded the historic character of the East End, Patna Place and North Hill. The University's neglect of some of its 19th century housing is regrettable.

AAP priorities
In considering policies for its Area Action Plans, the priority must be to capitalise on these strengths and rectify the weaknesses. For the waterfront and city centre area as a whole, this means:
• maintaining and strengthening existing historic character and sense of place;
• learning from past (town planning) mistakes;
• improving connections, particularly between the East End and the core of the city centre, and between Ebrington Street, North Hill and Sutton Harbour;
• improving the quality of the city centre while conserving what is good about it, in both historical and urban design terms;
• ending the isolation of the city centre from its surrounding areas, most particularly Sutton Harbour, the University and Patna Place. This could be achieved by replacing footbridges with level crossings to improve visual links and slow the traffic to help ameliorate the problem. The width of the gyratory roads should be reviewed and reduced wherever possible;
• encouraging the revitalisation of local centres;
• enhancing public spaces and parks;
• ensuring the proper protection of the historic environment, through the designation of conservation areas and the designation of national and locally listed buildings. See below for detailed recommendations;
• encouraging sustainable reuse of buildings; and
• improving lighting of buildings of historic and architectural significance to enhance their public appearance.
For the individual AAPs, the following are priorities:

<table>
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<tr>
<th>Area</th>
<th>Policy focus</th>
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| City Centre                               | • consider designation as a conservation area and consider listing/local listing of key buildings; 
• foster greater public appreciation of the city centre; 
• improve pedestrian links across the surrounding gyratory roads; 
• replace footbridges with level crossings and remove other visual obstructions between character areas; 
• reduce the width of gyratory roads wherever possible; 
• identify the Bus Station as a key site for reintegrating the centre with Sutton Harbour; 
• preserve the existing building lines and axial plan; 
• increase the height of buildings in the city centre to reflect the hierarchy of the streets; 
• encourage mixed uses; 
• improve the quality of the landmark buildings at the north end of Armada Way; 
• create a new area of public space around Charles Church and integrate with the bus station; 
• carefully landscape the axial routes to improve vistas and reinstate landmark features, such as ship’s mast at Derry’s Cross. |
| Patna Place and Harwell Street            | • designate notable buildings as locally listed (described in detail below); 
• conduct an analysis of traffic flow with a view to reducing the width of the Great Western Approach; 
• increase the number of crossings over Great Western Approach and Saltash Road; 
• replace the footbridge connecting Baywater Road with the railway station with a level crossing. |
| Education/cultural precinct               | • improve links with city centre, by adding level crossings on Cobourg Street; 
• commission a Conservation Plan for Drake’s Reservoir to provide options for a new use and plan repairs. The reservoir should be opened to public access and links should be created with the University; 
• encourage the University to conserve their historic buildings and integrate them with new buildings; 
• create some gateway spaces in the University campus through design and signage to improve legibility; 
• create a uniform landscaping strategy to improve the relationship of the University to neighbouring spaces; 
• find better use of underutilised spaces to the east of North Hill; 
• encourage ground floor uses to create active frontages. |
| North Hill                                | • consider designation of a number of conservation areas to protect streets of better quality (these recommendations are explained in more detail below); 
• encourage a mix of uses with active frontages along North Hill; 
• encourage retail - the increasing student market means it should be viable; 
• remove elements which detract from sea- and other views; 
• address the overcrowded on-street parking; 
• remove barriers to pedestrians crossing North Hill and create a better pedestrian environment. |
| Ebrington Street and Beaumont Park        | • strengthen existing local centre on Ebrington Street; 
• improve links with the city centre and with North Hill; 
• consider designation of a conservation area to cover both Ebrington Street and Beaumont Park and consider listing/local listing of key buildings; 
• ensure that the area’s significant archaeological potential is acknowledged in any development proposals. |
| Friary Station                            | • improve north-south links, especially between Ebrington Street and the city centre, and also to East End; 
• ensure that development proposals respect the Resolution Fort Scheduled Monument and other areas of potentially significant archaeology, including the White Friars; 
• explain history of area, for example relating to the Fort and Station, to increase public appreciation. |
| Hoe – residential                         | • consider extending the Conservation Area to include the West Hoe; 
• encourage retail use on Notte Street and development which will improve coherence of this important junction between the Hoe and city centre character areas and create active frontage; 
• address the overcrowded on-street parking in the Citadel Road character area; 
• maximise public space along the seafront; 
• enhance the Millbay recreation ground and reinstate entrance from Millbay roundabout; 
• enhance Radford Road tennis courts; 
• create links with new Millbay development; 
• potential to reinstate historic street pattern around Walker Terrace and east of Armada Way. |
| Hoe Park and Citadel                      | • ensure that the area’s highly significant archaeological potential is acknowledged in any development proposals; 
• negotiate with MoD to extend public access to Citadel; 
• improve movement routes from shopping centre and Sutton Harbour to Hoe, and encourage active frontages along Armada Way to bring people closer to the Hoe; 
• potential to commission landscape masterplan to review use, consider new park structures, planting and lighting of Hoe Park; 
• reduce extent of tarmac on Promenade; 
• improve links to and along the foreshore. |
| Sutton Harbour                            | • ensure that the area’s highly significant archaeological potential is acknowledged in any development proposals; 
• improve links to city centre, especially in the Bus Station/Treville Road area, and to waterfront; 
• encourage sympathetic redevelopment of areas of low quality 20th century development; 
• ensure that new development in Coxside respects surviving historic elements and patterns (such as rope walks), and preserves or enhances the wider setting of Sutton Harbour; 
• encourage the formation of a local centre in the area of the Sutton Road, Commercial Road, Barbican Approach crossing; 
• consider extending the Barbican Conservation Area and consider listing/local listing of key buildings. |
| East End                                  | • maintain existing residential character and grid pattern; 
• strengthen local centre on Embankment Road, to include downgrading of road and removal of barriers to pedestrian movement; 
• improve pedestrian/cycle links to city centre, Cosside and Sutton Harbour; 
• consider the designation of the Radford Estate as a conservation area and consider listing/local listing of key buildings; 
• prevent erosion of locally distinctive cobbled back lanes and other surviving features; 
• maintain key views of St John’s Church. |
| Cattedown                                 | • ensure that the area’s highly significant archaeological potential (specifically relating to Palaeolithic cave sites) is acknowledged in any development proposals; 
• encourage local centre at Cattedown Wharves (subject to continuing industrial use and sustainability assessment); 
• improve links to East End and Cosside via historic Cattedown Roads; 
• consider local listing of key buildings and structures. |
**Recommendations for new heritage designations**

A review of the existing and potential heritage designations was undertaken as part of the fieldwork for the study. The buildings of potential national historic and architectural interest should be appraised further in view of statutory listing. The Twentieth Century Society were consulted to get their view on the significance of the post-war architecture in the city centre. The next level of protection is designation as a conservation area; this applies to wider neighbourhoods of the city, and gives the Council powers to prevent the demolition of entire buildings and to implement policies to improve or enhance the character or appearance of the areas, for example by encouraging the replacement of UPVC windows with wooden sash replicas, or metal Crittal windows as appropriate or by controlling the treatment of shop-fronts and advertising signs (PPG15 ch 4). Individual buildings that are of local architectural and historic interest or townscape merit but are not special enough to be statutory listed, nor form a group that could be designated as a conservation area, can be locally listed, which is a ‘material consideration’ when the Council make decisions about planning applications (however, this offers the lowest level of protection). The following recommendations are based on a preliminary survey and need to be tested by further appraisal. Areas which we believe meet the criteria required for designation as conservation areas have been identified, but further work needs to be done by the Council to confirm their suitability and define their boundaries. Similarly, buildings that we believe are of national interest have been identified, but further appraisal should be conducted before they are recommended for statutory listing. The suggested heritage designations in each character area are discussed in turn below and are illustrated on pages 92 - 105.

**Area 1: City centre**

It is proposed that the entire city centre character area described in chapter 3 is designated as a conservation area. As explained in the section on the historical development of Plymouth (chapter 2), the city centre was severely damaged by bombs during the Second World War, was cleared of most remaining buildings during the War, and redeveloped on a new axial street pattern largely as described in Abercrombie’s Plan for Plymouth. As described in the chapter on the historic development of Plymouth, the city centre is of architectural and historic importance for a number of reasons. Firstly, it is a fine example of Beaux-Arts town planning, having been laid out in symmetrical, axial boulevards, and should be understood in the context of the ‘City Beautiful Movement’, which informed the planning of Chicago in 1909, New Delhi in 1913, and even Albert Speer’s mostly unrealised plan for Nazi Berlin.

Secondly, the historic context, the fact that the city centre was the result of post-war reconstruction, is important. This pattern of wartime destruction followed by reconstruction is common to a number of British and European cities, and illustrates a key period in our history. Le Havre in Normandy was similarly decimated during the War, and subsequently redeveloped by Auguste Perret, and the city has recently been designated as a UNESCO World Heritage Site.

Thirdly, the city centre contains some postwar buildings of architectural significance in their own right, particularly in the civic quarter. We believe that the Unitarian and Baptist Churches, both by Louis de Soissons and completed in 1958 and 1959 respectively, should be listed. The Civic Centre by the city architect, HJW Stirling and Alan Ballantyne of Jellicoe, Ballantyne and Coleridge, completed in 1962, is a positive landmark, set in an important Jellicoe landscaping (already on the English Heritage Register of Parks and Gardens), with some fine interiors, including glass by John Hutton, and should be considered for listing. The National Pro vincial Bank on Andrew’s Cross, clad in granite and tiles and surmounted by a lantern clock, is already being considered for statutory listing. The city centre also contains some buildings of local interest, including the NAAFI Building, Pearl Assurance House, the Co-op buildings, Armada House, Norwich Union House, the Post Office, RC Church of Christ, the King and Athenaum Theatre.

If the council is to consider designating the city centre as a conservation area, a conservation area management plan should be produced which would seek to preserve and enhance the character of the city centre:

1. To preserve the Beaux-Arts axial plan of the city centre the existing building lines and road network should be respected.
2. Buildings of particular architectural, historical or townscape merit should be protected, either by statutory or local listing. Such buildings are marked on the following maps.
3. Landscaping and planting should be consistent with Abercrombie’s Plan and should allow views of the Hoe to be appreciated from the city centre.
4. Abercrombie envisaged that the buildings in the city centre would be 4-6 storeys. Taller buildings would relate to the wide streets better and there is potential to increase height of the buildings in the city centre, possibly to convey the hierarchy of the streets as outlined in the Draft Tall Buildings Strategy.
5. Abercrombie’s Plan for the city centre was flawed in that it created a precinct that is insular and inward-looking, cut off from the surrounding areas by gyratory roads. To address this dislocation between the inner and outer city centre, we recommend that:
   a) the width of the gyratory roads is reduced. Further analysis of traffic flow is required, but it appears that the roads, particularly where there are six-lanes, are wider than is necessary.
   b) footbridges and underpasses are replaced with level crossings. This will force vehicles to stop, reducing the detrimental impact of the busy roads on the townscape, and increasing the permeability between the city centre and surrounding areas. The pedestrian crossing used by University students at the bottom of North Hill illustrates how effective this could be.
6. Abercrombie’s Plan was also flawed in that it created zoned land uses which in turn led to a ‘dead city’ at night. Mixed, particularly residential use, should be encouraged.
7. A Management Plan for the city centre should be produced, including specification of shopfront design, materials and extensions.

**Area 2: Patna Place and Harwell Street**

As described in Chapter 3, the Patna Place character area is largely Victorian terraced housing, and as such contains built heritage worth preserving. We recommend that a number of buildings in Penrose Street and Bayswater Road are locally listed. These two-storey Victorian terraces are of similar appearance, suggesting that they were laid out at the same time and probably by the same speculative. The buildings are of greater architectural merit than those in the surrounding streets, and the cobbled backstreet at the rear of Bayswater Road, as well as the elevated terrace at the east end of the street, are of interest. Unfortunately, both terraces have been affected by bomb damage and unsympathetic infill; however, the surviving buildings in these streets could be locally listed.

In addition to this, there are a few individual buildings in the character area worthy of local listing. A school lodge, built in stone, survives on Hastings Terrace as a reminder of the Victorian school which once stood nearby (but was destroyed by a bomb, and has since been rebuilt). No. 1-3 Eton Street, a mid nineteenth-century terrace of houses, is also of interest.

As described in Chapter 3, the Harwell Street character area is largely undistinguished postwar housing. There are therefore no recommendations regarding heritage designations for this area.

**Area 3: Education/cultural precinct**

Although the southern part of the education/cultural precinct contains largely post-war buildings, Victorian buildings have survived in the north of the character area, along Endsleigh Place and Kirkby Place; these merit local listing. The suggested North Road East Conservation Area contains the northernmost of these buildings, but as the suggested conservation area largely lies within the North Hill character area it is discussed below.

There is a distinct need for a coherent masterplan in the university precinct. As a campus, it has been developed and redeveloped over many years, and would benefit from a structured framework in which to continue developing.

**Area 4: North Hill**

North Hill is an area of Victorian residential development on a hill, originally on the northern outskirts of the city. There are a number of streets of quality in the character area, and hence we recommend that a number of areas are subject to further appraisal with a mind to designate as conservation areas. The first of these contains the buildings on either side of North Hill, an historic route into the city. The potential conservation area would encompass the museum, former Methodist Chapel, Sherwell Church and Drake's Reservoir (all of which are listed) as well as some Victorian and Edwardian buildings fronting the road, including the Masonic Lodge in the north of the area.

The second to be considered is the North Road East Conservation Area, which might encompass the grade II listed terrace either side of North Road East, the terraces of stone houses with double-storey bays windows to the north, and early Victorian terraces in Endsleigh Place. The northern boundary of the conservation area is likely to fall outside the study area and needs further consideration, for example to judge whether the entirety of Houndiscombe Road and Plymouth High School for Girls should be included. Additional protection for the better quality buildings, which are not eligible for statutory listing, for example in Sutherland Road, Houndiscombe Road, St Lawrence Road and Evelyn Place, would be afforded by local listing.

The third area that meets the criteria for designation as a conservation area in North Hill encompasses Providence Street, and No. 2 Bedford Mews, a stone building, possibly a stable and coach house, which forms the focal point at the end of the terrace and should be considered for statutory listing. Providence Street is older than the terraces to the east and west; it is evident on a map of 1860 when the neighbouring Bedford Park and Shaftesbury Cottages had not been laid out yet. Although the terrace is made up from diminutive buildings – only two-storeys high and one bay each, it's relatively early date, the survival of the pub in the middle of the group, combined with the finer buildings at the southern end of the street (No. 1 and 3), means that the street is worthy of designation as a conservation area. The buildings should also be locally listed.

The fourth area that we think meets the criteria for designation as a conservation area is Prospect Street. Prospect Street was laid out in the early nineteenth-century; although it is not evident on the 1820 map, its glazing (where it has survived) suggests that it cannot date much later than this. The buildings in Prospect Street are finer than those in the surrounding streets; they have projecting porches, and would originally have had fine arched sash windows, with thin glazing bars, although unfortunately very few of these survive. The conservation area should include the three-storey townhouse on the corner of Prospect Street and Camden Street. Again, all these buildings could be locally listed.

When further appraisals of these suggested conservation areas are conducted, the Council should consider the precise boundaries of these conservation areas, particularly with respect to the University, and the extent to which these conservation areas should be combined; for example, North Hill, North Road East and Providence Street could be combined into a single conservation area.

**Area 5: Ebrington Street and Beaumont Park**

The surviving retail centre of Ebrington Street is a good example of a 19th century commercial street, on a once important route out of the town, and within the line of the medieval walls. It should be considered for designation as a conservation area, with the boundary drawn tightly to the north and south. It makes sense to continue the conservation area to the west, to include Beaumont Park and the terraces of 18th and 19th century houses (some already listed) on Lipson Hill and in Beaumont Place. The area would also include the former entrance gate piers to Friary Station, the Roman Catholic Church and associated presbytery of the Holy Cross and St Teresa, and details, such as the Plymouth Corporation Tramways electricity box, built into the wall of Beaumont Park.

In addition, the surviving 18th century houses on the south side of Ebrington Street (including Ebrington House and the adjoining houses with good Victorian shop fronts) should be further appraised with a view to listing.

In the event that Ebrington Street is not designated a conservation area, the principal 18th and 19th century buildings should be locally listed.
Area 6: Friary Station

As described in Chapter 3, the Friary Station character area is largely undistinguished recent housing and industrial sheds. There are therefore no recommendations regarding heritage designations for this area.

Area 7: Hoe – residential

Much of the residential part of the Hoe is already in the Hoe Conservation Area. However, we recommend that the Citadel is now included in the Hoe Conservation Area (instead of Barbican Conservation Area as it is now) because the Citadel and Hoe have a strong historic relationship. The extension of the Hoe Conservation Area should also be considered so that it includes Great Western Road. The triangular piece of open space between Radford Road, Garden Crescent and Northumberland Terrace may originally have been a public park (but since 1894 has been used as tennis courts), which demonstrates a degree of planning went into the development of this area. Although the buildings are fairly standard Victorian terraces, there is potential to upgrade the central public space and restore some coherence to the group, and hence it would be worthwhile to include them in the conservation area. This extension would also include St Matthew’s Church and the associated building (possibly a vicarage) on Central Road, both of which should be locally listed, as well as the reinforced wall along Cliff Road, which was probably built in the nineteenth-century to reinforce the edge of the quarry, and also should be locally listed.

In addition to this suggested extension of the Conservation Area, there are a number of individual buildings in the character area which are worthy of special protection. No. 36-46 Windsor Place is a group of stables and coach buildings associated with some listed villas behind, and so could be added to the list descriptions of No. 4, 5 and 6 Windsor Villas. No. 2, 4 and 16 Alfred Street could also be considered for statutory listing; they are a planned terrace of houses of c.1820s-30s, possibly by Foulston, forming a group with No. 1-15 (odd) opposite, which are already listed. No. 22-26 Holmood Place, a three-storey Victorian terrace with double-storey bay windows, and No. 10-24 Grand Parade, an Edwardian terrace with matching copper cupolas forming a group where Northumberland Terrace meets the seafront, should be locally listed.

Area 8: Hoe Park and Citadel

We recommend that the boundaries of the existing Hoe and Barbican Conservation Areas are redrawn, so that the Citadel is included in the Hoe Conservation Area. Historically the Hoe was kept clear to make it easier to defend the Citadel, and as reflected in the character areas devised in chapter 3, it makes sense to group these features together. Hoe Park is now a leisure resource and so equally it is sensible to include the waterfront area, with Tinside Pool and its various other leisure facilities in the Hoe Park and Citadel Conservation Area. There are no other recommendations regarding the heritage designations in this character area.

Area 9: Sutton Harbour

The Barbican is currently a conservation area and contains a high proportion of listed buildings. As part of an overall review of Plymouth schools (see below) we believe that the Treville Street Board School of 1874, is considered for listing. The unusual converted Gothic Revival church of 1886 on Lambhay Hill should also be considered.

As noted above, we suggest that there is an adjustment in the boundary between the Hoe and Barbican Conservation Areas, so that the Citadel belongs with the Hoe. A more important consideration is whether the Barbican Conservation Area should be extended to around the east side of the harbour, to take in Cosxside and, if so, what the new boundary should be. As described above, Cosxside was largely developed as an industrial port during the 19th and early 20th centuries, with pockets of small scale terraced housing. Surviving structures of this period are not individually of listable quality, and are relatively scattered, but cumulatively are of importance as evidence of the area’s history. They also provide pockets of attractive townscape in an otherwise barren, industrial landscape. The road pattern, such as Sutton Road and Shepherd’s Lane, and the quayline are historically significant while 18th and 19th century rope walks and former railway lines continue to influence the urban character. The east side, of course, is vital to the wider setting of the harbour and is, on account of its fine views and proximity to the marina, under very considerable development pressure.

In order to help conserve the surviving historic elements of Cosxside and to ensure that the wider character and appearance of Sutton Harbour is not adversely affected by insensitive development, we suggest that the area is considered for designation as a conservation area, by expading the existing Barbican Conservation Area to cover Cosxside and Teats Hill. The boundaries would take in Shepherds Lane, the St John’s (railway) Bridge, adjacent National School, Alma Cottages and workshops behind.

Irrespective of whether a conservation area is designated, we suggested that, as part of a review of Plymouth schools, the former National School for Girls and Infants (1869) on St John’s Bridge Road and the Sutton Road Board School, on Teats Hill Road (1875) are considered for listing.
Area 10: East End

There are currently no conservation areas within the East End. The widespread replacement of original doors and windows, and the re-rendering and/or painting of many facades (much of this work carried out under the aegis of the City Council) means that, in general, there is not sufficient special interest in the area to warrant any conservation areas. The one exception to this rule is the Radford Estate, where (despite the replacement of windows) levels of survival are much better; none of the brickwork, for example, has been painted. This, combined with the historical interest of the estate as an early attempt by the City Council to improve working class housing conditions, and its adoption of a novel plan form, makes it a very strong candidate for conservation area designation.

We recommend that, as part of the review of Plymouth School, the Prince Rock School and the former Sunday Schools at St Andrew’s Cross are considered for listing. The architecturally striking former church of St Mary and St Magdalene in Alvington Street (Sir Charles Nicholson, 1911) should also be considered for listing, as a matter of urgency, since we understand that its demolition may shortly be proposed.

There are, finally, a number of buildings which are worth of local listing. These include the former Mission on Grenville Street, Gladstone House (no. 1 Home Sweet Home Terrace) and both sides of Heles Terrace, which was built in 1897 for the Plymouth Charitable Trusts.

Area 11: Cattedown

There is no part of Cattedown which is worthy of consideration for conservation area status. At the same time, the nucleus of historic buildings at Cattedown Wharf could, as noted above, form the basis for a regeneration of this area and would benefit from a level of protection. We therefore recommend that the gasholders, Passage House Inn, the surviving warehouses of the wharf and the possible accumulator tower are locally listed. The two Cattedown Roads should also be locally listed, as remarkable survivals of historic movement routes.
5.0 ISSUES, OPPORTUNITIES & RECOMMENDATIONS

BUILDINGS OF POTENTIAL NATIONAL INTEREST

Note:
The numbers refer to the descriptions on the following pages.
5.0 ISSUES, OPPORTUNITIES & RECOMMENDATIONS

Buildings of potential national interest

We believe that the following buildings are of potentially national importance and should be studied further, to establish whether or not they should be statutorily listed. Any that are not statutorily listed should be locally listed.

These include a number of schools. The Plymouth School Board was set up in 1871 and was replaced by the Plymouth Local Education Authority in 1903. In the period from 1871 to c1910 it produced some distinctive schools, which (like the London Board Schools praised by Sherlock Holmes as ‘brick islands in a lead-coloured sea … beacons of the future) rise high above surrounding streets of terraced houses. The Sutton School for Boys, in Regent Street, built for the Plymouth School Board in 1897 is already listed, but there are a number of Board Schools which, from the exterior at least, appear to be of equivalent quality and interest. We recommend that there should be a study of this group of buildings (which should probably look at the City as a whole) to identify any which should join the Sutton School for Boys on the statutory list. This is not to say that we believe that all these schools are definitely of national interest, just that it is sensible to conduct an appraisal of them simultaneously to put them into context of one another.

1. Guildhall
   The 1950s interiors of the Guildhall are highly important and we therefore recommend that the building should be appraised to consider upgrading it from Grade II to Grade II*.

2. Baptist Church, Catherine Street
   Designed by Louis de Soissons RA & Partners, completed in 1959, with a mural by Hans Feibusch of the Baptism of Christ.

3. National Provincial Bank, St Andrew’s Cross
   Designed by BC Sherren, the National Provincial Bank staff architect, assisted by F Norman, AE Souter and GF Miles (also staff architects), and completed in 1958. Clad in Devon granite, with grand four-storey portico with rear wall clad in turquoise, lilac and gold mosaic, curved copper roof and surmounted by a green-glass lantern clock. Jeremy Gould suggests Powell & Moya, Guiseppe Terragni, Figinini & Pollini, Lucio Costa and Oscar Niemeyer influenced the design.
4. **The Treville Street School**, the first to be built by the Plymouth School Board, and opened in 1874;

5. **No. 2, 4 and 16 Alfred Street**
   Planned terrace of houses c.1820s-30s, possibly by Foulston, forming a group with No. 1-15 (odd) opposite, which are already listed. Unfortunately No. 6-12 were destroyed by a bomb and replaced with unsympathetic infill, yet the remains of the southern terrace should be conserved.

6. **No. 36-46 Windsor Place**
   Group of stables and coach buildings associated with listed villas behind. Although polychromatic brickwork suggests built at a later date than Foulston’s 1820s-1830s villas which they originally served, mention of these mews buildings should be added to the list descriptions of No. 4, 5 and 6 Windsor Villas.

7. **Unitarian Church, Notte Street**
   Designed by Louis de Soissons RA & Partners, completed in 1958, with an addition to the back by Louis de Soissons, Peacock, Hodges, Robertson & Fraser, c.1960.

8. **two buildings on Palace Street**, separated by Peacock Lane, labelled as ‘Schools’ on the 1894 OS map

9. **The Castle Street Board School**, for infants, opened in 1874. The tower only of this school may survive;

10. **Hall, Lambhay Hill**
    Converted gothic revival stone church of 1886, with castellated tower.

11. **Cobourg Street School**
12. No. 2 Bedford Mews
Two-storey, four-bay, stone building, with two wide doors suggesting it was originally a stables and coach house, possibly associated with listed villa of c.1840-50 behind. Mention of this potential mews building could be added to the list description of No. 9 Bedford Terrace.

13. A possible school on the corner of Harbour Avenue and Exeter Street, dated 1882

14a. The National School for Boys, on St John’s Street, opened in 1861 and currently in the process of conversion of residential use, stone in a Gothic Revival style

14b. The National School for Girls and Infants, dated 1869, on St John’s Bridge Road, brick in a Gothic Revival style.

15. The Sutton Road Board School, on Teats Hill Road, opened in 1875, currently derelict and in poor condition

16. The Plymouth Christian Centre on St Andrews Cross roundabout, labelled as ‘Sunday Schools’ on the 1906 OS map;

17. Former Church of St Mary and St Mary Magdalene, Alvington Street
By Sir Charles Nicholson, 1911, in a Celtic style, currently partly warehouse, partly derelict.

18. The Prince Rock Board School of 1908. The Plymouth Truant Industrial School had previously stood on the site. The visual dominance of the buildings is particularly striking.
5.0 ISSUES, OPPORTUNITIES & RECOMMENDATIONS

AREAS THAT MEET THE CRITERIA FOR DESIGNATION AS CONSERVATION AREAS

Key:
- Study area boundary
- Existing conservation areas
- Areas that meet the criteria for designation as conservation areas

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Areas that meet the criteria for designation as Conservation Areas

The potential conservation areas are of special architectural and historic interest. This derives not just from quality of the individual buildings in the area, but also the layout of the buildings, the public realm, streetscape and infrastructure, and the extent to which this was planned (PPG15 para 4.2), for example Radford Road, Garden Crescent and Eddystone Terrace in West Hoe were laid out in a formal arrangement around a central park, now used for tennis courts. The potential conservation areas generally possess a degree of coherence, a consistency in the scale, materials and age of the buildings (PPG15 para 4.4). It is worth saying that most of the Victorian terraced houses in Plymouth have become degraded, particularly by the almost universal replacement of original sash windows with plastic, as well as the replacement of doors and unsympathetic rendering. The potential conservation areas in North Road East, Providence Street, Prospect Street and Radford Road are no exception to this, but they are distinguished from the surrounding terraces, either because they are older, or they were originally of higher quality, or have been less severely damaged than others. We have recommended the consideration of areas that we think will benefit most from enhancement.

1. City Centre
   Post-war reconstructed city centre laid out on Beaux-Arts axial plan largely as described in Abercrombie’s Plan for Plymouth. The gyratory roads are included in the conservation area because they were a key component in the Plan in defining the city precincts. Poor quality townscape on the outer edges of the city centre, for example at the intersection of the Barbican and Hoe Park and Citadel Conservation Areas, is also included, because there is potential for improvement.

2. North Hill
   North Hill is an historic route into Plymouth and forms the spine of this suggested conservation area. Contains Victorian and Edwardian buildings fronting the street, including the museum, former Methodist Chapel, Sherwell Church and Drake’s Reservoir (all of which are listed) as well as a Masonic Lodge in the north.

3. North Road East
   Includes a listed mid nineteenth-century terrace either side of North Road East, some fine Victorian stone terraces to the north and some earlier terraces on Endsleigh Place.
5.0 ISSUES, OPPORTUNITIES & RECOMMENDATIONS

4. Providence Street
A diminutive early-mid nineteenth-century terrace including a pub, with a stone coach and stable block forming the focal point at the south end of the street.

5. Prospect Street
Fine early nineteenth-century terrace with projecting porches and arched windows.

6. Ebrington Street and Beaumont Park
Core of 18th and 19th century shopping street with Beaumont Park and associated terraces on Lipson Hill.

7. Extension to Barbican Conservation Area
To include the eastern side of the harbour and Teals Hill.

8. Radford Estate
New housing estate of 1893-6 by Hine & Ogers. The Prince Rock School (1908) could also be included in this Conservation Area.

9. Hoe Residential – Radford Road
Extension of the existing Hoe Conservation Area to include Radford Road and the triangle of streets around a central open space, as well as locally notable St Matthew’s Church on Central Road.
5.0 ISSUES, OPPORTUNITIES & RECOMMENDATIONS

RECOMMENDED LOCALLY LISTED BUILDINGS

Key:
- Study area boundary
- Buildings of local and historic importance defined in the City of Plymouth Local Plan (adopted 1996)
- Buildings of townscape merit at risk identified by Plymouth City Council
- Recommended locally listed buildings

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5.0 ISSUES, OPPORTUNITIES & RECOMMENDATIONS

Recommended locally listed buildings

The following buildings or structures make a positive contribution to the townscape, and in many cases are landmarks which make it easier to navigate the city:

1. **St Matthew’s Church and Vicarage, Central Road**
   Diminutive rendered church with associated stone building, possibly a vicarage. Now occupied by Greek Orthodox Church.

2. **No. 10-24 Grand Parade**
   Edwardian terrace forming a group where Northumberland Terrace meets the seafront, with matching copper cupolas marking the junction. The buildings are three-storeys with a basement and an additional fourth-storey on the cupola corners. Iron balcony on first floor of seaside frontage, with decorated roof balustrade.

3. **Reinforced wall, Cliff Road**
   Large stone wall, possibly built to reinforce edge of an earlier quarry, or (less likely) as a fortification.

4. **No. 22-26 Holyrood Place**
   Three-storey rendered Victorian terrace, with basement, attic floor and repeated double-storey bay windows. Plaster decoration of shields with roundels above. Some original railings survive.

5. **Athenaeum Theatre, Derry’s Cross**
   Designed by Walls & Pearn, 1958-61. A cine projection unit was added by Walls & Pearn in 1970.

6. **Roman Catholic Church of Christ the King, Armada Way**

7. **The Hoe Centre (The NAAFI building)**
   The Navy Army and Airforce Insititution, designed by Messrs. Joseph, completed in 1951 and currently occupied by Plymouth University. Elevations based on Norwich City Hall (1932-38) by CH James and Rowland Pierce, which in turn was influenced by Swedish neo-classicism (for example, Stockholm City Hall).
8. No. 24 Hoe Street  
Three-storey Victorian stone house with decorated window surrounds and red brick detailing on Hoe Street frontage, now occupied by Margaret McMillan Nursery School.

9. Dated kerb stone, Derry's Cross  
Kerb stone on Derry’s Cross roundabout commemorating the start of the reconstruction of the city centre on 21 March 1947.

10. Plymouth & South Devon Trustee Savings Bank, 4 Derry’s Cross  
Designed by Alec F French & Partners, and foundation stone laid in 1955. Cleverly designed building which creates symmetry around a curve.

11. Plymouth Co-operative Society, No. 1 and 2 Derry’s Cross, No. 88 Royal Parade and No, 83-85 New George Street  
Designed by Co-op staff architect, WJ Reed, first phase completed 1952.

12. Co-operative Insurance Society, No. 79-81 New George Street  
Designed by Co-op staff architects, WJ Reed and RC Steel, completed c. 1961.

13. Pearl Assurance House, No. 101-107 Armada Way and No. 52-84 Royal Parade  
Designed by Alec F French in association with Sir John Burnet Tait & Partners, completed in 1952. Inspired by German buildings by Eric Mendelsohn. Almost symmetrical to Dingles Department Store, and together are an important feature marking the junction of Armada Way with the Royal Parade.

14. Woolworths, No. 66-68 New George Street  

15. Dingles Department Store, No. 100-120 Armada Way, No. 40-46 Royal Parade, No. 39-41 New George Street  
The first department store in the country to be rebuilt after the War. Designed by important architect TS Tait of Sir John Burnet Tait & Partners (see inset on page 9). Completed in 1951. Alterations to the roof by Sir John Burnet Tait & Partners in 1960. Rebuilt after a fire and roof altered 1980s, hence not of statutory listable quality.

16. 11, 15-17 and 19 New George Street.  
Brick and Portland stone shops loosely based on Goldfinger’s Willow Road and Ralph Tubbs’ Indian Students Hostel, Fitzroy Square. No. 11, 15-17 were designed by Arthur J Ardin, and constructed in 1958 and 1956 respectively. No. 19 is by Edward Narracott and was constructed in 1955.
17. **Norwich Union House, No. 1-3 Andrew’s Cross, No 1-21 Old Town Street, No. 2-14 Royal Parade and No. 1-9 New George Street**  
Designed by Donald Wakeford Hamilton & Partners and completed in 1952. The oval columns along the Old Town Street façade are ‘reminiscent of Mendelsohn’s at the Bexhill Pavilion’ (Gould, 2000).

**Boots, No. 25 Old Town Street and No. 2-4 New George Street**  
Designed by staff architect, C St C Oakes, and completed in 1953. Concrete framed with reconstructed Portland stone.

18. **Royal Insurance, St. Andrew’s Cross**  
Designed by Alex F French in association with Sir John Burnet Tait & Partners, and constructed in 1949-54. Has beautiful detailing, but is under threat.

19. **Armada House, No. 170-174 Armada Way**  
Built in 1962 and as such an early example of a curtain wall façade.

20. **Marks & Spencer, No. 7-9 Cornwall Street**  
Designed by Lewis & Hickey, and completed c. 1953. A good example of their post-war classical/egyptian style. Adorned with two stone reliefs by E Brainbridge Copnall, who also did reliefs on the RIBA building in Portland Place.

21. **Post Office, No, 4-5 St Andrew’s Cross**  
Design by CG Pinfold of the Ministry of Works and Christopher Woodbridge, the job architect, was exhibited at Royal Academy in 1955. Influenced by framing used in Royal Festival Hall. Now occupied by the Royal Bank of Scotland.

22. **No. 5-7, 12-22, 29-47 and 38-54 Penrose Street**  
Victorian two-storey terrace of better quality than those surrounding it and similar in appearance to Bayswater Road. Middle section destroyed by a bomb and replaced with unsympathetic infill.
23. Former school lodge, Hastings Terrace
Stone Victorian school lodge which survives although original school destroyed by a bomb.

24. No. 1-3 Eton Street
Mid nineteenth-century terrace of three houses, each of three bays and two storeys, possibly built at the same time as the grander No. 3-7 Eton Place nearby, which are listed.

25. No. 5-53, 26-50 and 60-70 Bayswater Road
Victorian two-storey terrace of better quality than those surrounding it and similar in appearance to Penrose Street. The south-east end of the terrace has been built up to deal with the topography and is reached by staircases. A cobbled backstreet survives to the rear. The east end of the north side of terrace and a middle section in south side destroyed by a bomb and replaced with unsympathetic infill.

26. No. 2-12 Kirkby Place
Three-storey Victorian terrace articulated with slightly projecting porch bays.

27. No. 27 Endsleigh Place
Two-storey Victorian townhouse. Stucco with moulded quoin detail. Windows detailed with cornice and mouldings. Doorway with pilasters and pediment. In addition to neighbouring buildings at No. 23-5, which are on the buildings at risk register, No. 27 should be locally listed.

28. Freemasons’ Hall on corner of Clifton Place and North Hill
Victorian freemasons’ hall, built from stone with mullioned windows.

29. No. 1-29 Sutherland Road
Victorian three-storey terrace with basement floor and double-storey bay windows. Built from stone with a Corinthian column supporting each porch.

30. No. 2-10 Houndiscombe Road
Victorian two-storey terrace with basement floor and double-storey bay windows. Built from stone with ashlar used for window detailing and cornice above doors.
31. No. 3-15 and 2-22 St Lawrence Road
Victorian two-storey terrace with double-storey bay windows. Built from stone with stucco detailing around windows and porches.

32. No. 1-3 Evelyn Place
Terrace of two-storey Victorian houses, each of three bays with two double-storey bay windows. Built from stone with stucco detailing around windows and porches.

33. No. 2-24 Endsleigh Place
Terrace of two-storey Victorian townhouses, each of three bays.

34. No. 2-42 (even) and 5-45 (odd) Providence Street
Mid nineteenth-century terrace of diminutive two-storey, one bay houses, including pub in middle of terrace.

35. No. 1 Providence Street
Early to mid nineteenth-century two-storey town house

36. No. 3 Providence Street
Early to mid nineteenth-century three-bay two-storey town house

37. No. 9-37 and Prospect Street
Early Victorian terrace of two-storey, two-bay houses with arched windows and projecting porches, including three-storey townhouse on corner of Prospect Street and Camden Street.

38. RC Church of Holy Cross and St. Teresa
Originally built in Teignmouth in 1854, but moved here in 1881-2.
5.0 ISSUES, OPPORTUNITIES & RECOMMENDATIONS

39. Railway bridge, St John’s Bridge Road
   Former bridge over the Sutton Harbour branch line

40. Shepherds Lane and flanking walls
   Historic route with cobbled surface and 19th century walls

41. 1 Home Sweet Home Terrace
   More elaborate terraced house, with inscribed date of 1887

42. Alma Terrace, St John’s Bridge Road, with workshops behind
   Mid-Victorian terrace with late 19th or early 20th century workshops around triangular yard

43. Former Mission, junction of Grenville Street and Bulmer Road
   Later 19th century mission hall, stone, Gothic Revival, with surviving bell.

44. Hele’s Terrace
   1897 flat by Wibling and De Bionville for Plymouth Charitable Trusts

45. Cattedown Road east and west
   Two historic routes to Cattedown ferry, passing at high level between the quarries.

46. Warehouses on Cattedown Wharves
   Late 19th century stone warehouses with some original doors (interiors and quayside not inspected)

47. Possible accumulator tower, Cattedown Wharves
   Small late 19th century stone building, with tower

48. Passage House Inn, Cattedown Wharves
   Late 19th century pub adjacent to former ferry dock

49. Colin Campbell Court
   Designed by Barron and Rooke, and constructed 1938-40. A rare Art Deco survival, which is under threat.
<table>
<thead>
<tr>
<th>50. Theatre Royal</th>
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<td>Designed by Peter Moro in 1979, and completed in 1982. Polygonal structure with cluster of concrete fly towers above sleek curtain wall. Irregular foyer space is on several levels. Steeply raked auditorium with two galleries. No proscenium arch. Alterations to foyer were by Andrzej Blonski.</td>
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<td>A late example in a series of theatres designed by Peter Moro, including grade II* listed Nottingham Playhouse (1961-3), and grade I Theatre Royal in Bristol (original building dates from 1764, but exterior rebuilt by Moro in 1970-2).</td>
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<th>51. The Cattedown Gasholders</th>
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<td>The westernmost first appears on the 1894 OS map; the easternmost on the 1906 OS map. They are distinctive features on the Cattedown skyline and a reminder of the area’s industrial past.</td>
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<th>52. Civic Centre and Council House, Armada Way</th>
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<td>The design of the Civic Centre was developed by the city architect, HJW Stirling (who worked on the project from 1954), and Alan Ballantyre of Jellicoe, Ballantyre &amp; Coleridge (who succeeded him in 1957). The building was completed in 1962. Hans Tisdall created murals and panels for the Council Chamber, John Hutton created glass screens in the entrance lobby, and Mary Adshead painted a mural in the members’ entrance hall. The Civic Centre is a relatively early tower block, a positive landmark at the junction of the city centre and Hoe, set in an important landscaped area designed by Geoffrey Jellicoe (on English Heritage’s Register of Historic Parks and Gardens). The interior of the Council Chamber is of special significance, containing fine glasswork by John Hutton and furniture designed specifically for the rooms.</td>
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6.0 CONCLUSION

Plymouth’s waterfront has a fascinating and diverse history. Understanding this is key to formulating effective planning policy, particularly the Area Action Plans, which are currently being developed. The area has many strengths: its dramatic topography and diverse history has created areas of very different character, which have their own local centres and parks, yet are united, both by the seafront, and by locally distinctive materials and detailing, such as the cobbled backstreets. The AAPs should harness these strengths, and they should also address historic weaknesses, such as the dislocation between different areas, acerbated by quarrying, the railways, and Abercrombie’s reconstruction of the city centre. In the past, the historic value of parts of the waterfront has been underrated, but better protection of this resource could have considerable benefits, both in improving the townscape quality, and also by enhancing people’s appreciation of their heritage.

In order to capitalise on the recommendations of this study, the following steps should be taken:

- the Area Action Plans should respond to the priorities outlined in section 4, including urban design strategy to improve public realm, links between areas, and a waterfront design guide;
- further appraisals of the areas identified as meeting the criteria for designation as conservation areas should be conducted with a view to confirming their suitability and defining their boundaries, and detailed character appraisals produced;
- the recommended locally listed buildings should be designated;
- further appraisals of the buildings identified as being of potential national interest should be conducted and where appropriate details suitable buildings should be sent to the Designation team at English Heritage, with a view to statutory listing.

This has been a fascinating project, which illustrates the great value of historic characterisation, and of combining the disciplines of urban design and conservation, when formulating new planning policy.
7.0 SOURCES

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