

Cornwall and Scilly Urban Survey
Historic characterisation for regeneration

TRURO

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Sources used in preparing this report's overview of Truro's historical development are listed in the bibliography. However, particular thanks are due to June Palmer and the Truro Buildings Research Group for the wealth of material their research and extensive publication has made available.

Maps

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Truro from the south, 2003 (CCC Historic Environment Service, ACS 5841)

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Abbreviations

Carrick DC	Carrick District Council
CCC	Cornwall County Council
CSUS	Cornwall & Scilly Urban Survey
DCMS	Department for Culture, Media and Sport
DTLR	Department for Transport, Local Government and the Regions
EH	English Heritage
GIS	Geographical Information Systems
N.p.	No place of publication stated (bibliography)
SMBR	Sites, Monuments and Buildings Record
South West RDA	South West of England Regional Development Agency
TPO	Tree Preservation Order

Summary

Cornwall & Scilly Urban Survey

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

Truro

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

‘Truro, with its cathedral, is the only city in Cornwall. It is the centre for local government and health services and, since the 1960s, its importance as the main shopping and service centre for the middle and west of the county has grown rapidly. However, it is only the fifth biggest town and its population, now at 16,705 [1996 figure], grew by less than 10% between 1971 and 1996. By 1991, the number of jobs in the city had risen to 12,500 and more than 60% of the workforce in-commuted from rural areas and neighbouring towns.’

Character-based principles for regeneration

(Section 6)

The following principles, derived from analysis of Truro's overall character and assessments of its Character Areas (see below), should underpin all regeneration planning.

- Recognise Truro's historic built environment as a major asset, the essential factor which has created a city of unique character, charm and significance. Truro's distinctive sense of place is what differentiates it from other potentially competing centres - maintaining and enhancing the elements which create and sustain that character are therefore key actions for regeneration.
- Respect for the integrity of the different Character Areas within the city and a commitment to maintaining the urban hierarchy and diversity they represent.
- An appreciation of the significance of Truro's natural setting for its character, particularly the views it provides across, into and out of the historic area of the city.
- An awareness of the fundamental importance which the small scale of the city has in defining its character and appeal.
- Recognition of the particular distinctiveness and superior quality of Truro's historic buildings, and the contribution to character and sense of place made by its historic topography, street patterns and townscapes.
- A commitment to building quality and character both in new developments and in repairing past mistakes.
- A regard for individual components of character and distinctiveness throughout the historic environment: building form, fenestration, railings, boundary walls, surfacing, etc.
- A commitment to maintaining a diversity of functions and activities in the city.
- Presentation, interpretation and promotion of Truro as an historic Cornish centre of quality, character and significance.

Regeneration and the historic environment: key themes for Truro

(Section 6)

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

- Recognise the ‘quality’ imperative
- Acknowledge the significance of scale and function
- Reinstate character and quality
- Identify priorities for change
- Enhance streetscapes and the public realm
- Maintain the green element
- Enhance approach routes
- Reduce the dominance of vehicles and traffic
- Build character into change
- Review conservation designations
- Market Truro’s historic character
- Maintain and enhance the asset

Character areas and regeneration opportunities

Fourteen distinct Character Areas have been identified within the historic urban area (see table below). These are differentiated by their varied historic origins, functions and resultant urban topography, the processes of change which have affected each subsequently and the extent to which these elements and processes are evident in the current townscape.

These character areas are a means of understanding the past and the present. In turn, that understanding provides the basis for a positive approach to planning future change which will maintain and reinforce the historic character and individuality of each area - *sustainable local distinctiveness*.

Regeneration and management opportunities by Character Area

(see Sections 7 and 8 and Character Area A3 pull-out sheets for additional detail)

<p>1: The commercial core</p> <p>The historic and commercial heart of Truro, this area is dominated by distinctive, strongly urban streetscapes with a variety of impressive historic buildings, including most of Truro’s major landmark structures.</p>	<ul style="list-style-type: none"> • Respect the primacy of the area • Enhance the public realm • Redevelop buildings which erode character and quality • Use character to guide further development on Lemon Quay • Assert quality • Improve the spaces
<p>2a. Cathedral area - Quay Street</p> <p>A busy secondary commercial area based on a cluster of narrow, strongly enclosed streets and distinctive, high quality buildings, overlooked by the towering mass of the Cathedral.</p>	<ul style="list-style-type: none"> • Redevelop for character and quality • Enhance the public realm • Ensure appropriate conservation maintenance • Maintain mix of quality and specialist uses • Improve visitor experience

<p>2b: Kenwyn Street - Calenick Street</p> <p>Former medieval and post medieval suburbs and minor industrial areas set about historic routeways. Kenwyn Street retains much of its historic fabric and character but Calenick Street has been substantially reshaped by late 20th century change.</p>	<ul style="list-style-type: none"> • Reinstate urban form, character and quality [particularly Calenick Street] • Amend the Conservation Area boundary
<p>3: Lemon Street</p> <p>Distinctive townscape of the highest quality, with views up and down the sloping street providing some of the defining images of Truro. Although diverse in detail it has a fundamental unity of character based on the genteel elegance and modest scale of the dominant architectural style.</p>	<ul style="list-style-type: none"> • Maintain the asset • Enhance approaches
<p>4: Frances Street, Ferris Town and St George's Road</p> <p>A new suburb of the 1820-40s with a planned mix of genteel and modest terrace housing in a distinctive, high-quality 'Cornish Regency' style. Later elements – the mid 19th century church, chapel, school and vicarage, monumental railway viaduct and Victorian public park – augment the sense of a 'designed' urban quarter.</p>	<ul style="list-style-type: none"> • Maintain and enhance the asset • Encourage quality uses • Promote awareness of the area • Enhance as an approach to the centre
<p>5: The working waterfront</p> <p>Formerly a key element in Truro's prosperity, the surviving waterfront area is now limited in extent and isolated from the historic core. It nevertheless retains within the urban area some distinctive fabric and a symbolic sense of the city's historic links with maritime trade.</p>	<ul style="list-style-type: none"> • Maintain and emphasise the area's historic elements • Improve access
<p>6: Falmouth Road, Strangways Terrace and Infirmary Hill</p> <p>Large, high quality suburban houses, terraces and institutional buildings in leafy surroundings, set around a historic route into the city and forming one of its finest approaches.</p>	<ul style="list-style-type: none"> • Maintain character • Ensure quality in redevelopment of City Hospital site
<p>7: Tregolls Road – St Clement's Hill</p> <p>A green suburban approach to the city, with mature trees in the ornamental grounds of large, later 19th century houses the dominant element. Most buildings are significantly masked by greenery. Away from the busy main road the area has a semi-private, secluded air.</p>	<ul style="list-style-type: none"> • Maintain the green element • Extend the Conservation Area

<p>8: Kenwyn Road</p> <p>The site of the Domesday manor from which Truro developed, this is now a leafy suburb of distinctive, high quality buildings set along a medieval route descending into Truro from the north west.</p>	<ul style="list-style-type: none"> • Apply conservation policies • Ensure quality in future change • Enhance pedestrian and public transport links • Maintain and expand the green element • Enhance approaches to the city • Maintain and enhance the public realm • Promote beneficial re-use of historic buildings
<p>9: Daniell Street - Carclew Street</p> <p>Modest industrial artisan rows and terraces of the earlier 19th century in an area opened up for development after the construction of Lemon Street. Daniell Road represents a significant later 19th century expansion. The terrace and row forms, narrow streets and buildings set hard to the pavement result in a tight grain and strong sense of enclosure.</p>	<ul style="list-style-type: none"> • As Character Area 8
<p>10: Truro Vean – Mitchell Hill – Malpas Road: the eastern suburbs</p> <p>A large area of varied 19th century suburban development in an irregular grid across the eastern valley side. There are striking views across the city and the area forms an important part of the green setting for the centre of Truro.</p>	<ul style="list-style-type: none"> • As Character Area 8
<p>11: Chapel Hill – Station Road: the western suburbs</p> <p>A modest suburban area of the late 19th and early 20th centuries with fine views over the city. It includes the important western approach to Truro via Station Road and the medieval route via Chapel Hill.</p>	<ul style="list-style-type: none"> • As Character Area 8
<p>12a: Morlaix Avenue – Trafalgar Square</p> <p>Former industrial and waterfront area, subject to major change in the later 20th century resulting in almost total loss of historic structures and topography. The area is now dominated by roads, parking and large-scale retail development.</p>	<ul style="list-style-type: none"> • Reinstate urban character • Maintain the historic character of the waterfront
<p>12b: Upper Pydar Street</p> <p>Set above the city astride a medieval routeway, this was the site of the castle and first planted settlement of Truro. The area has been subject to major later 20th century change and little historic fabric remains. Now dominated by large building complexes, roads and parking.</p>	<ul style="list-style-type: none"> • Reinstate appropriate urban form • Use character to guide redevelopment • Promote access to green spaces

1. Introduction

Regeneration and the historic towns of Cornwall and Scilly

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

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

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

positive and confident climate for investment and growth.

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

Characterisation and regeneration

'The government . . . wants to see more regeneration projects, large and small, going forward on the basis of a clear understanding of the existing historic environment, how this has developed over time and how it can be used creatively to meet contemporary needs.'

(DCMS / DTLR 2001, *The Historic Environment: A Force for the Future*, 5.2)

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

remains and their likely significance, reducing uncertainty for regeneration interests by providing an indication of potential constraints.

Characterisation is also a means whereby the historic environment can itself provide an inspirational matrix for regeneration. It emphasises the historic continuum which provides the context for current change and into which the regeneration measures of the present must fit if the distinctive and special qualities of each historic town are to be maintained and enhanced. It both highlights the ‘tears in the urban fabric’ wrought by a lack of care in the past and offers an indication of appropriate approaches to their repair.

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

Cornwall and Scilly Urban Survey

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

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

regeneration. The project’s ‘target’ settlements are:

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

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

CSUS reports

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

Importantly, the reports also identify opportunities for heritage-led regeneration and positive management of the historic environment. However, they are not

intended to be prescriptive design guides, but should rather be used by architects, town planners and regeneration officers to inform future development and planning strategies.

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

Public access to the report and to the associated mapping is available via the project's website - www.historic-cornwall.org.uk - or by appointment at

the offices of Cornwall County Council's Historic Environment Service, Old County Hall, Truro.

Extent of the study area

The history and historic development of each town are investigated and mapped for the whole of the area defined for the settlement by the current Local Plan. However, the detailed characterisation and analysis of urban topography which together form the primary elements of the study are closely focused on the *historic* urban extent of the settlement. For the purposes of the project this area is defined as that which is recognisably 'urban' in character on the 2nd edition Ordnance Survey 1:2500 map of *c* 1908 (Figs. 1 and 2).

Truro from the north, 1989 (CCC Historic Environment Service, ABP F16/7).



2. Truro: the context

Truro is located in south Cornwall, within Carrick District Council local authority area. It lies approximately 14km north of Cornwall's south coast at the head of the tidal Truro River, one arm of a complex of drowned valleys, rivers and creeks draining into the estuary of the River Fal and thence to the large natural harbour of Carrick Roads.



The Truro River from Garris Wharf.

It is Cornwall's only city, having become the seat of the new Anglican diocese of Truro in 1877; its cathedral, when completed in 1910, was the first to be built in Britain since the Reformation. The city is the modern administrative focus of Cornwall and *de facto* county town, the headquarters of Cornwall County Council and Carrick District Council and the location of the Royal Cornwall Hospital and county court. The ongoing development of the Peninsular Medical School at Treliske will strengthen Truro's role as the sub-regional centre for healthcare and health education. Two important regional cultural facilities, the Hall for Cornwall and Royal Cornwall Museum, are also situated in the city.

Truro is a major employment centre with a strong emphasis on the public sector; the largest employers are the Royal

Cornwall Hospital, Cornwall County Council, Carrick District Council and Truro College. It is important as a commercial, retail and leisure centre for much of west and mid Cornwall and as a sub-regional focus for secondary and further education. In addition to its regional and sub-regional roles, Truro is also a local market town serving a distinct rural hinterland. This role has been augmented by the arrival of financial and investment institutions and 'high street multiples', which impact significantly on the local economy.



Truro Cathedral.

(Photograph: Charles Winpenny, Cornwall C.A.M.)

The city is an important transport node, with a station serving the mainline railway through Cornwall and a branch to Falmouth; rail services connect Truro to several key towns in Cornwall – Penzance, Camborne, Redruth, St Austell and Liskeard – and the regional centres of Plymouth, Exeter and Bristol, as well as providing long distance links to London and the national rail network. Truro is served by long-distance coach services and is a focus for bus routes covering most urban centres and rural areas in mid and west Cornwall. The city

has direct links to the A30 spinal trunk road through Cornwall and lies on locally important routes south to the Falmouth - Penryn area and east towards St Austell. The city has significant traffic congestion problems, exacerbated at times during the main holiday season by its additional role as a bad weather destination for visitors. Air connections are available at Newquay and Plymouth airports. A ferry link, essentially for leisure, operates on the river between the city and Falmouth. Truro maintains a small working port downstream from the city at Lighterage Quay.

Landscape and setting

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

The river valleys form a moderately steep sided bowl surrounding the city on the north, east and west, opening to the drowned valley of the Truro River to the south. The bowl is itself divided by a ridge forming the interfluvium between the Kenwyn and Allen and the historic area of the city extends over this ridge and across each of the rivers to the adjoining valley sides to east and west. The underlying solid geology is of slates and sandstones of the Falmouth and Portscatho Series, overlain by clays and with alluvial deposits along the lower parts of the river valleys.

The Cornwall Historic Landscape Assessment identifies most of the area around Truro as Anciently Enclosed Land, a landscape of enclosed fields and dispersed farm settlements with its origins in the medieval period and earlier. There are some localised areas in which the Anciently Enclosed Land has been altered in the 18th and 19th centuries, predominantly by the removal or straightening of boundaries. An area of historic parkland (Pencalenick) lies to the east. Much larger areas of ornamental landscape lie to the south of the city on the Truro River around the major country houses at Tregothnan and Trelissick.

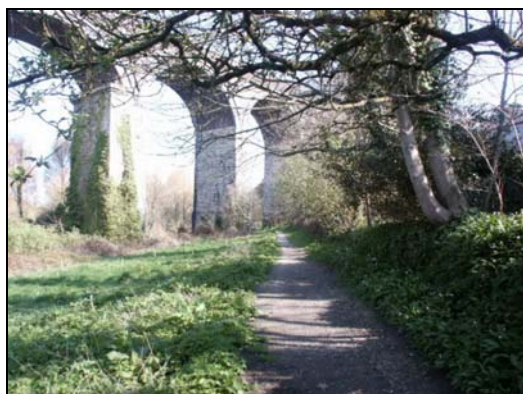


View to the city from the Truro River.
(Photograph: Charles Winpenny, Cornwall CAM.)

Below: A view eastward across Truro's historic core to the well-wooded farming landscape beyond.



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



Daubuz Moors, an important green space close to the city centre.

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

The regeneration context

Georgina McLaren, Cornwall Enterprise

With a population of about 21,000 in 2001, the wider Truro area is the fourth largest settlement in Cornwall; however, population growth has been relatively slow in the period 1971-1998 at only 10.5% compared with Cornwall as a whole. Deprivation levels in Truro are generally low in comparison with other parts of Cornwall.

Unemployment in Truro has declined in recent years, with a 55% reduction in numbers of claimants since 1998, and whilst there is a slight seasonal pattern in

employment, this is not as marked as for other towns where tourism is the main industry. There are approximately 22,000 jobs in total, over half of which are in Public Administration, Education and Health, and 54% of which are full-time. This high number of jobs represents a large imbalance as there are only 9,500 economically active people in Truro, resulting in significant commuting patterns into Truro for the purposes of work. Currently, Truro's evening economy is weak, accounting for only 3.4% of employment and 5.2% of businesses.

Weekly earnings for Truro are higher than the average for Cornwall. House prices are high in comparison to the other main settlements, approximately 8% higher than the average house price for Cornwall, and the market for residential conversions and new residential development in the city centre is buoyant. This is reflected in the Issues Report prepared by Carrick DC in relation to a review of the District Local Plan and Structure Plan: the report indicated that new housing development is needed both on brownfield and greenfield sites in order to meet demand and to reduce commuting levels.

The Structure Plan Deposit Draft 2002 states that *'The main aim for Truro, therefore, should be to provide a more sustainable balance between jobs and people, so that in the long term there is more opportunity for people to live nearer to where they work. At the same time, the very important role of Truro as the County's retail and commercial centre should be sustained and enhanced.'*

It is also acknowledged by CCC and Carrick DC that an integrated transport strategy is required to address problems of congestion on the main road network, including through routes, and within the town centre. Measures to reduce car penetration of the city centre and enhance pedestrian priority are being explored by CCC.

Truro's centre seems likely to experience continuing pressure for new retail development as retail demand remains healthy. Carrick District Council owns several central sites currently used for car parking or for its own operational purposes that are likely to be considered for future retail and/or mixed use development. It is evident that larger new developments such as Lemon Quay may impact significantly on pedestrian and vehicular patterns, and on the functioning of other parts of the centre.

By contrast, the commercial office market in the city centre is limited to a small number of key locations, such as converted Georgian buildings in Lemon Street, which mainly house the service sector. Most other larger office developments are owned by and house the public sector. The success of Bristol, Exeter and Plymouth as centres for office development has minimised the potential demand for offices in south west county towns such as Truro. In Truro there is also a lack of suitable sized premises available, although there are potential brownfield sites both within and adjacent to the historic city centre; for example, adjacent to the river at Malpas Road and Newham, on Carrick DC sites as above, also at Old County Hall, Truro railway station, City Hospital and on Charles Street.

Market analysis commissioned by Carrick DC and South West RDA indicates a continuing need to support the growth of small and medium sized enterprises. Office rents in Truro are low and are unlikely to stimulate the development of new office buildings without the provision of gap funding. This is recognised in the Cornwall and Isles of Scilly Objective One Single Programming Document, in which Truro is identified as an employment growth centre where support can be made available to promote the development of new workspace.



The Lemon Quay 'piazza', core of a substantial recent extension to Truro's retail area.

Below: Viaduct car park, part of a large site adjacent to upper Pydar Street earmarked for redevelopment.



Retail and office capacity studies, together with transportation studies, were carried out during 2002-3. These informed an Urban Design Strategy commissioned by Carrick DC and South West RDA, which was the subject of public consultation in late 2002 (see www.trurodesign.com). This proposes a vision 'to reinforce the role of Truro city centre as the prime retail and service centre in West Cornwall through celebrating its environmental and historic assets and ensuring a safe and attractive pedestrian environment'. It advocates a 'dumbbell' approach, counterbalancing the new Lemon Quay development with proposed new redevelopment towards

the top of Pydar Street. It has seven key themes:

- Creating a new waterfront destination (Garras Wharf/Town Quay focus)
- Maximising the potential of Pydar Street (at the north end)
- Improving the pedestrian environment (especially linkages)
- Enhancing legibility (gateways, public spaces, landmarks, signage, character areas)
- Enhancing the historic townscape (sensitive redevelopment, floodlighting, shop front and signage policies)
- Increasing activity and vitality (diversifying usage, evening activity)
- Avoiding peripheral decline (consistent public realm strategy, specialist shopping).

Carrick DC will be responsible for reviewing these recent studies and evolving an overall strategy for Truro through the current local planning process. As well as being the local planning authority, the council is a key landowner in the city centre, and thus has a very significant role to play in the Truro's future development and regeneration.



Pearson's Ope, off Boscanven Street: improvements to pedestrian links are one of the measures envisaged in the 2003 Truro Urban Design Strategy

Historic environment designations

Truro's current historic environment designations comprise approximately 300 listed buildings (see Fig. 5); there are no Scheduled Monuments within the study area. Much of the historic extent of the city has Conservation Area status but there is potential for some small-scale amendment of the boundaries (see Section 6 and Character Areas 2b and 7).

3. Historic and topographic development

Figs. 3 and 4 give an overview of Truro's historic development and historic topography

Before the town

Truro lies in an area of Cornwall which has been densely settled for well over two thousand years. There is archaeological and place-name evidence in and around the city for a number of the defended farmsteads of the later Iron Age and Roman period known as 'rounds'. One of these, Polwhele, on the ridge to the east of the city, survives as a standing earthwork, as does another at Penventinnie to the west of the city; the place-names Carveth and Carvedras (both incorporating the Cornish element *ker*, a fort or round) suggest the former existence of others within or close to the modern urban area.



A 'round' near Penventinnie, north-west of Treliske (CCC Historic Environment Section, ABP F16/3)

The frequency of place-names incorporating the Cornish element *tre* (a farm estate) suggests a comparably dense but dispersed settlement pattern in the early medieval period. Early Christian

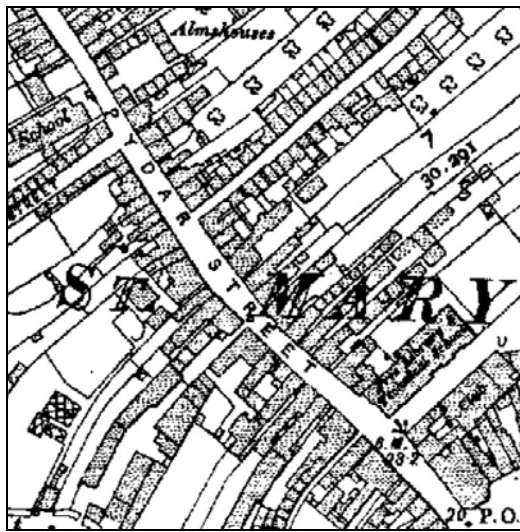
monastic sites have been proposed for both the churchyard of St Clements, on the Tresillian River 2km south east of Truro, and that of Kenwyn, overlooking the city from the north.

The earliest hint of some form of nucleated settlement on the site now occupied by Truro comes in the form of very small quantities of distinctive 10th and 11th century 'grass-marked' pottery which have been recovered from excavations in Kenwyn Street, Pydar Street, at City Hall in Boscawen Street, and in Quay Street. Only at the latter was the pottery found in an original context, in this case an old land surface alongside the River Allen; the other finds were all from redeposited material. Together, however, these dispersed finds suggest that in the period around the time of the Norman Conquest there was a settlement at the head of the Truro River, close to crossing points on the Kenwyn and Allen. Domesday (1086) recorded only the small manor of Trehaverne, located to the north west on the ridge between the Allen and Kenwyn valleys.

A medieval 'new town'

Like several other medieval towns in Cornwall – Lostwithiel, Wadebridge, Tregony and Helston, for example – Truro is located at the upper navigable limit of a tidal river or at the lowest easy bridging or fording point. As with the two latter places, its early form was at least partly determined in relation to a castle prominently sited above the river crossing. Truro castle most probably dates to the period of civil war between Stephen and Matilda in the mid 12th century; Richard de Luci, later a major figure in the court of Henry II, was granted lands in Cornwall, including the manor of Trehaverne (Kenwyn), for the part he played in supporting Stephen. De Luci awarded borough status to Truro in c 1153 and it is likely that he had already

'planted' the new town on his lands to stimulate economic activity. The settlement was laid out below the castle along the axis of what is now Pydar Street, with the bounds of the new borough taking in the area enclosed by the convergence of the Allen and Kenwyn rivers. Charters from the Earl of Cornwall and Henry II made before 1189 gave the new town substantial commercial and judicial benefits, including an exemption from customs duties throughout Cornwall which would have been a significant advantage in establishing trading networks.



The burgage plots of the 12th century 'planted' settlement laid out along Pydar Street, as depicted on the Ordnance Survey 1:2500 map of the 1930s. Many of these plots persist in the present townscape.

Truro was initially part of the large parish of Kenwyn, the mother church for which is only 1 km to the north of the new settlement. The town's growing importance is evident in that, despite its proximity to the parish church, a chapel of St Mary was provided within the settlement by 1259 and a separate parish of Truro, coterminous with the bounds of the borough, had been established by the end of the 13th century. A Dominican friary was founded in the mid 13th century just outside these bounds on the west bank of the Kenwyn. Friaries were

dependent for support on the charitable giving of local populations and this foundation offers a further indicator of Truro's rising prosperity at the period.

By the later 13th century Truro was among the more important urban settlements in Cornwall, at least on a par with Launceston, Saltash, Bodmin, Liskeard, Lostwithiel, Tregony, Helston and Penryn. It was one of five Cornish boroughs to send representatives to Parliament in 1295. The town had a wide economic hinterland, shared with Tregony to the east and Penryn to the south west, but extending over a large area to the north in which the only rival market was the small planted town of Mitchell. In 1284 a road at Lanner, St Allen, north of Truro, was said to be 'common to all traversing with carts, horses and on foot . . . up to the market of Truro'. Two decades earlier the manor of Newham, which bordered Truro on the south side of the Kenwyn, had attempted to profit from its success by establishing rival meat and cloth markets adjacent to the town, but was forced to give them up after a legal case. Documents of the 14th century sometimes refer to *Truru-Marche*: Truro Market.

Truro also benefited from its position close to the emerging Tywarnhaile mineral area, extending west towards Chacewater and Redruth and north to the coast. Around the beginning of the 14th century it was appointed one of four 'coinage' towns in Cornwall, to which tin was brought for assay and taxation, and in 1306 Truro coined almost one fifth of Cornish tin. A coinage hall was provided in 1351. The town was also the location for the stannary courts for Tywarnhaile.

Tin appears to have spearheaded Truro's overseas trade: in 1265 it was one of four towns – the others were Helston, Bodmin and Exeter – for whose merchants a safe conduct was sought of Bordeaux and La Rochelle 'when they

come to their parts with tin'. In the 14th century exports were predominantly tin and hides, with imports of wine, salt and grain. Truro's seal features a trading vessel and a 13th century guild was dedicated to St Nicholas, the patron saint of sailors and seafaring merchants.

The period of two centuries during which Truro rose to become a major Cornish town ended with the catastrophic outbreaks of plague in the mid and later 14th century. Half or even two-thirds of the population died in some areas and the epidemics and the accompanying disruption to economic and social life marked the beginning of a long period of recession for Cornwall, particularly the western part of the county. There were also raids by the French - after an attack in 1377 Truro was described as 'almost uninhabited and wholly wasted' and part of the town was burned during another in 1404 - and damaging floods and tidal inundations. A petition to Parliament in 1410 claimed that people were about to abandon their houses rather than rebuild. The most damaging factor, however, was the major decline in tin production from the mid 14th century; provision of the coinage hall in Truro in 1351 and a temporary increase in the number of annual coinages from two to four a few years later were probably measures intended to stimulate the industry in the wake of the Black Death. Only with an upturn in the tin trade towards the end of the 15th century was there a revival in urban fortunes.

In Truro a hint of this resurgence appears in the rebuilding of St Mary's church during the years 1504-18, creating, in Pevsner's phrase, 'one of the most ornate Gothic structures of Cornwall'. Leland, visiting in 1540, commented on the church and noted the town's market and twice-yearly coinage of tin. Certainly, by the end of the 16th century Truro was flourishing: Norden described it in 1584 as a 'pretty compacted town, well

peopled and wealthy merchants . . . there is not a town in the west part of the shire more commendable for neatness of buildings, and for being served of all kind of necessaries'. A new royal charter from Elizabeth I in 1589 established the town as a free borough, with two weekly markets and three fairs per year and enhanced liberty to order its economic and civic affairs. In 1615, a pillared market house with a room above for town business was built at the junction of St Nicholas Street and Pydar Street, the two main medieval axes of the town; alms houses sponsored by individuals involved in the apparently prosperous textile industry were established at the upper end of Pydar Street in the first half of the 17th century.

'Truro consisteth of three streets . . .'

(Sir Richard Carew, *Survey of Cornwall*, 1602)

Truro's medieval and post medieval form can to some extent be reconstructed from documentary sources, historic maps and the modern street layout. The clearest topographic element is the early 'planted' settlement along modern Pydar Street, below the site of the castle and astride the main route to the north. Here long narrow burgage plots were laid out to run from the street frontage down the flanks of the ridge to the rivers on each side. This layout, with the main axis of the new urban settlement following the spine of a ridge and the burgage plots descending the flanks on either side, is closely paralleled in three neighbouring medieval towns, Penryn, Helston and Tregony, all of which were established during the same later 12th - early 13th century era of 'new town' creation. Little is known of Truro castle itself; the site was recorded as a vacant plot by the later 13th century and the castle was not a lasting influence on the development of the town. A castle mound survived until

a cattle market was built on the site about 1840. Limited investigations in 1984 revealed a ditch more than 2m deep on the west side which may have formed part of a bailey.

The second major element of the medieval topography was a west – east routeway passing around the head of the tidal Truro River. This descended Chapel Hill and ran through Kenwyn Street to cross the Kenwyn at a ford on the site of modern Victoria Square. There was also a footbridge here by the 14th century; the form of Victoria Square itself fossilises the widening of the road at the approach to the crossing. The road from Penryn and other settlements on the west side of the Fal estuary approached this crossing along the present Infirmary Hill and Calenick Street. On the east side of the town, the 13th century bridge over the River Allen in what is now Old Bridge Street provided access to the suburb of ‘Strete Clemens’ on its east bank and thence to a route north east towards Mitchell and Bodmin following either the present Moresk Road or Campfield Hill. A ford and stepping stones in the area of New Bridge Street – the first bridge was not built until the later 18th century – gave access to an alternative route to the north east up the present Mitchell Hill and to the road east to Grampound and the St Austell area via St Clement’s Hill.

This west – east route passed through Truro along St Nicholas Street and Boscawen Street, and this was evidently an important axis for the developing town: houses owned by the Gild of St Nicholas were noted there in 1278, the coinage hall was built at the east end in the mid 14th century and a building known as Hell or *An-Hell*, possibly the original Lord’s Hall where borough courts were held, lay close to the present junction of St Nicholas Street and King Street; a market hall was built immediately adjacent in 1615, underlining the significance of this area within the

town. A document of 1290 refers to the *Altus Vicus* [High Street] running from the ‘Stone Cross of the Borough of Truro . . . to the east water’. This has been taken to refer to Old Bridge Street, between High Cross, the reputed site of a medieval cross, and the 13th century bridge over the Allen. However, the 12th or 13th century cross head now erected at High Cross was found buried beneath St Nicholas Street in 1958. If, as seems probable, this was close to its original location, perhaps at the borough boundary at the Kenwyn or close to *An-Hell*, then Truro’s 13th century *Altus Vicus* can be identified as the present St Nicholas Street and Boscawen Street.



The medieval cross head found in St Nicholas Street, now re-erected on a modern shaft outside the west front of the cathedral at High Cross.

Between this early ‘High Street’ and the planned settlement on Pydar Street lay a large low-lying open space, probably used for markets and fairs. The northern edge of this space was later fossilised by the frontage of plots which lay around the north side of St Mary’s church and churchyard prior to the building of the cathedral. At some time after the building of the church (initially a chapel) on the northern side of this space in the mid 13th century, the remainder was infilled by

plots running north from Boscawen Street. The irregular form of these plots and the sinuous courses of the opes running between some of them suggest that this infilling took place on a piecemeal basis as the north side of Boscawen Street developed. Two of these plots were later occupied by large 16th century houses built around internal courtyards; an active frontage to Boscawen Street probably developed only in the 17th century. It is likely that the infilling of this space was fairly rapid: the late 13th century document referring to Truro's *Altus Vicus* notes a street running from it to St Mary's churchyard, suggesting that King Street was already present by this time. By the late 15th century the modern Boscawen Street was itself divided along its central axis by a continuous line of buildings known as Middle Row, creating two narrow streets.

The continuing market function in this area is clear in the presence of the market house at the west end of Middle Row, until removed to the City Hall site in the early 19th century, and the naming of the northern portion of the divided Boscawen Street as Market Street on early documents.

Truro's medieval town quay and landing place lay a short distance east of the core of the town at the confluence of the Allen and Kenwyn rivers. Post medieval reclamation has very considerably altered the river frontages in this area and the medieval quay lay at the east end of the modern Princes Street, roughly in the area between the present Haven House and Bishop Philpott's Library. Properties along the south side of Boscawen Street backed directly onto the bank of the Kenwyn, providing direct river access for trade and industrial activity (see Fig A).

Fig A. The conjectural extent of the Rivers Kenwyn and Allen in the medieval period, in relation to the modern townscape. The diagram is based on evidence from a number of archaeological investigations in the central area of Truro.



Around the medieval town lay a number of open fields, apportioned in strips to burgesses and other urban dwellers. Castle Field, first recorded in 1418, may predate the 12th century planned settlement – burgage plots on the south west side of Pydar Street appear to respect its boundary – and it later influenced the layout of the early 19th century expansion of the town around River Street and Frances Street.



Kennyn Street: archaeological investigation in this area has identified evidence of medieval occupation.

Suburbs grew up along the roads approaching the town. One of these, ‘Strete Clemens’, lay in the area around the modern St Clement Street and was the location of a chapel and fraternity of ‘St Mary of Portell’, first recorded in the late 14th century. (This area, together with Pydar Street and ‘High Street’ (St Nicholas Street and Boscawen Street probably make up the ‘three streets’ of Truro noted by Carew.) On the western side of the town ‘Street Newham’ was in the area of Calenick Street and another suburb lay nearby along Kenwyn Street. This was also the location for the Dominican friary established in the mid 13th century; the friary buildings were located just to the east of Little Castle Street but the friary lands extended over a substantial area to the west. A chapel of St George, first recorded in the early 15th century, and a lazar house were sited

close to the route ascending Chapel Hill; other medieval leper institutions are recorded at Newham and on the eastern approach to Truro at Kiggon (extant in 1308).

Beyond the fringes of the town there was a minor settlement east of the Allen at Truro Vean (‘little Truro’), a sub manor carved out of the manor of Moresk by the early 16th century; in 1503 Sir John Arundell granted stone from his quarry at *Truru-vyban* for building the new St Mary’s church and tower. Medieval pottery recovered from a buried soil on the east side of the modern Tabernacle Street during excavations at Lemon Quay suggests activity on the south bank of the Kenwyn close to the town and a minor settlement in this area may be represented by the name Fairmantle, recorded as a field name on the hillside west of the town (now the head of Lemon Street).

‘A pretty little town and seaport’

(Celia Fiennes, c 1690)

Sir Richard Carew, writing at the beginning of the 17th century, drew attention to Truro’s favourable position for trade, inland at the head of the Fal river system, and noted it as ‘the principal town of the haven’. He noted its borough privileges, coinage town status and markets and fairs, and judged the town to have ‘got the start in wealth of any other Cornish town, and to come behind none in buildings, Launceston only excepted, where there is more use and profit of fair lodgings through the county assizes’. Carew added, however, that he wished the town would ‘likewise deserve praise for getting and employing their riches in some industrious trade to the good of their country, as the harbour’s opportunity inviteth them’. In the succeeding period Truro continued as a market and service centre but its

economy was increasingly dominated by the tin trade. This was itself expanding rapidly as the focus of the industry moved from its medieval centres in the east to the rapidly developing mining areas of mid and west Cornwall: the populations of nearby mining areas - Redruth, Camborne, St Agnes, Perranzabuloe, St Austell - probably doubled during the 17th century.

St Clement and Kenwyn parishes also experienced substantial population increases, hinting at a rise of economic activity in the immediate Truro area. In the early 17th century the town received roughly two-fifths of Cornish tin for coinage, with a similar proportion coined at Helston; from the 1660s Truro's share rose to 60 per cent. Truro merchants were active in all aspects of the industry, from investment in mines to the shipping out of smelted tin; three of the top six individuals bringing tin to coinage in Cornwall in 1684 were Truro based. The area around the town became a focus for processing from at least the early 17th century and in 1689 Kenwyn was one of only two parishes in Cornwall with three blowing houses. When new smelting technology (in the form of the coal-fuelled reverberatory furnace) was introduced to Cornwall in the early years of the 18th century, it first appeared at a new smelting house at Newham. Other smelting works on the same pattern were set up over the next few years at Calenick, Treyew and Carvedras.

The wealth generated by tin was reflected in the urban fabric. Celia Fiennes, visiting in the 1690s, found Truro a 'pretty little town and seaport, and formerly was esteemed the best town in Cornwall; now is the second, next Lanstone [Launceston]... The town is built of stone.' In the mid 18th century Bishop Pococke described it as

a small trading town, in which there are many good houses; and many wealthy people live here, who have

got considerable fortunes by the tin trade, and also several merchants and shopkeepers who supply the country, the town being pretty much in the centre of the tin and copper mines; there is also a great trade in supplying the tin works with timber and the fire [steam] engines with coal.

The 'many good houses' around the commercial core included several newly constructed or remodelled from earlier buildings for major merchants, tin magnates and bankers. Among these were the later 17th century 'Great Houses' of the Robartes and Foote families on the north side of Boscawen Street (both no longer extant), not far from the Coinage Hall; closer to the town's quays was the house later known as Blackfords, built for the Gregor family, of about the same time.



Surviving elements of the Carvedras smelting works, off St George's Road.

Below: The Old Mansion House, Quay Street.



In the same area was the brick 'Old Mansion House' of 1709 built for Samuel Enys, replacing an earlier manor house; Enys subsequently developed a private quay on the foreshore of the River Allen adjacent to the site. Two particularly fine houses on Princes Street had quays backing onto the Kenwyn: William Lemon built 'Princes House' in 1739, again on the site of a substantial earlier house, and 20 years later the merchant Thomas Daniell erected his Bath-stone fronted 'Mansion House' close by. 'Some modern houses here . . . would not ill become the best square of London or Westminster', observed Andrew Brice in 1759.

This rise was not without occasional setbacks. The late 17th century was a difficult period throughout the British Isles, with particular problems in Cornwall resulting from a drastic decline in the tin industry. Fiennes noted of Truro in the 1690s that 'this was formerly a great trading town and flourished in all things, but now . . . is become a ruined disregarded place;' other contemporary accounts record houses lying empty for lack of tenants and a general decline in trade. Daniel Defoe, in the early 1720s, found Truro a 'very considerable town . . . well built but shows that it has been much fuller, both of houses and inhabitants, than it is now.' By this time the economy was again recovering from a decade or more of war in Europe but Truro was also hit by the rising fortunes of the new port of Falmouth; Defoe called the latter 'by much the richest and best trading town in this county'. The Truro River was not navigable for vessels larger than 150 tons and Truro undoubtedly lost a significant part of its former mercantile activity to Falmouth. However, it maintained a major role in shipping copper ore and smelted tin and importing coal and timber for the mining industry. Dr Maton, visiting in the mid 1790s, claimed that more tin and copper

were exported from Truro's 'very large and convenient' wharf than from any other port in the county.

The importance of maritime trade to Truro is demonstrated by the major expansion of its quays in the later post medieval period (see Fig. A). Archaeological investigation on a number of sites has revealed dumping of demolition material and smelting debris along the tidal margins of both the Allen and Kenwyn to enlarge and consolidate the river frontage. At 13 Boscawen Street (Superdrug) the earliest riverfront wall was found some 18m behind the current riverbank, with evidence for at least three major reclamation episodes. At City Hall the former bank of the Kenwyn lay at least 35m behind the face of Back Quay, with much of the reclamation dating to the mid 18th century. On the Allen, Samuel Enys' quay was described in the late 1730s as an 'encroachment into the channel of the river' and investigations at the former Central Hotel site in Quay Street suggest that the present west bank of the Allen stands at least 20m forward of its original position.

Truro continued to be important for the administration and financing of the mining industry. Near the end of the 18th century Maton described it as 'a sort of central place with respect to the mines, adventurers [investors] generally hold their meetings there, and the tanners bring most of their tin hither to be coined'. He and other observers of the period were struck by the quantities of block tin lying in heaps in the streets: 'Every block is worth ten or twelve guineas, weighing sometimes 320 pounds – a load too great for a thief to carry off without discovery.'

The town was also the focus of a cluster of substantial country houses and estates located around the Fal catchment, many of them based on fortunes sustained from mining and mercantile activities operating through Truro. These included

Tregothnan, seat of the Boscawen family, who, as Viscounts and Earls of Falmouth, dominated Truro's politics and civic life for much of the 18th century, Trewarthenick (Gregor family), Trelissick (Allen Daniell), Trewithen (Hawkins), Trehane, Carclew (Lemon), Enys (Enys) and Killiow (Haweis). In the nearer environs of the town there were substantial houses at Polwhele, Comprigney, Penmount, Killagordon, Pencalenick, Penair, Bosvigo (Rosewarne), Tregolls and Treliske.

'Unquestionably the handsomest town in Cornwall'

Dr W G Maton, *Observations on the Western Counties of England*, c 1795

Truro's prosperity and social prominence in the later 18th century was reflected in new civic and institutional provision. An elegant steeple was added to St Mary's church in the 1760s and a bridge replaced the previous ford and stepping stones on the main route to the east via New Bridge Street in 1773. The Assembly Rooms and Theatre – 'good enough in detail to be at Bristol or Dublin', says Pevsner – were constructed in High Cross at about the same time. Improvements, including raising the borough arms over a new entrance, were made to the Town Hall, located over the market house, later in the 1770s. A new prison and workhouse were built at the upper end of Pydar Street and Lord Falmouth donated a new cemetery outside the town on Kenwyn Road to replace the overflowing graveyard around St Mary's church. It is possible that the roadside system of leats in the central area of the town also dates to this period of civic improvement.

The buildings of Middle Row were removed from Boscawen Street in the mid 1790s, opening up a handsome central space in the town; the early 17th century market hall at the west end

survived into the early 19th century but was replaced in 1809 by a new market and town hall complex on the present City Hall site. The imposing Royal Cornwall Infirmary buildings were constructed on the hillside overlooking the town from the west in the closing years of the 18th century.



Truro's late 18th century Assembly Rooms. The façade has been restored after use as a garage during part of the 20th century.

In the mid 1790s Maton found Truro 'unquestionably the handsomest town in Cornwall, the streets being regular and commodious and the houses of a very neat appearance.' A few years later, Robert Southey praised it as 'clean and opulent; its main street broad, with superb shops and a little gutter stream running through it.' Southey also observed that all the shops had windows, in contrast to the shuttered frontages more generally found on shops of this period; it was boasted in 1806 that shopping in 'this elegant little town holds out a temptation little inferior to Bath or Bond Street'.

The period also saw several nonconformist chapels established, including one set up in the 1760s in an octagonal building, formerly a 'cockpit' (for cock fighting), in the area now occupied by the Leats. In 1809 the *Royal Cornwall Gazette* reported a new dissenting chapel under construction in St Clement St., 'making the fifth of that description in this place and its suburbs, exclusive of the Methodist chapel'.

The population of the parish of St Mary - the historic core of Truro, without its suburbs - grew from around 1000 at the beginning of the 18th century to about 2400 by the end. Much of this increased population was accommodated through development on rear plots within the town. A plan of part of Pydar Street in the 1770s shows many of the long burgage plots occupied by orchards and gardens, but at the lower end of the street some properties were becoming more densely developed: one tenement had been divided into eight units, including three houses and, towards the river, a 'killing house' adjacent to a 'sheepfold and dry house'. A site alongside the Kenwyn, close to the present museum, was occupied by a house, garden and orchard in the 1730s; by the 1830s five houses and a chapel had been added. An early 19th century plan of the plot occupied by the former Robartes 'Great House' on the north side of Boscawen Street shows a complex of houses, courts, stables, stores, workshops and yards enclosed within the site, with access via the forerunner of Pearson's Ope.

There was also the beginnings of further expansion in Truro's suburbs. Construction of East Bridge in the early 1770s opened the area along what is now St Austell Street for development and the sale of the former Arundell manor of Truro Vean in a number of lots in the late 1770s began a more general expansion beyond St Clement Street on the east side of the Allen. A carpet

factory was established on the rising ground to the east of the river in the early 1790s. This employed about 70 individuals directly but there were associated spinning and dye works, a fulling mill and warehouse in different parts of the town. This business continued in production only until the late 1840s but heralded an increasing industrial component in the town's economy during the 19th century.

'The metropolis of the county'

F W L Stockdale, *Excursions in the County of Cornwall*, 1824

Until the final years of the 18th century, Truro developed almost entirely within the framework of its medieval street pattern. However, during the half century or so from the late 1790s a series of bold projects produced major changes in the topography of the town and a substantial increase in its physical extent. Its population, including suburban areas, roughly doubled over the same period, from around 5-6,000 people in 1801 to 10-11,000 in 1851.



The west side of Lemon Street, close to the bridge over the River Kenwyn completed in 1798. In the later 19th century the nearer building was the home of the Truro architect, Silvanus Trevail.

The first of these changes was the development of Lemon Street, constructed on land owned by Sir William Lemon, descendant of an earlier

individual of the same name who had made a large fortune from the tin trade. The new street provided an easier route up the valley side for the road to Penryn and Falmouth but also opened up a substantial area on the south bank of the Kenwyn for development. A new bridge across the river was completed in 1798 and a new street – Lower Lemon Street – driven through the south side of Boscawen Street, itself relatively recently opened up with the removal of Middle Row. Lemon Street itself was developed piecemeal over the next two decades, but basic design and construction elements were closely specified in the building leases for individual plots, resulting in an overall unity in character and in the quality of design and materials.



Lemon Street, south-east side.

Below: Upper Lemon Villas.



Two elegant detached houses were built at the upper end of the street in the later 1810s, with the striking St John's church added to the streetscape in 1828 and

another villa as rectory in the early 1830s. The imposing Strangways Terrace was added in 1837 on the site of a cavalry barracks for 180 horse which had been laid out at the upper end of the new street in 1803, its former presence perpetuated in the name of Barrack Lane. The granite column of the Lander monument erected at the head of the Lemon Street at about the same time (although not completed until the 1850s), created a focal point for the vista up the street. The handsome stucco-fronted Lemon Villas and Upper Lemon Villas were added in the same area before 1842.

‘The alterations and improvements made of late years at Truro, have certainly given the town a very neat and handsome appearance; the streets being well paved, watered and lighted with gas, are more comfortable than in any other town in the county.’

F W L Stockdale, *Excursions in the County of Cornwall*, 1824

The new link across the Kenwyn also provided access to a large area to the south of Lemon Street. A new quay, initially Merchants' Quay, subsequently Lemon Quay, was constructed along the edge of the tidal creek downstream from the bridge, the new quay frontage lying some 25-30m in front of the former river bank. The land behind the quay became the focus for a range of industrial activities: by the early 1840s it accommodated a pottery, two lime yards with associated limekilns, an iron foundry and Truro gasworks; a steam flour mill and Trethellan tin smelting works (commenced 1820) were located a short distance to the south east, fronting onto the Truro River. Boatbuilding also took place along the foreshore. Behind the industrial area, a grid of small terraced houses, with associated schools and chapels, grew up on the valley side around two new roads, Fairmantle Street and, in the 1820-30s, Carclew Street, laid

out east from Lemon Street. Further workers' housing was built along Daniel Street, at the head of Lemon Street, in the early 1830s, the road itself providing an alternative link to the turnpike route west towards Redruth from the new quarter of Truro.



The Lander monument, a striking landmark at the upper end of Lemon Street.

Below: workers' housing of the 1830s in Daniell Street.



The north-eastern side of Truro also saw substantial residential development in the early decades of the 19th century, with rows and terraces set along the contours of the rising ground east of the Allen between the main roads out of town. The Rosewin area - a mix of middle and

working class housing - developed from about 1805 and was probably complete by the 1820s; Truro Vean Terrace is of about the same period and the Campfield area, including Prospect Place and Paul's Row and Terrace, was completed about the mid 1820s. There was also some building around the foot of St Clement Hill: Trafalgar Row was constructed in 1817-18, followed by the larger houses known as Waterloo on the hillside above. The superior terraced houses of the Parade were built during the later 1830s and early 1840s, sited on the slope above Malpas Road (itself a new development of the early 19th century) with views across the Truro River.



Suburban development on the east side of Truro. Trafalgar Row (above), built 1817-18, and (below) the slightly later Truro Vean Terrace.



St Clement's Hill remained the major route out of Truro to the east until a new 'engineered' turnpike route towards Grampound and St Austell - the present Tregolls Road - was constructed in the mid 1820s. This new road provided

access to several further residential streets - James Place, Baynard Place and Terrace – built during the 1830s and early 1840s and opened up the area beyond for the creation during succeeding decades of several substantial houses - Tremorvah, Conium, Alverton and Tregolls - in large ornamental grounds. A new Union workhouse was also built alongside the road at St Clement Vean, well beyond the fringe of the urban area, in 1851.



The imposing buildings of the former Union workhouse (1851) and (below) St Paul's church (1845), Tregolls Road, both built alongside the new turnpike road created in the 1820s.



The expansion of the eastern side of Truro – the population of St Clement parish, concentrated in this area, nearly trebled between 1801 and 1841 – prompted provision of new places of

worship. A chapel for a seceding Wesleyan group known as ‘Trumpeters’ or ‘Shouters’ was built on Campfield Hill in the late 1810s, a Bryanite meeting house on Rosewin Lane about 1820 and the Friends Meeting House on Paul's Terrace was completed around 1825. The imposing St Paul's church on Tregolls Road was provided in 1845 as a chapel of ease to the inconveniently located parish church at St Clements.

This part of Truro also saw significant industrial development, comparable with that taking place around Lemon Quay. The Truro Tin Smelting Co. was established in St Austell Street in c 1816, on the site of an earlier brewery, and there is reputed to have been another smelting works near the east end of Old Bridge Street before 1822; an iron foundry later operated in the same area. Parts of the Allen and Truro Rivers had been used for timber ponds – areas bounded by booms in which rafts of timber were left to season - from at least the later 18th century, but increasingly the river banks were built up to create private quays. A variety of industrial activities based on river access developed, including a limekiln and accompanying sales yard for lime and coal, brick and slate on a site between St Austell Street and the Allen. A timber yard was operating on the site of the later City Wharf by the early 1840s and further downstream there was a ‘Patent Wood Works’ close to Poltisco Wharf. Much of the shoreline continued to be used for timber storage. Later in the century the downstream riverside area became more intensively developed, with warehousing, timber yards and saw mills, together with businesses dealing in coal, building materials, grain and manure.

Another substantial new quarter of Truro was developed from the late 1820s in the large area between Pydar Street and Kenwyn Street. Here, as with the earlier Lemon Street development, building

took place within an overall planned framework. The form of the new development was partly shaped by existing field boundaries – Edward Street and Castle Street, for example, were laid out within the medieval Castle Field, running downslope from the former castle site – but it also introduced a wholly new radial axis for the town with the creation of River Street and Frances Street; one of the promoters of the scheme referred in 1837 to the ‘formation of the new entrance to Truro’.



Contrasting elements of the Francis Street – Ferris Town area, laid out in the 1820-40s: a substantial villa on Castle Street, and (below) more modest terraced dwellings, now shops, on Little Castle Street.



Union Street, on which building leases were being let in 1828-29, provided a link between the upper end of Pydar Street and the new suburb. The original elaborate schemes for the new area – one design included a large crescent of double fronted houses on the north side of the

Kenwyn overlooking an oval garden between the river and Kenwyn Street – were not carried out. There was nonetheless an element of ‘designed’ streetscapes in the setting out of Castle Street and Edward Street: substantial well-designed villas were set on each side of the two streets, immediately above new bridges over the Kenwyn, ‘framing’ the terraces ascending the hillside behind. Some of the new houses in Castle Street were advertised in 1834 as ‘genteel cottages’. Lower cost housing, including some back-to-back dwellings, was subsequently added at the upper end of these streets.

On the south side of the Kenwyn, Frances Street, Ferris Town and Little Castle Street were developed from the early 1830s, continuing into the 1840s with the laying out of St George’s Road and Richmond Hill. Much of the housing facing onto the main axes of this part of the development was of a modestly genteel quality, with lower status terraces on the side streets and farthest from the centre up Richmond Hill. St George’s church in St George’s Road was added in the mid 1850s, repeating the pattern of church provision for new suburbs established in preceding decades by St John’s, serving the Lemon Street area, and St Paul’s for the east side of Truro.

The creation of River Street as a new link to the centre required considerable engineering in the diversion and culverting of the Kenwyn, but the street then became a prestigious extension of the commercial and residential core of the town. The architectural focal points were the Truro Savings Bank (now the Royal Cornwall Museum) built in 1845 – the *West Briton* commented that it was ‘truly cheering in a town totally devoid of legitimate architectural ornament to see an advance of good taste’ – and the Baptist chapel adjacent to it by 1850. Much of the rest of the street developed as a mix of good quality stucco-fronted

timber framed and stone-fronted three-storey town houses. Demolition of the Town Mills in about 1840, previously sited close to where the new street joined the west end of St Nicholas Street, underlined the changing character of the area. Buildings infilling the centre of the former wide approach to the west side of the Kenwyn at West Bridge were destroyed by a fire in the 1850s, revealing the open area subsequently known as Victoria Square.



River Street: substantial town houses and (below) the former Savings Bank and Baptist chapel, now Royal Cornwall Museum.

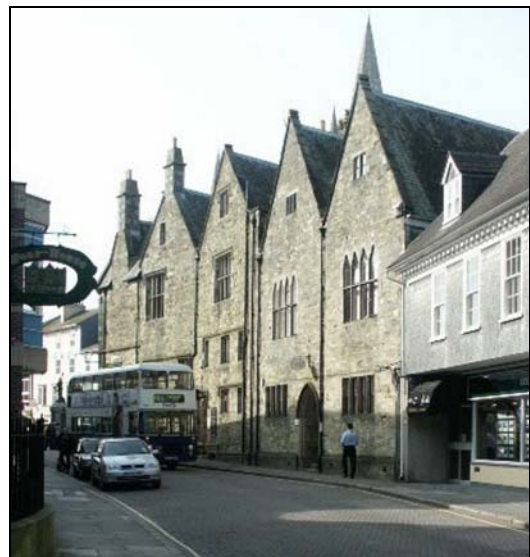


The north side of Truro saw much less development than did the eastern and western fringes during this period. The main new elements were a residential block, Boscawen Row, laid out on the northern edge of the medieval burghage

plots at the upper end of Pydar Street during the 1820-30s, and the relocation in 1840 of the cattle market (held in the streets around High Cross from 1827) to the site of the medieval castle; the remaining traces of the castle mound were removed to create the new market space.



St Mary's Methodist chapel, built 1830, and (below) the Cornish Bank of 1848 on the site of the former coinage hall.



Other substantial changes took place in the central area of Truro, particularly during the 1830s and 1840s. Several important civic and institutional buildings date to this period, including St Mary's Methodist church (1830), St Mary's Sunday School in Old Bridge Street

(c 1835), and the Market House (now City Hall) in Boscawen Street (1847). The latter replaced the earlier 19th century market complex on the site. The remains of the medieval coinage hall close by were demolished in the following year and replaced by the present solid building in 'Cotswold Tudor' style for the Cornish Bank. Two new modestly genteel terraced streets close to the centre – Walsingham Place, built on marshy ground near the West Bridge over the River Kenwyn, and Union Place, alongside the Allen - matched the quality of the best of the suburban developments.

A further radical change to Truro's topography came about in the late 1840s with the building of a new bridge across the Allen. The new Boscawen Bridge created a direct link between the centre of the town at Boscawen Street and the road eastward via the Tregolls Road turnpike, avoiding the narrow and inconvenient routes across the earlier bridges over the Allen into St Clement Street and St Austell Street. (When Boscawen Bridge was rebuilt in 1862 the *Royal Cornwall Gazette* correspondent wondered that the former route by 'narrow and right-angled back streets could have endured so long as the great thoroughfare for the traffic not merely of the town but of the County'.) The stylish new Public Rooms (now Bishop Philpott's Library) built in the late 1860s were sited prominently alongside this new route, close to the handsome five-arched stone bridge which replaced the earlier wooden structure. Construction of the link also created a new triangular space, Trafalgar Square, at the junction of several roads on the east side of the Allen, which subsequently became an important nodal point in this quarter of the town.

The final giant step in this sequence came with the opening of the railway, first to Penzance in 1855 from a terminus on the

riverside at Newham, and to London and the rest of Britain via the Great Western Railway network with the completion of the Royal Albert Bridge across the Tamar in 1859. In addition to its economic and social effects, the coming of the railway had a substantial physical impact on Truro: large viaducts (initially of timber on stone piers) carried the line across the two river valleys, the station complex created a new focus on the margins of the developed area and some historic routes to Truro's immediate hinterland such as Bosvigo Lane were severed or re-routed. Ferris Town, Frances Street and River Street had been conceived and built before the railway was planned but now became the gateway route from the new main line station to the centre of the town.



The Public Rooms (Bishop Philpott's Library).

Despite its growing civility of architecture and urban form, Truro also accommodated a significant industrial and manufacturing presence. Several smelting works were in operation until late in the 19th century, the last to close being Carvedras (off St George's Road) in 1898. An iron foundry was established in Boscawen Street in the 1850s and Harris and Polmear's City Foundry in Old Bridge Street continued in operation until well into the 20th century. At least two saw mills were located alongside the Allen in the same area. There were malshouses on the rear of plots at Pydar

Street and Walsingham Place and in Carclew Street, and potteries in St Austell Street and at the foot of Chapel Hill. Gill's furniture manufactory in Boscawen Street was said to be the largest employer in the town. Shirt factories were located off Pydar Street and in St Nicholas Street and the purpose-built Furniss biscuit factory was erected on the south side of St Austell Street in about 1875.



A surviving malthouse structure at the rear of 10 Pydar Street, viewed from The Leats.

Truro's role as a port also continued to be important. In 1848 one company alone estimated that more than 10,000 tons of timber, lead ore, limestone, coal and other materials were shipped annually to its quay on the Allen. Trade declined later in the century, however, paralleling the downturn in Cornwall's wider industrial economy, and Truro's Custom House on Back Quay closed in 1882. The timber trade continued to be significant, however, and there were extensive timber yards and ponds along the east and west sides of the upper reaches of the Truro River. In the late 19th – early 20th century three substantial new 'island' quays were constructed: Furniss Island, below New Bridge, Worth Quay, below Boscawen Bridge, and

Garras Wharf at the junction of the Kenwyn with the Truro River.

The rise in industrial, transport and commercial activity was paralleled by continuing expansion of population, estimated at around 12,000 in the mid 1860s. No significant new areas of housing emerged for several decades after the burst of suburban building in the early 19th century and much of the rise in population was accommodated by further infilling of back plots, often of poor standard. The West Briton reported in 1853 that 'even in such streets as Lemon Street . . . there are backlets in such a disgusting state of filth as is not to be paralleled in the very worst parts of the town'. In the 1870s Daniel Street, Carclew Street, Fairmantle Street, Charles Street, Calenick Street, Kenwyn Street and Paul's Terrace were identified as areas in which the recently established sanitary authority had enforced new byelaws barring the keeping of pigs close to dwellings. The authority reported in 1875 that it had in the previous two years laid nearly two miles of drains, removed near 150 'privy pits' and built a similar number of 'soil pan and water closets'. A reservoir and waterworks were built in 1879. Visitors commented favourably on the running water in leats in 'almost every street and alley' but, while there were public pumps in parts of the town, it was observed that 'in the humbler streets the poor people fill their cans by baling water out of the channels'.

Cornwall's cathedral city

In 1876 Truro was nominated as the seat for the new Anglican see of Cornwall; in the following year it was granted city status. Although the Assizes, county gaol, asylum and major military establishment remained at Bodmin, these designations sealed Truro's status as Cornwall's *de facto* county town. When the new county council was established in the late 1880s,

its meetings were held in Truro. This rise in status coincided with, and perhaps to a large extent stimulated, another period of very significant change.

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



The striking west front of Truro cathedral.

There was also a boom in other building, dispersing throughout the new city the transformation in scale and prominence of architectural form initiated by the cathedral. Much of this work was designed by the Cornish architects

Silvanus Trevail and, to a lesser extent, James Hicks, both of whom employed a distinctive flamboyance in form, detailing and use of materials which very substantially - and rapidly - altered Truro's visual 'style'. This effect was emphasised by the prominent locations of many of the new institutional and commercial buildings of this period. In Boscawen Street, for example, Hicks designed the ornate building occupied by Barclays Bank on the corner of King Street; Trevail substantially altered the façades of the Corn Exchange and Red Lion Hotel on the north side and designed the Devon and Cornwall Bank (now Lloyds TSB) on the corner of Lower Lemon Street (1890) and the elaborate jettied building faced with white ceramic bricks beside Cathedral Lane.



Flamboyant commercial buildings in a prominent location at High Cross.

Trevail was also responsible for a new Post Office on a prominent corner site in High Cross (1886) and the Passmore Edwards Library (c 1896) and Central Technical School (1899) nearby on Pydar Street and Union Place. New retail premises were comparably ostentatious in scale and detailing; examples of this period include several substantial

'warehouses' designed by Trevail in Princes Street, Quay Street, King Street, River Street and Back Quay. The location of these buildings demonstrates the spread of primary retail activity beyond the immediate confines of Boscawen Street.



Barclays Bank, designed by James Hicks, dominates the west end of Boscawen Street.

There were also some prominent new buildings around the periphery of the city. Truro School, a Methodist foundation, was built on a highly visible site to the south east in 1882 and Truro High School on Falmouth Road during the following decade. The 1890s also saw a substantial police station built at Trafalgar Square, new buildings for St Mary's school at the upper end of Pydar Street and, to serve the growing suburbs, construction of St Paul's Church School and the school in Bosvigo Lane.

'If anyone having a thorough and intimate knowledge of Truro had left it fifteen to twenty years ago and now returned for the first time, he would, like Rip Van Winkle after his long sleep, scarcely recognise in the flourishing little city of the West, the Truro of former days.'

Royal Cornwall Gazette, 1891

Accompanying these changes were improvements in streetscapes and the public realm. The *West Briton* reported in

1882 that granite 'pitchers' or 'setts' supplied by the 'Tamar and Kit Hill Granite Company' were being laid in King Street and Lower Lemon Street, similar to those in St Nicholas Street: 'the granite paving in that street is equal to any that can be seen in the best paved towns in any part of the kingdom'. Later in the decade it was announced that the Town Council were about to 'lay out a considerable sum of money in improving the pavement at Lemon Quay.' The *Royal Cornwall Gazette* observed in 1896 that construction of the new Passmore Edwards library had 'given a wider and better approach to the Wesleyan Chapel [St Mary's] and Museum [formerly on Union Place], and the introduction of wood paving into this approach with a well paved granite path on either side is a decided alteration for the better.'



Victoria Park. The fountain in the foreground formerly stood in Boscawen Street.

New green spaces for public recreation were also provided. Truro City Council created Waterfall Gardens alongside the Kenwyn in St George's Road in 1893 and the larger Victoria Park, complete with bandstand and lodge, was developed on the steep slope above it before the end of the century. A photograph of c1900 shows part of Lemon Quay with railings, a grassed area and trees. A new public open space was developed outside the city at Boscawen Park in the period 1902-14, the site reclaimed from the Truro River with refuse dumping and material dredged from the shipping

channel. A cricket ground was laid out on Treyew Road, similarly beyond the outskirts of the city, at about the same time.

This was a period of major expansion of Truro's suburbs. There had been some piecemeal infilling of the earlier 19th century suburban areas in the 1850s and 1860s – villas on the north side of Agar Road and terraces off Richmond Hill, for example - but there had been almost no residential development beyond the area developed by *c* 1840. The *West Briton* reported in 1877 that, in consequence of the lack of new residential building, 'numerous families who would like to settle at Truro go elsewhere'. From about 1880, however, there was a new surge of suburban building, extending over former fields up the valley slopes and infilling areas along and between the major roads from the city.



Distinctive late 19th – early 20th century suburbs: The Crescent, close to the railway station, and (below) Cornwall Terrace, off Kemyn Road.



The new housing was predominantly in the form of short terraces, with an admixture of modest detached and semi-detached villas; much was in local stone with yellow and red brick dressings and this style forms a distinctive element of Truro's domestic architecture. On the east side of Truro, Broad Street, the Avenue and terraces on Bodmin Road, Carvoza Road, Tregolls Road and Agar Road all date to this period, as does the grid of streets between Richmond Hill and Chapel Hill on the west side. In 1880 the railway station lay well outside the city among fields; by around 1910 the suburbs had crept out to incorporate it within the built-up area.



Daniell Road.

Other radial routes also saw development, including further terraces along Daniell Road and Kenwyn Road and some substantial villas on Falmouth Road and Tregolls Road. These developments were accompanied by road improvements on some of the steeper routes into the town, including widening and regrading and the construction of retaining walls; the creation of well-engineered 'cuttings' on, for example, Chapel Hill, Richmond Hill, St Clement's Hill, Mitchell Hill, Infirmary Hill and Kenwyn Road almost certainly dates to this period.

The years around the turn of the century saw the dualling of part of the Great Western main line, accompanied by construction of new station buildings and

a major expansion of freight and engine servicing facilities at the station. Between 1899 and 1904 the earlier timber viaducts were replaced with massive stone and brick structures. Access to the station from the centre of the city had been improved in the 1880s by taking in the front gardens of the houses on the north side of Richmond Hill to widen the carriageway.



Railway architecture of around 1900: the replacement viaduct across the Kennyn valley and (below) a functional but well-designed range of station buildings.



The 20th century

The building boom which began *c* 1880 had a substantial impact on the character of Truro, creating a townscape which was, despite the retention of much earlier fabric, considerably more ‘modern’ than in many other urban centres of the period. A visitors guide of the early 1920s

described it as ‘one of the few Cornish towns in which former prosperity has not given place to quasi-poverty and decay. The place carries its age – nearly a thousand years – with ease. It has never been allowed to appear old . . . The streets are wide and well kept; the buildings are substantial and imposing . . . The business community is energetic and up-to-date.’

The guide also noted the city’s ‘good shops’, among which were two large department stores on Boscawen Street. One of these, Gill’s drapery building, adjoining the Market House, first opened in 1912 but was reconstructed in 1926 with electric lighting and ‘an arcade of windows with large doors leading into the principal departments’. These innovations reflect a shift in Truro’s role; from a market town serving a relatively limited hinterland it was becoming a sub-regional shopping centre. The *Royal Cornwall Gazette* commented in 1931 on the changes taking place:

The situation of Truro, the centre of road and rail routes from several towns and many more villages, presents the local business community with a chance to develop their trade to a degree that would have been impossible and indeed incredible to traders of an earlier generation. The chief business thoroughfares of the city have been changed almost beyond recognition in the space of a few years. Business premises have been enlarged and rebuilt in quick succession, and cramped ill-lighted shops, and badly arranged windows, have become a thing of the past.

Leisure provision was also changing: a large cinema was constructed in Lemon Street in 1936, the first of the new breed of monumentally conceived ‘super-cinemas’ of the period to appear in Cornwall. (The building replaced three of the street’s distinctive early 19th century buildings, prompting concern about the

potential impact of future change: in 1940 a city councillor emphasised the need for a post-war town planning scheme for Truro; Lemon Street, he observed, ‘the first street in Cornwall’, had already been ‘spoiled’.) A 1947 study undertaken to aid post-war economic reconstruction identified Truro as the retail and entertainment focus for a substantial area of south and mid Cornwall, particularly for ‘special’ and ‘luxury’ shopping. It was, the report noted, ‘as much the natural focus of Cornwall as Exeter of Devon . . . chain stores gravitate to a good centre, with the result that Truro, although only the fifth town in Cornwall on a population basis, has a shopping hinterland as large, if not larger, than any one of the four greater towns.’



Old County Hall, Station Road. Its construction in 1912 was indicative of Truro’s growing administrative role.

Below: Pre-war public housing at Hendra.



By contrast, the city’s former industrial base was declining sharply. The last smelting works, Carvedras, closed in 1898, highlighting the very significant shift away from Truro’s earlier role as a commercial and service centre for the mining area but also a more general trend away from industrial activity which continued into the post-WWII period. Enterprises such as the Furniss biscuit factory off St Austell Street, jam-making on Malpas Road and the City Foundry on Old Bridge Street, although prominent in popular memories of 20th century Truro, were increasingly uncharacteristic: by the early 1930s there were only seven factories and workshops classed as ‘large’ in the city, employing little more than 250 people. Its significance as a port was also continuing to decline, to the extent that Lemon Quay was infilled in two phases during the 1920s and 1930s; the space created, together with the adjacent Green, was subsequently used for parking. In the post-war period the industrial, warehousing and distribution activity formerly associated with the Truro waterfront declined drastically and the opening of Lighterage Quay and development of the Newham industrial area from the 1950s effectively removed the historic presence of both industrial and maritime functions from Truro’s central area.

In place of industry, Truro was increasingly what the 1947 study called the ‘organising heart of Cornwall’, with a developing role as an administrative, education, health, service, commercial and distribution centre. The city’s population grew during the inter-war period, in contrast with much of the rest of Cornwall, and there was substantial growth in housing. The road towards Redruth, noted the 1947 report, ‘became lined with the bungalows and houses of Truro workers. These houses ribboned out for three miles from the city, and the same was true of the Bodmin Road as far

as Buckshead.' Satellite settlements grew up close to main routes into the city at places like Tresillian and Carnon Downs.

There was also large scale provision of public housing, with new estates at Newham and Hendra in the 1920s and development of the Trelander estate on rising ground south of Tregolls Road from the 1930s. This was paralleled by substantial clearance of older working class housing, much of it in the form of backlets, within the historic core of the city, particularly around St Clement Street, upper Pydar Street, Charles Street and the Leats. In the decade after the war new areas of public housing, partly utilising system-built 'Cornish units', were developed around Moresk Road and Tregurra Lane on the east side of the city, at Malabar to the north-west and above Malpas Road overlooking the Truro River. Despite this programme of building, there were still an estimated 400 'slum' houses in Truro in 1955.

From the 1960s, the scale of change in Truro increased dramatically. There were a number of large new institutional developments, including the Treリス hospital complex and New County Hall, subsequently two of the largest employment sites in the area. Other new developments followed the same pattern of locating essentially urban functions outside the historic central area of the city; examples include Penair and Penwethers (later Richard Lander) secondary schools and, more recently, Truro College, and removal of Truro Magistrates' Court to a suburban site off Bodmin Road and the cattle market to Tregurra from its 19th century location on the medieval castle site at the head of Pydar Street. There has been some parallel development of 'out-of-town' retail provision, initially at Treリス and Newquay Road, latterly on the former Girls' Grammar School site at Treyew Road, at Union Cross and around Threemilestone.

The greatest 20th century impact on the historic area of the city, however, resulted from a major programme of road changes undertaken from the mid-1960s to the early 1970s. A new bypass route, Morlaix Avenue, linked the city's eastern and western trunk road connections via a new dual carriageway. This passed immediately south of the centre on a raised causeway and was carried across the Kenwyn and Allen on two new bridges. Of even greater consequence was the creation of an 'inner ring road'; this linked a series of previously secondary, inner suburban, residential streets to create an entirely new pattern of traffic movement along a new route around the core of the city.



Urban design based on the primacy of vehicle movement: Morlaix Avenue and (below) St Austell Street.



These developments, while beneficial in reducing congestion and removing traffic from the city centre, had at the same time a range of very significant impacts on the city's historic topography and on many

areas of townscape. Most obviously, the physical barrier created by the new bypass route effectively severed the previous close links between the city and its river frontage: views to and from the river were blocked and pedestrian routes to the waterside truncated by a busy road. Much of the new retail provision which developed along the Morlaix Avenue axis was only easily accessible by car. A major traffic intersection was created at Trafalgar Square, with demolition and road engineering transforming what had previously been a local focal point within the inner urban commercial and residential townscape into a traffic dominated roundabout on an arterial road. Another large roundabout, overlying the former industrial area south of Lemon Quay, removed all trace of the earlier street layout and buildings.



Large-scale traffic engineering and retail developments located for access by car were major elements of the later 20th century changes around Truro's historic core.

At the same time, the inner ring road cut across many older routes in and out of the city; this, with a new link driven from the upper part of Pydar Street to join the north-west end of St Clement Street, produced a drastic reorientation of the former hierarchy and priority in the city road system, insulating the central area from its historic suburbs in the process. Road widening and accompanying demolition along the new route produced substantial changes in streetscape, not

least from the lower density, poor design quality and inappropriate form of much of the replacement building; Charles Street and St Austell and St Clement Streets offer particular examples.



Several major retail developments were inserted into the otherwise predominantly 19th century streetscapes of Truro's historic core during the 1970-80s. Pydar Street (below) was the focus for substantial change, including partial pedestrianisation and resurfacing.



New provision for parking around the 'ring' brought additional demolition but also introduced some highly visible 'hard' open spaces and monolithic multi-storey car parks – High Cross, Moorfields – into the townscape. The inner ring also became a focus for development, most significantly over a large area around the

upper end of Pydar Street and former cattle market site. Here, three major developments during a period extending to the late 1980s brought an almost total removal of historic structures and major changes to the historic topography.



Upper Pydar Street.

Below: Moorfields car parking.



The historic core of the city also underwent significant change. In Boscawen Street several prominent historic buildings were demolished and replaced, most notably the former 'Great House' of the Robartes family and the Red Lion Hotel, both 17th century with earlier origins. Other piecemeal redevelopment took place in Victoria Square, around Calenick Street and in the network of smaller streets immediately east of the centre. A major redevelopment scheme in Pydar Street created a significant expansion of the city's primary commercial area, with the

introduction of several national High Street retailers. The area had previously been a mix of residential buildings (including some substantial 18th century townhouses), secondary retail and inns. The most notable demolition in this area was the striking Silvanus Trevail designed Post Office at High Cross but a number of other historic buildings in the street, including some 17th and 18th century structures, were also replaced. Several others were substantially altered, some retaining only their façades or with elevations rebuilt in facsimile. Pedestrianisation in the early 1980s and associated resurfacing further emphasised Pydar Street's changing character.

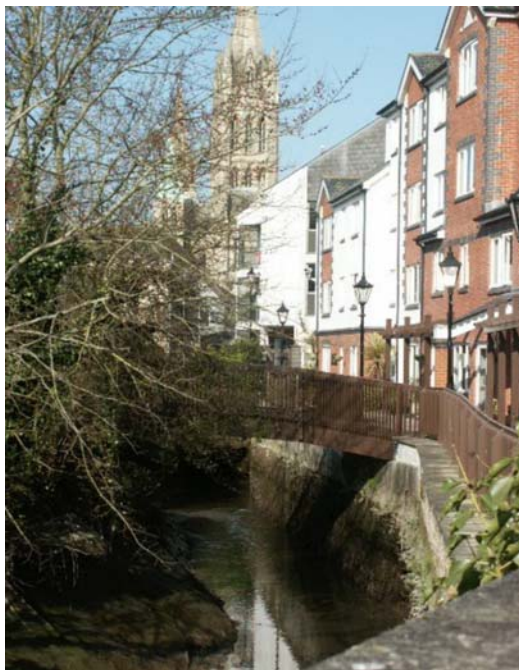


The Tesco store on the former Garras Wharf.

The former industrial area and quays along the waterfront also underwent a substantial transformation, with car parking, a supermarket and retail warehouses developed around Garras Wharf from the early 1980s, and redevelopment of the former railway goods yard at Newham. A number of warehouses and industrial buildings alongside the Allen on the north side of Morlaix Avenue were replaced by private residential blocks; similarly, offices and flats were built on the site of former warehouses fronting the east side of the Truro River. A bottle kiln at the Lake's Pottery works, between Chapel Hill and Bosvigo Road, was demolished and replaced by a new Baptist chapel. The largest development was on Lemon Quay, with the creation of a substantial

retail complex and multi-storey car park, a new bus station and a major new public open space.

Ironically, perhaps predictably, plans for Truro in the early 21st century focus particularly on the two areas - upper Pydar Street and the waterfront around Garras Wharf - in which historic character and topography were most comprehensively erased by later 20th century developments. Road traffic, itself the factor behind much of the wider re-shaping of the city at that time, continues to be a major concern.



Apartment buildings alongside the River Allen, on the south side of New Bridge Street.

The upturn in development in the central area of Truro has been paralleled by the continuing growth of housing around the periphery. Much of this has been in the form of developer-built estates, with significant concentrations north and south of Tregolls Road, within the area enclosed by the line of Morlaix Avenue – Green Lane – Treyew Road and to the west around the A390 axis. The District Wide Local Plan (1998) records Truro Urban Area as having had 890 house completions in the period 1986-96, with a

further 865 dwellings envisaged in the period to 2001.

Within the historic area of the city the most notable residential provision has been in the novel form of large blocks of apartments, particularly around the former Enys Quay and Furniss Island on the Allen and in the historic industrial waterfront along the Truro River. Another cluster has been developed in the area between St Austell Street and the lower end of Tregolls Road, including some blocks of significant size; at five storeys, the Devington Hall residential complex, off Agar Road, is one of the larger buildings in Truro.



Lower Lemon Street.

The scale and character of change during the later 20th century often produced significant public concern. In 1981, prompted by proposals to redevelop 15 Pydar Street, the then mayor protested: 'This is one of the last attractive old buildings in Pydar Street, which over the last twenty years has been pillaged, raped and virtually razed to the ground.' Another public figure observed that public realm and traffic management measures in Lower Lemon Street had

‘utterly ruined one of the best streets in the south west’.



The Hall for Cornwall and new public realm provision, Back Quay.

The degree of potential change could have been much greater, particularly in terms of the loss of significant historic buildings; there were public outcries against proposals to demolish and redevelop City Hall and, unsuccessfully, the Trevail-designed Penrose building on Enys Quay (the last significant building related to Truro’s historic function as a port to survive on the city side of Morlaix Avenue), at the proposed sale of the Passmore Edwards library in Pydar Street as retail space, at a proposed major retail development behind the Royal Hotel and at plans to demolish buildings in Lemon Street to ease the route of the inner ring road between Fairmantle Street and Charles Street.

There have also been some significant instances of historic structures being retained, refurbished or adapted to beneficial new uses. Examples include the restoration of the leats system in the early 1980s, conversion of part of the former Market House as the Hall for Cornwall, renovation of the Old Mansion House in Princes Street, adaptation of the mid 19th century St Clement Veau workhouse complex for residential use, incorporation of the Baptist chapel in River Street into the Royal Cornwall Museum, and, in 2000, conversion of the striking HTP mill building, prominently sited overlooking Truro River.

The former HTP steam mill.



4. Archaeological potential

Archaeology is potentially a rich asset for Truro. A number of investigations have been carried out in the immediate area (see Appendix 1) but there is still much about the town's history which is obscure; archaeology is almost certainly the only way in which certain key aspects of its historic development and character can be better understood. Archaeology can also make a significant contribution in cultural and economic terms: remains of the past have important potential for education, tourism and leisure, as well as in terms of local pride and sense of place.

It should be emphasised that 'archaeology' does not refer solely to buried remains. Information on the historical sequences embodied in standing buildings and other 'above ground' features could be extremely valuable and a building survey of the city would be likely to yield significant new information.

Opportunities for investigation and recording should be sought when buildings are refurbished or undergo substantial alteration. Fig. 5 indicates the survival of historic fabric which may offer potential for archaeological investigation. In the particular context of Truro, there is also significant archaeological potential in the rivers and estuary for remains of past structures, deposits and palaeo-environmental remains.

Further documentary research is likely to yield valuable data. This area of study, together with participation in building survey, could provide a challenging and worthwhile avenue for involvement by local people wishing to investigate aspects of their heritage.

Archaeological remains are an important and non-renewable resource and as such

are protected by national and local planning legislation. One component of future investigation of both buried archaeological remains and standing buildings may be through more extensive targeted implementation of PPG 15 and PPG 16 legislation as part of the development control process.



City Wharf: archaeological investigation on the site in advance of redevelopment revealed significant information on Truro's industrial heritage. Intertidal areas may preserve important remains.

Below: Quay Street. Building survey and detailed analysis of topography in such areas is likely to reveal new information on Truro's history.





St Clement Street: one of Truro's medieval suburbs, with potential for long sequences of archaeological deposits.

Indicators of archaeological potential

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

An understanding of potential is broadly derived from the historic extent of the settlement itself. In simple terms, any

location within the urban area which had developed by the early 20th century (as represented on the 2nd edition 1:2500 Ordnance Survey map of c 1907; Figure 2) is regarded as having potential for standing or buried archaeological features. The historic core of the settlement is of particular archaeological interest and sensitivity in that deposits are likely to provide valuable information on its early form and development. Urban archaeological remains are likely to be more complex in such areas.

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

NB. Overviews of the archaeological potential of the various 'character areas' within the city are presented in section 7.

5. Present settlement character

Truro is a small city. The whole of its commercial core lies within a five minute stroll from the centre in Boscawen Street and its entire historic extent is within reasonable walking distance of the central area. The valley sides overlooking the centre appear wooded and undeveloped green fields remain around parts of the skyline: the countryside seems near. This compactness gives the city a particular concentration and focus; the historic area has an intimate and contained atmosphere and each of its separate 'quarters', while distinct, is relatively small and lies in close proximity to others. Truro is, in effect, a city in the footprint of a medium-sized market town: both elements are strongly present in its character.

It has been a *regionally* dominant centre for only a relatively short period. It succeeded Launceston, Lostwithiel and Bodmin as the *de facto* administrative centre of Cornwall only in the later 19th century, at the same time that it also became the centre of the new Cornish see. Carew, at the beginning of the 17th century, acknowledged Truro to have 'got the start in wealth of any other Cornish town' and from the mid 18th century, if not earlier, it was the centre of polite society in Cornwall. Yet, the multiple roles it has taken - market town, port, service and commercial centre for mining, industrial town and gentry resort - did not make it overall more than sub-regionally important. Truro was, for most of its history, only one of several centres in Cornwall and it remains only the fifth largest settlement in terms of population.

Size is not everything, of course, and the qualitative change which took place from the later 19th century should not be underestimated. The cathedral, in

particular, had a major impact and continues to be a defining element of the city, an impressive and popular piece of architecture. The deliberate and successful imitation of medieval forms gives the building a particular *gravitas*, which has had a significant influence on the character of Truro's historic core. 'Instead of being a newcomer, it looks as if the city might have grown up around it,' observed the topographical writer J H Wade in 1928. It is Truro's single most important landmark, with its three spires prominent from almost all approaches, not least the river and railway. Viewed from the viaduct, J C Trewin conceived it as 'riding like a full-rigged vessel above the sunken city'. These factors – its successful insertion into the historic townscape, an architecture appropriate to the historic setting and its physical dominance and visibility – combine to make the cathedral a popular icon of Truro, and of Cornwall, a symbol of pride and aspiration for many and, crucially, a symbol which encourages expectations of the city as a place of quality and significance.

The view to the cathedral from Quay Street – this area is now effectively the city's 'cathedral quarter'.



Physical topography and settlement form

Truro's historic core lies between two rivers, the Allen and Kenwyn, at the point where they merge to form the Truro River; both the Allen and Kenwyn are tidal for a short distance above their confluence. The settlement spreads up the sides of the narrow river valleys and over the crest and flanks of the intervening ridge. The overall effect is that the city lies within a steep-sided and irregularly shaped 'bowl', with rising ground and limited views in all directions except to the south down the valley of the Truro River. The late 17th century traveller Celia Fiennes noted that Truro 'lies down in a bottom', adding that such was the 'pretty steep ascent [sic] . . . that you would be afraid of tumbling with nose and head foremost.' This situation focuses attention on the centre - an anonymous visitor in 1885 observed somewhat unkindly that 'from all points save the river the Cathedral seems somewhat buried in a hole' - but also offers striking views into, out of and across the city, giving additional prominence to roofscapes, large buildings, landmarks, groups of trees and the natural setting. Views from the central area include glimpses of wooded and undeveloped skyline, emphasising the limited scale of the immediate built-up area.

The medieval town developed along two principal axes, one running along the spine of the ridge between the two rivers (Pydar Street) and the other, now represented by Boscawen Street and St Nicholas Street, between their lowest crossing points. Landing places developed along the banks of what were initially wide creeks with extensive mud flats. The physical topography thus broadly shaped the initial layout of the settlement, around which an intricate network of minor streets developed.



A view to the central area of the city and the wooded distant skyline from Falmouth Road.

Below: an engineered 'cutting' on the historic route up Infirmary Hill.



The 'natural' constraints which shaped the early development have been progressively masked and altered in the subsequent period. The steep medieval routes out of the centre - Infirmary Hill, Chapel Hill, Kenwyn Road, Mitchell Hill and St Clement's Hill - all show evidence of works to reduce the gradients. All have been superseded to a significant extent by later, easier routes: Lemon Street, Tregolls Road, Richmond Hill and Station Road, and, in the later 20th century, Morlaix Avenue. Reclamation of their banks has narrowed the tidal rivers very substantially; the Kenwyn has been conduited and realigned over part of its

length, as has the stream which formerly descended along the line of Tregolls Road.

Successive phases of urban expansion have followed the radiating routes out from the centre and infilled the spaces between them. Beyond the relatively level core, therefore, buildings either step up the slopes along the principal roads or follow streets laid out along the valley-side contours.

Survival of standing historic fabric

Figures 5a-c

The city has a wealth of standing historic fabric in a range of architectural styles and materials. This includes some major 'showpiece' elements such as City Hall, St Mary's Methodist church, St John's church, several large 18th century townhouses around Princes Street and Quay Street, the Assembly Rooms and the cathedral, for example. More important for Truro's overall character, however, is the number of individual streets and larger areas which retain a high proportion of historic fabric and where the historic topography remains essentially intact; in some of these areas there has also been good survival of distinctive public realm elements such as granite slab paving and the leats system.

Much of the central area may be characterised in this way, with places such as Boscawen Street, St Nicholas Street and River Street, despite some later 20th century replacements, owing their particular sense of quality and unique identity to the prominence of the historic elements in their streetscapes. Elsewhere there are almost complete historic urban 'quarters' such as Lemon Street and the area around Frances Street and Ferris Town; many of Truro's historic suburbs also retain much of their original 19th century fabric.



Cathedral Lane: high quality historic buildings with distinctive granite surfacing and leat channels.



River Street.

Below: Frances Street.



There have, nonetheless, been some significant later 20th century losses, among the most notable individual examples being the 17th century Red Lion Hotel and Great House in Boscawen Street and the Silvanus Trevail-designed Post Office at High Cross and Penrose building on Enys Quay. Much of the north-east side of Pydar Street was redeveloped in the 1970s and other structures in the street have been substantially rebuilt or retain only their façades; Calenick Street has also seen a very high level of replacement of historic structures. Many of the structures associated with Truro's industrial and maritime history have gone. Those which survive are not prominent in the built environment but have a particular significance in the cues they provide for an understanding of Truro's character. These include malthouses behind Pydar Street and Walsingham Place, the Carvedras smelting works complex and, around the waterside, the warehouse now used as Blewett's bakery, Town Quay (with the harbour office) and Worth's Quay and the early 20th century HTP steam mill on the eastern shore of the Truro River (now converted to residential use).

Blewett's Bakery, a former waterside warehouse.



St Clement Street: redevelopment in the 1960s and 1970s resulted in complete replacement of historic topography and structures.

The most substantial impact on Truro's historic fabric, greater than has taken place in any other large settlement in Cornwall, was the construction in the early 1970s of the Morlaix Avenue bypass and inner ring road (see Section 3 and Character Areas 2a and 2b, 12a and 12b). Subsequent redevelopment has focused on the same areas, with the consequence that there is now a substantial belt between the centre and the suburban periphery in which there has been very extensive removal of historic buildings and significant alteration or masking of the historic topography. This area of loss is prominent in almost all approaches to the city - the degree to which, despite this loss, Truro retains an overall sense of being a significant historic city emphasises the very high quality of what remains.

Architecture and design

Nikolaus Pevsner described Truro as 'essentially . . . a Georgian, or rather a Later Georgian town'. His was a selective

view, for while the city has much of this period, its overall character is very evidently shaped by a much wider chronological range of distinctive and high quality architecture. The central area is particularly diverse, with its relatively small extent giving a particular prominence to the wealth of significant individual buildings.

The largest component in the central area is of the 19th century. This includes a significant 'background' of plain fronted (often stuccoed) early and mid 19th century two and three storey vernacular urban buildings, many built as townhouses but now shops, in areas such as King Street, Lower Lemon Street, St Nicholas Street and River Street.



Plain' stuccoed buildings in King Street and (below) Lower Lemon Street.



There are several prominent institutional buildings of the same era, most notably St Mary Clement (Methodist) church and

later schoolroom, St Mary's Sunday school, City Hall, the former Cornish Bank (on the earlier coinage hall site at 1 Boscawen Street), Truro Savings Bank (RIC Museum) and the adjacent Baptist chapel, and the public rooms of 1869 (Bishop Philpott's Library). The size, grand conception, high quality stonework and formal architectural design (variously classical, Italianate and Tudor Gothic) of these structures makes them distinctive landmarks in the townscape.

'As the metropolis of the west, Truro has not lagged in the march of improvement as may be seen at a glance at our handsome market-house and various other modern erections . . .'

Royal Cornwall Gazette, 1861.

The cathedral is the single most prominent later 19th century contribution to the townscape. It is marked out by its consciously medieval style (aided in detail by the retention of some of the fine 16th century external stonework of the south aisle of St Mary's church), strong vertical emphasis and mix of distinctive building stones.

Truro's central area is also notable for a group of striking late Victorian commercial buildings remarkable for their eclectic design and use of a range of 'exotic' materials and detail elements. Several of these are prominently sited on corners or facing into important spaces such as High Cross. Their scale and flamboyance tends in any case to make them highly visible in the streetscapes in which they are sited, not least in the visual elaboration which they introduce at roof level, with corner turrets, domes, balustrades, decorated gables, dormers, pinnacles and other features.

These buildings are overt statements of aspiration, pride and prosperity. Most are by the Cornish architect Silvanus Trevail, sometime mayor of Truro and a local entrepreneur, with others from James

Hicks of Redruth, who together made a major contribution to the character of Truro's central area. Examples include Hicks' Barclays Bank, on the corner of King Street and St Nicholas Street (the design noted as 'roguish Baroque' in its listing description), the Lloyds TSB building on the corner of Boscawen Street and Lower Lemon Street, the premises occupied by Boggia and H Samuel in Boscawen Street, Evans in St Nicholas Street, Specsavers in River Street and by ETS, Cheltenham and Gloucester and the Woolwich at High Cross. Immediately outside the central core are the Old Ale House in Quay Street (built as retail premises) and the Wear House in Princes Street. Trevail was also responsible for some institutional buildings showing elements of the same taste for elaboration and display, notably the library and technical schools in Pydar Street – Union Place and the former British School between Bosvigo Lane and Chapel Hill.

A mix of materials and design elements on the impressive Trevail-designed building now used as the Old Ale House.



The early 18th century Gregor family town house, Blackford's (left), and William Lemon's Prince's House of 1739, Prince's Street.

Below: a fine 18th century town house in Boscawen Street.



While the centre is dominated by 19th century buildings, its immediate periphery includes several striking 18th century components. The highlight is the group of four substantial early and mid 18th century townhouses originally constructed for important Truro merchants, mining magnates and landowners and located close to the former quays: the Old Mansion House of 1709, built for the Samuel Enys, the early 18th century façade of Penhaligon House

(formerly Blackford's) for the Gregor family (reputedly where the poet Tennyson wrote *In Memoriam*), Prince's House, completed in 1739 for William Lemon and the Mansion House of 1759, for Thomas Daniell. (Both of the latter buildings were designed by Thomas Edwards of Greenwich, who had close personal associations with Lemon and Daniell business interests and was responsible for major country houses at Carclew, Trewithen and Tehidy, for Helston church and for work on St Mary's, Truro, in the 1760s.) Each is now listed Grade II* and together they form one of the finest surviving groups of large 18th century urban houses in Cornwall. The same broadly classical style is shared by other slightly more modest 18th century townhouses in Pydar Street, Old Bridge Street and Boscawen Street. Truro's prominence as an elite social centre is symbolised by the fine elevation of the former Assembly Rooms and theatre in High Cross, dating from the 1780s; the Royal Cornwall Infirmary of about 1799 presents another notable façade of the period.

The buildings noted above make a major contribution to the diverse and strongly textured townscapes within Truro's central area. However, some of the city's most distinctive areas, certainly those which loom largest in popular perceptions of its character, derive from the flowering of Late Georgian and Regency architectural forms presented in the series of planned suburban expansions which began in the late 1790s and continued into the 1840s. Many of Truro's better known streetscapes are of this period, including iconic elements such as Lemon Street and the stuccoed ensembles of Upper Lemon Street, Strangways Terrace, Frances Street and Ferris Town.



Lemon Street.

Below: Strangways Terrace.



Lemon Street - the 'best Georgian street west of Bath' - reintroduced to Truro the idea of a 'planned street', perhaps for the first time since the burgage plots of Pydar Street were laid out in the 12th century. The building leases granted by Sir William Lemon for individual plots specified key elements of form and materials, resulting in a novel degree of architectural unity in the appearance of the buildings and, despite substantial variation in detail, the creation of a self evidently 'designed' streetscape. The process was overseen on behalf of the Lemon interest by a local architect and builder, William Wood, who also designed the nearby Royal Cornwall Infirmary and was strongly influenced by

the earlier work of Thomas Edwards. While Wood certainly attempted to impose an overall masterplan on the developing townscape it is not certain that he was responsible for the design of individual houses; it is conceivable that some influence on the detailed form of the buildings was exercised by Ralph Allen Daniell, a close associate of the Lemon family and former mayor of Truro, who had a house and business interests in Bath.

Much of Truro's subsequent earlier 19th century suburban development shows elements of continuity with Lemon Street. The clearest element of this is in the strong architectural unity which even relatively modest rows such as Carclew and Daniell Street display; new streetscapes were now the subject of a degree of design, emulation and architectural fashion. This is evident in the frequent occurrence of round-headed door openings and low arched windows with prominent voussoirs in elevations of broadly 'classical' proportions. Genteel developments such as Union Place, the Parade, Walsingham Place and Truro Veian Terrace show a concern for creating architecturally unified 'ensembles' within Truro's growing suburban extent; Strangways Terrace and Upper Lemon Street convey the same message on a larger scale. The only other attempt to create a complete new urban 'quarter', comparable in scale and impact with Lemon Street, however, was the development of Frances Street, Ferris Town and St Georges Road, beginning in the later 1820s. Here there is a wide social range represented, from detached villas and townhouse rows in the main streets to the terraced workers' housing of the side and back streets. Part of the overall design for the area appears to belong to the Truro architect Philip Sambell, who was also responsible for St John's church in Lemon Street, Strangways Terrace, St Mary Clement

Methodist church, the Truro Savings Bank and neighbouring Baptist chapel in River Street (both now incorporated in the RIC Museum), the Lander Monument and perhaps also Walsingham Place. Sambell is another of the small number of individuals who had a significant impact on Truro's built character.



Carclew Terrace.

Below: Ferris Town.



The stucco elevations and late Regency architectural form which characterises much of Truro's suburban architecture at this period is in a sense less 'local' in

character than some other styles which appear in Truro: some buildings in the Ferris Town area, for example, or Strangways Terrace, could as easily be part of similar planned quarters in towns like Cheltenham or Leamington. Yet the style flourishes rather later in Cornwall than elsewhere and is distinctive in the notable contribution it makes to the streetscapes of Truro and of several other Cornish towns, notably Penzance and Falmouth and, in Scilly, Hugh Town. It also frequently takes on a modest, domestic form and is associated with a particularly lush 'Riviera' quality in the small gardens which often provide its setting. Accordingly, the phrase 'Cornish Regency' has been used to refer to this style where it appears in some of the Character Areas.

Truro's later 19th and early 20th century suburbs comprise a mix of terraces and villas in a distinctive combination of materials. This centres on the frequent use of local freestone as the major component of elevations. The colour of the stone varies around a dominant yellow-grey hue and is complemented by brick dressings; predominantly yellow or cream, occasionally red, with the two sometimes used together to create a 'striped' effect around openings. There are a few examples of terraces entirely in red brick. The brick was almost certainly all brought by rail from south Devon. Some of the more 'middling' houses feature steeply pitched front gables and decorative bargeboards. Window and door openings are headed by cambered arches (although there are examples of round headed door openings with fanlights, the style 'borrowed' from the earlier 19th century developments) and there is a significant incidence of bays, occasionally carried to the first floor.



Distinctive suburban architecture in Avondale Road and (below) Harrison Terrace.



Views and streetscapes

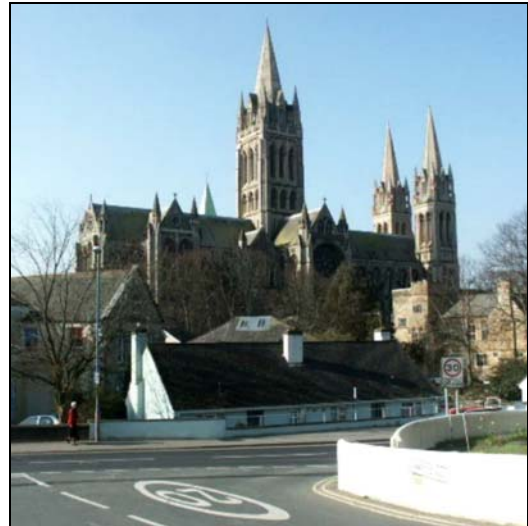
Truro's natural setting, spread across and around the confluence of its two river valleys, is crucially important to its visual character, creating a variety of striking views within, into and across the city. The physical topography gives particular prominence and significance to the 'green' character of the valley sides. It also emphasises the visibility of landmarks such as the cathedral and City Hall in the centre and of a number of

important skyline features: for example, Truro School, the Lander monument, the former Infirmary and its chimney, Kenwyn church and the Courts of Justice. Some later 20th century developments have not observed the requirement for good and appropriate design which this high visibility demands, notably around upper Pydar Street and in the larger office buildings on Calenick Street and Infirmary Hill. Views to the city from the Truro River and Malpas Road, frequently hailed by past topographical writers as its finest aspect, have been significantly eroded. Views to the river from the wider central area are now publicly accessible only from a vantage point in the car park for the Tesco supermarket on Garras Wharf.



Truro School, viewed from Lemon Quay.

Below: large retail outlets dominate views to the historic core of the city from the Truro River and Malpas Road.



The spectacular view to the cathedral from the junction of Campfield Hill with St Clement Street.

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

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

A key additional element of character in many streetscapes is the quality of historic surfacing. Substantial granite

kerbstones appear in many areas and some parts of the later 19th century suburbs feature unusual ‘stable block’ paving. Granite setts are a particular feature in Boscawen Street and King Street. However, many of the central areas of the city and those outside the centre developed up to the mid 19th century are particularly notable for their footways of granite slab paving: Examples include Boscawen Street, River Street, King Street, Frances Street, Ferris Town and Richmond Hill, and, of course, Lemon Street.

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

The poet Robert Southey referred in 1802 to Truro as ‘clean and opulent, its main street broad . . . and a little gutter stream running through it’. Fed by the River Kenwyn, the city’s leats system - shallow roadside channels running in beautifully dressed granite conduits - now extends through a significant part of the central area, including Pydar Street, Coombes Lane, King Street, Cathedral Lane, Boscawen Street and Lower Lemon Street, and was formerly more extensive. The presence of running water and its network of granite channels is now a particularly distinctive feature of Truro’s core streetscapes.



Distinctive surfacing in Lemon Street and (below) Coombes Lane.



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

surfacing and street furniture markedly fails to emulate the character and distinctiveness of its historic predecessors. In the pedestrian-priority area of Pydar Street, above the library, for instance, is a haphazard mix of herringbone and rectilinear brick paving, with the width of the former carriageway indicated in the surface detail but not by a change of level; in one area, granite paving slabs and kerbs have been reused to create the surface but in a haphazard way which fails to give any sense of the street as an historic thoroughfare. The area also has a number of rectangular brick or block-built planters and forests of poles for suspending hanging baskets. The overall effect is of clutter, masking the sense of a thoroughfare and painting overall the character of a post-war purpose-built shopping precinct – there is little here to indicate that this is an historic street in an historic city in Cornwall.

Street lighting in some areas of the city is appropriate to the scale and character of streetscapes – Lemon Street, Strangways Terrace and the Rosewin area, for example – but elsewhere lighting is frequently provided by tall lamp standards of utilitarian design resembling those encountered on major roads. These are certainly inappropriate for the character of historic inner urban areas and are in several instances jarringly intrusive and incongruous, the clearest instances being in the Frances Street, Ferris Town and Richmond Hill area.

Approaching the city

Routes into Truro through its historic suburbs are for the most part positive in the initial impressions they offer, with trees, greenery and distinctive historic fabric the dominant elements. Access to the central area from almost all these roads, however, is via the areas of poor quality streetscape associated with the inner ring road and Morlaix Avenue link road (see Character Areas 2a, 2b, 11, 12a, 12b). This zone also accommodates almost all the city's major car parks – vehicle passengers are therefore confronted through the latter stages of their approach to the city with some of its least successful streetscapes. The clear exception is the Falmouth Road – Lemon Street approach, which provides an almost uninterrupted high quality route direct to the heart of the city.

Cluttered, poor-quality townscape on the north side of Fairmantle Street provides the approach to the Lemon Quay and Moorfields car parks and to Lemon Street.



6. Character-based regeneration

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

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

Character-based principles for regeneration

The following principles have been derived from the analysis of Truro's overall character and assessments of its Character Areas (Section 7). These principles should underpin all regeneration planning.

- Recognise Truro's historic built environment as a major asset, the essential factor which has created a city of unique character, charm and significance. Truro's distinctive sense of place is what differentiates it from other potentially competing centres;

maintaining and enhancing in the long-term the elements which create and sustain that character are therefore key actions for regeneration.

- Respect for the integrity of the different Character Areas within the city and a commitment to maintaining the urban hierarchy and diversity they represent.
- An appreciation of the significance of Truro's natural setting for its character, particularly the views it provides across, into and out of the historic area of the city.
- An awareness of the fundamental importance which the small scale of the city has in defining its character and appeal.
- Recognition of the particular distinctiveness and superior quality of Truro's historic buildings, and the contribution to character and sense of place made by its historic topography, street patterns and townscapes.
- A commitment to building quality and character both in new developments and in repairing past mistakes.
- A regard for individual components of character and distinctiveness throughout the historic environment: building form, fenestration, railings, boundary walls, surfacing, etc.
- A commitment to maintaining a diversity of functions and activities in the city.
- Presentation, interpretation and promotion of Truro as an historic Cornish centre of quality, character and significance.

The historic environment and regeneration: key themes for Truro

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

Recognise the 'quality' imperative

Perhaps the single most important aspect of Truro's character is the way in which many of its components, in combination or individually, project a sense of significance and, above all, of quality. This is certainly the case with well-known elements such as the cathedral and Lemon Street – these are highly visible and have a particular symbolic prominence – but is also evident in other ways; in the city's green setting, for example, in its distinctive terrace groups such as Walsingham Place or Union Place and the cluster of striking institutional and commercial buildings around its centre, or the remarkable granite slab paving which appears in much of its central area.

This sense of quality, itself the product of Truro's past civic pride, aspiration and prosperity, is important for regeneration in two ways. Firstly, it is an asset in terms of the 'brand image' it projects for the city, an attraction for investment, enterprise and consumer interest. Truro is immediately differentiated by this 'image' from many other competing towns in Cornwall and further afield. The city's high-quality historic environment is therefore a powerful resource for its future.

Secondly, however, the importance to Truro of this very distinct character establishes an implicit 'quality threshold' for future change in the city. New developments, including road

engineering, public realm interventions and redeveloping poor quality past developments, must individually be of the highest quality in terms of design and materials. They should also, crucially, be conceived and planned in terms of maintaining and enhancing the distinctive quality and sense of place of the city as a whole and of the particular Character Area in which they lie. The key regeneration 'opportunity' here lies in managing change in future in ways which achieve this end. This demands an ongoing appreciation of Truro's multi-faceted character, and the will to ensure that change in one element is not at the expense of others.



Walsingham Place.

Acknowledge the significance of scale and function

Truro's relatively recently acquired position as Cornwall's county town and a regional centre is an important element of its character. So, too, however, is its continuing historic role as a medium-sized market town serving its own urban community and the surrounding rural area. This latter element is particularly evident in the limited scale of the historic settlement and, crucially, of its commercial core. A significant part of recent regeneration planning for Truro has focused on the potential for substantial redevelopment on sites peripheral to that core, specifically upper Pydar Street – St Clement Street and

Garras Wharf. This has been nominated the ‘dumbbell’ approach, with the new developments linked by a ‘bar’ comprising the existing central commercial area of the city. Redevelopment on these sites is certainly merited by the poor quality of the existing structures and townscapes. However, the Urban Design Strategy recognised that one consequence of development on this model is likely to be erosion of Truro’s distinctive ‘compact’ quality. The resultant dilemma is also noted by the Truro Employment Growth Centre strategy: ‘Whilst developing as a regional centre, it must retain its local services and local community identity . . . How far can Truro expand in response to demand, without changing its unique character?’

The key issues here are the consequences of change for Truro’s distinct character and sense of place. The present small scale of its centre is undoubtedly a key element in this, one of the distinctive elements which differentiates the city from other regional centres. Further, development along the lines of the ‘dumbbell’ model, if it incorporated a significant element of retail and leisure provision, would expand Truro’s commercial core against its historic east-west grain. This process has already occurred to a limited extent, with the recent incorporation of Pydar Street above High Cross into the primary retail area and the development of Lemon Quay. Both these areas lie immediately adjacent to the historic core, however; expansion along the lines proposed would represent a more radical change of Truro’s functional topography than any which has taken place in its history. The impact on character of such developments would be substantially smaller if they were predominantly made up of housing and / or office space, 21st century parallels, perhaps to the laying out in the past of new urban quarters

such as Lemon Street or the area around Frances Street and Ferris Town.

Reinstate character and quality

The Truro Urban Design Framework (2003) acknowledges the poor quality of some prominent post-war buildings in Truro and the regeneration potential of replacing these structures with designs which are sensitive to the immediate character of their context. A programme of redevelopment of poor quality buildings, together with others which are clearly inappropriate in form for their specific urban setting, should be promoted throughout the historic area of the city. Characterisation provides a basis for identifying the ‘targets’; development briefs for their replacements should be based on a detailed character understanding of their immediate and wider context.

Identify priorities for change

The clearest opportunity areas for regeneration activity, for making a real difference to the way in which Truro is perceived and experienced by both residents and visitors, are not the historic core, the waterfront, Garras Wharf or upper Pydar Street. They are rather those around the fringes of the historic core which have been most blighted by unsympathetic traffic engineering, poor urban design and loss of quality in the period since the 1960s:

- Trafalgar Square
- St Austell Street
- St Clement Street
- Calenick Street
- Charles Street
- Fairmantle Street.

These are currently places which diminish Truro’s character as a place of quality and significance. Yet, in these areas the underlying historic topography – the ghosts of streets which developed

as urban spaces in which people live and worked rather than as through routes for traffic – still survives. This topography and associated character attributes can be used as the key to radically improving the quality of the built and public environment, reinstating distinctiveness and a particular sense of place and reintegrating these areas with the inner and outer zones of the city. Here, historic character can provide core principles to inform the process of redesign.



The Charles Street – Calenick Street area – an opportunity for beneficial change.

Enhance streetscapes and the public realm

The historic components of Truro's public realm are generally of very high quality and contribute significantly to the city's sense of place. There is a need, however, for a comprehensive review of streetscapes and the public realm aimed at removing or replacing poor components, minimising 'clutter' and over fussy treatment of public spaces, and complementing historic quality and distinctiveness with an equivalent contribution from modern design and materials. Such improvements should be relatively easily achievable in the short to medium term.

Ongoing maintenance and conservation of surviving historic elements is of major importance, not least the historic leats system. This is one of central Truro's most distinctive features and there may be potential for reinstating more of its historic extent or expanding the system in new public realm provision. Some areas of historic granite slab paving have been poorly treated, not least by careless insertion of utility inspection covers, and there has been much piecemeal patching, removal and poorly executed additions to pavement widths. The quality of the surviving paving, in combination with unusual features such as cast iron cross-pavement gullies, is a major asset to many areas of the city and merits careful husbanding to ensure its long-term retention. There is potential for a city-wide programme aimed at conserving existing surfacing, identifying opportunities for reinstatement where matching materials can be sourced, and creating modern surfaces of equivalent character and quality elsewhere.

Public realm provision should everywhere be sensitive to context and tailored to the character of specific places rather than based on city-wide solutions. An appropriate approach would identify the surviving historic public realm elements in each area – surfacing, street furniture, detail – and use these as starting points in planning new provision.

Maintain the green element

Truro is from many vantage points a green city. The wooded nature of several of its suburbs rising up the slopes of the two river valleys, and the visibility of green fields on the skyline in several directions, contribute significantly to its particular sense of place. This element of character merits specific protection, to maintain this green element in the city's visual envelope against encroachment and erosion, and proactive measures to promote long-term continuity, not least

in terms of replacement planting of tree cover. Where new suburban development takes place it should emulate the wooded character of the existing suburbs, with particular care toward maintaining the presence as 'green' features of surviving historic field and property boundaries.



Trees and greenery are an important element of many of Truro's suburban areas, providing a green setting for the city. The eastern suburban area (above) and Kenwyn Road (below).



Enhance approach routes

There is a need for a comprehensive review of Truro's approach routes, in terms of the impression they offer of the character and quality of the city. This should be aimed at identifying and enhancing positive assets – significant landmark buildings, views and glimpses to the city, trees and greenery, distinctive surfacing, street furniture and boundary features, for example – as well as at

reducing the impact of intrusive and negative elements. The key contribution to improving approaches, however, rests in reshaping the inner ring road – Morlaix Avenue zone (Character Areas 2 and 12).

Reduce the dominance of vehicles and traffic

Truro's economic success over recent decades has been accompanied by growing traffic problems and congestion and increasing levels of vehicle-pedestrian conflict could limit the degree to which the city's regeneration aspirations can be realised. Radical action is certainly required, but Truro's own recent history suggests strongly that approaches to resolving these problems based on further shaping the urban environment around traffic engineering and parking provision are unlikely to be successful.

The limited extent and generally level topography of Truro's central area, coupled with the high degree of connectivity and permeability, offers the opportunity to develop and present it as a 'walking city'. This could be aided by further reducing vehicle access to the core, opening up additional 'green routes' and enhancing the legibility of connections within the core, potentially supplemented by provision of 'hop-on, hop-off' transport within the central area and suburbs.

Build character into change

Key areas of the city are likely to continue to attract large-scale and comprehensive redevelopment plans. At the design and approval stage it will be crucial that fundamental elements of character are defended, not least the dominant sense of diversity which distinguishes Truro's historic townscapes. Such development is unlikely to reproduce the 'organic' variety of historic

streets but a useful model for future approaches is present in the form of Lemon Street and other planned suburbs: here there were clearly master plans which ensured that individual buildings were to an appropriate scale and conformed to very specific quality thresholds in terms of design and materials. Within such frameworks, however, individual buildings varied significantly.

It is also important that the process of change observes the significant differences between Truro's distinct Character Areas, and is aimed at maintaining their separate identities. Overall character will be diminished by approaches which utilise a single design palette, for example, in an attempt to impose consistent identification and 'branding' on the city.

Review conservation designations

Truro currently has around 300 Listed Buildings, but there are others which are arguably of equivalent special architectural or historic interest and could be considered for listing. There is certainly potential for a 'local list' to acknowledge the significance of locally important historic structures. The 'other historic buildings' identified on Figure 5 and in CSUS digital mapping offer an initial baseline for such a list.

The present Conservation Area boundary could be beneficially extended to incorporate historic buildings and areas of significant character which are currently excluded. The primary instances are the surviving 19th century terrace on Charles Street, significantly located on the inner ring road approach to Lemon Street and potentially a character cue for regeneration planning for this area, and large areas along both the east and west sides of Tregolls Road (see Fig. 5c).



The surviving historic terrace in Charles Street.

Market Truro's historic character

There is potential to further develop Truro's rich historic environment and associated distinctive character and sense of place as specific economic and cultural assets. The Truro Employment Growth Centre Strategy indicates a need to 'increase and co-ordinate interpretation and promote Truro's heritage as a former stannary town, historic port, and centre of early Christianity'. There is certainly potential for a greater economic contribution from cultural tourism; the cathedral, Royal Cornwall Museum and Lemon Street, for example, represent significant 'draws' in themselves for certain audiences.

Additionally, however, anecdotal evidence suggests that some visitors experience little of Truro beyond the retail outlets in the immediate vicinity of car or coach park. Encouraging greater awareness of it as a historic city of distinction and character, and particularly using this identity as a means of branding, distinguishing it from other destinations, could both increase and diffuse the benefits from this group of visitors.

Maintain and enhance the asset

Truro's unique assemblage of historic buildings, topography, public realm and 'green' elements is an extraordinary resource. It is important, however, to recognise that the asset requires ongoing care and maintenance to ensure that it can be sustained to work for regeneration and prosperity in the long-term. This requires proactive monitoring of condition and careful oversight of the quality and appropriateness of interventions.

At the same time, basic conservation management is essential to avoid piecemeal erosion of character through

long-term serial loss of individual elements. Similarly, the significance of components of character needs to be asserted against *ad hoc* changes consequent on traffic engineering or utilities.

In addition to such fundamental long-term care, there is also potential to enhance and reinstate elements which contribute to character and the sense of quality. Examples might include a scheme to restore missing ornamental railings and boundary features in, for example, Lemon Street and the Ferris Town area, or to reinstate historic surfacing in certain areas.

Truro's distinctive buildings, historic topography and natural setting have created a place of special character, quality and significance. (View from the east end of the cathedral, June 2002.)



7. The Character Areas

1: The commercial core

Understanding character

The CSUS investigation, in addition to identifying the broad elements of settlement character that define Truro as a whole, identified a number of distinct Character Areas within the city's historic extent (see below; Fig. 7 and Character Area summary sheets). These Character Areas are differentiated from each other by their varied historic origins, functions and resultant urban topography, by the processes of change which have affected each subsequently (indicated, for example, by the relative completeness or loss of historic fabric, or significant changes in use and status), and the extent to which these elements and processes are evident in the current townscape. Each Area may therefore be said to have its own individual 'biography' which has determined its present character.

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

(Fig. 7 and Character Area summary sheet 1)

The historic and commercial heart of Truro, this area is dominated by distinctive, strongly urban streetscapes with a variety of impressive historic buildings, including most of Truro's major landmark structures.

Truro's commercial core, while diverse within itself, is strongly differentiated from all other areas of the city by its functions – predominantly primary retail, banks and major institutions – and the associated scale and style of building. The draw represented by these functions means that this is the area experienced by most visitors to Truro. It is an area of daytime crowds, activity and movement and carries the appearance and atmosphere of a city centre. This is most apparent in the wide formal urban space of Boscawen Street on which the area focuses: set astride what was the main east – west through route from the medieval period until the late 1960s, this is the undoubted heart of Truro. The other streets within the Character Area almost all run into it and it therefore has a key function as both a focal point and linking element.

The functional central commercial area largely overlaps with the historic core of the city but has expanded significantly within the recent past. Pydar Street, although an important element of the medieval settlement, was a mix of residential and secondary commercial activity for much of the 19th and 20th centuries and became part of the core retail area only with a series of developments from the early 1970s.



Boscawen Street, the city's historic centre.

Below: River Street, from St Nicholas Street



Lemon Quay, despite its proximity, is an even more recent extension to the area: the open quay having been filled in during the 1920-30s, the space was used until the mid 1990s for parking, minor retail, industrial and service activities and some post-war office development. Although some structures – Harmsworth House, the Market Inn, Bishop Philpott's Library and the Back Quay elevations of the former Market House and Woolworths – hinted at its proximity to the historic 'centre', Lemon Quay only became part of the commercial core in 2002 with completion of a major retail development and new urban public space. It remains distinct from the remainder of the Character Area. The success of its further development will be

the extent to which it more fully participates in the character of the centre rather than that of the 'by-pass and out-of-town shopping' character of the immediately adjoining Morlaix Avenue – Trafalgar Square Character Area (12a).

Present character

- Tight grain and a strong sense of enclosure created by tall buildings, mostly three storeys, set tight to the pavement on predominantly narrow streets. (The historic exceptions to this pattern are the cathedral and St Mary's Methodist church, both fronting onto small open spaces, and the former Truro Savings Bank and neighbouring chapel in River Street (now the Royal Cornwall Museum and restaurant), both of which appear to have been set back from the street to allow better appreciation of their façades.)
- A strong vertical emphasis throughout, accentuated by predominantly narrow plot widths. Even where buildings have a wider footprint – the west front of the cathedral, City Hall, the library, the former Roberts' store now occupied by Ottakars – the enclosed spaces onto which they face emphasise their height.
- The presence of several wider spaces within the street network, an unusual element in the wider urban area: Boscawen Street and Lemon Quay are relatively large; Victoria Square, High Cross and the square fronting St Mary's Methodist church are small and relatively informally defined. Historic photographs show these spaces as open and generally uncluttered by street furniture and signage.
- The marked permeability of the area, particularly by opes (recorded as

'hops' in a late 19th century press report) and The Leats rear access lane, but also via historic plots running through blocks (for example, Littlewoods and the Co-operative supermarket on the north side of Boscawen Street, Woolworths and City Hall / Hall for Cornwall on the south side). These connections, together with the area's radiating street pattern, enhance the sense of the area as the 'centre' and make for easy links with other Character Areas. This permeability, however, does mean that the sides and rear premises of buildings are often visible (for example, at the Leats); where these were not originally designed to be seen, are poorly maintained or used for service functions, this can have a negative impact on the perceived quality of the environment.



Four-storey elevations on elaborate late 19th century buildings in St Nicholas Street.

- Generally level topography, with the exception of the northern portion of Pydar Street, where the increasing slope beyond High Cross contributes to the interest of the streetscape.
- A markedly diverse historic built environment, with a wide range of periods, architectural styles, materials and building forms and heights

represented. This has created a highly detailed built environment; streetscapes are closely textured and offer a wealth of visual interest with an overall sense of quality, value and significance. The whole is very evidently the result of organic, piecemeal development over a long period.

- The concentration here of most of Truro's most distinctive and prominent historic structures. These include many of the major institutional buildings: the west front of the cathedral (the body of the building falls in Character Area 2), City Hall, the former Assembly Rooms, the library and technical school, the Royal Cornwall Museum and St Mary's Methodist chapel. Additionally, however, the area has a number of late 19th and early 20th century banks and shops marked out by their flamboyant design and use of a diverse and eclectic range of materials and detail elements (see Section 5).



'Plain' elevations in Victoria Square.

- Numbers of less individually prominent buildings contribute to the overall sense of quality in the area's character and provide a relatively

'plain' context for the more elaborate structures, although a proportion show some element of ornamentation in the form of pediments or plasterwork over first-floor window openings and the use of pilasters, string courses and quoins on street elevations. Among these structures are fine 18th and early 19th century ashlar fronted town houses (now shops) in Boscawen Street and Pydar Street, the Royal Hotel in Lower Lemon Street and groups of well proportioned earlier 19th century stucco buildings in Lower Lemon Street, King Street, St Nicholas Street, Victoria Square. In River Street a series of broadly similar three-storey town houses (now shops) of the 1840-50s are reproduced variously in stucco over studwork, in coursed killas with granite dressings and in granite ashlar. Several red brick buildings of the 1950s (the Burtons shop in Boscawen Street, Stead and Simpson and Bristol and West in St Nicholas Street, the Back Quay elevation of Woolworths and Harmsworth House on Lemon Quay) also contribute to the diversity of streetscapes in the area, maintaining the vertical emphasis and use of detailing which characterises much of the earlier built environment.

- In the context of the high quality of the area's historic built environment, a number of prominent later 20th century buildings have been acknowledged as negative elements. This is primarily because of their poor participation in the character of the area, particularly evident in a lack of vivacity in design, resulting in flat, inactive facades, and the use of poor quality finishes on main elevations. Some of the larger modern units have a strong horizontal emphasis which sits uncomfortably beside the strong

vertical 'grain' of the historic streetscapes. Particular examples are the Littlewoods, NatWest and Tony Pryce Sports buildings in Boscawen Street, the Argos / Somerfield premises in Victoria Square and the Post Office and former Marks & Spencer store at High Cross. The new Lemon Quay development has been criticised on similar grounds; here there has also been particular concern at the partial blocking by the new development of views to the cathedral from the approach downhill from the west along Morlaix Avenue. Individual buildings in the modern range on the east side of Pydar Street above High Cross have also been identified as poor but the overall diversity of the group maintains some sense of an organic streetscape.



Poor integration of historic and modern public realm elements is marked throughout the Character Area.

- There is a widespread presence of historic surfacing materials, including high quality granite slab paving and the network of distinctive roadside leats in a number of streets. The large

open area of granite setts in Boscawen Street contributes substantially to the sense of it as the historic centre. Much of the modern public realm provision is poor, however, cluttering distinctive spaces and utilising materials and components which do not contribute to the overall sense of quality in the area. Integration of modern surfacing with existing granite paving is generally poor. Particular instances are in Pydar Street, High Cross and Lower Lemon Street, but there are instances throughout. The sense of Lemon Quay as a major designed public space has been eroded by intrusive traffic management measures and insertion of a confusing clutter of street furniture and other public realm elements.



People's Palace court, off Pydar Street, a rare survival of a type of development once widespread on Truro's back plots and opes.

- The enclosed nature of much of the Character Area means that views are mostly limited to immediate streetscapes, but these are particularly notable along Boscawen Street, Pydar Street, Lower Lemon Street (partly obscured by the cluttered public realm) and River Street. Glimpses of distinctive buildings in openings off the main streets add substantially to the interest of the area, with Cathedral Lane (a striking view of the cathedral), Walsingham Place, People's Palace, Coombes Lane and

Union Place as outstanding examples. There are important glimpses of the cathedral spires soaring above rooflines from several points within the core, providing a fixed point and signalling the quality and character of the central area. This view is particularly striking from the eastern end of Lemon Quay; the 'piazza' generally offers good vistas of the green hillside above Poltisco and the distinctive profile of Truro School on the skyline, with the wider natural topography providing a sense of the river valley concealed beyond Morlaix Avenue and Garras wharf.

Archaeological potential

This Character Area represents the core of the historic settlement; the underlying street layout is that of the medieval town and its expansion to the mid 19th century. There is therefore significant potential for evidence of sequences of buildings along street frontages and a range of associated structures and activities in rear plots. These may include a variety of former industries, instanced by the surviving malthouse at the rear of the south west side of Pydar Street, and former residential courts and backlets, demonstrated by the late 18th century 'People's Palace' group.

The central area of Boscawen Street is likely to conceal traces of the former Middle Row, the market building, *An Hel* and coinage hall. The main buildings of the medieval friary complex are believed to have been located on the western fringe of the Character Area, immediately east of Little Castle Street.

Archaeological investigations on sites on the south side of Boscawen Street have demonstrated the potential for tracing the former extent of the River Kenwyn, with the possibility of identifying riverside structures and reclamation sequences and of recovering waterlogged

or palaeoenvironmental deposits. The infilled area of Lemon Quay may preserve similar remains.

Some standing buildings are likely to have been re-fronted in the past and may incorporate evidence of structures significantly earlier than their apparent date.

2. Medieval suburbs and routeways

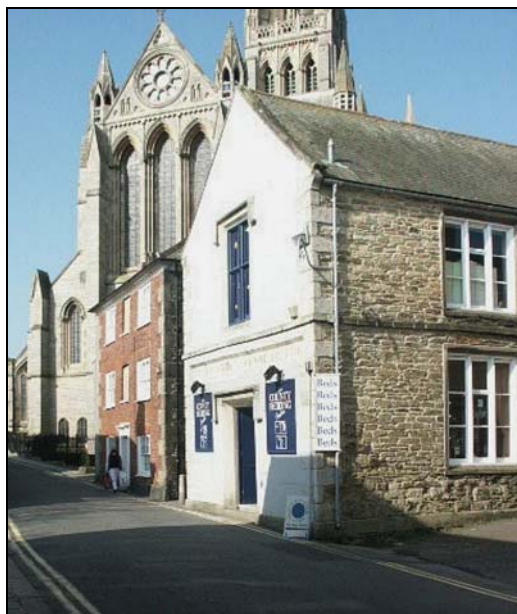
2a. Cathedral area – Quay Street

2b. Kenwyn Street – Calenick Street

These two Character Areas form a zone east and west of the central core; before the later 20th century redevelopment of the upper Pydar Street area they would both have been parts of a continuous horseshoe-shaped zone around the commercial core of the city. They represent suburbs and industrial areas of the medieval and post medieval town, set along and between historic routeways and river crossing points. The resulting urban topography is therefore similar, based on mostly narrow and sinuous axial streets with connecting lanes. While the two areas' histories have diverged in the later historic period, with resulting differences in their apparent economic and social status, both have incorporated a mix of residential (including polite townhouses and crowded courts and backlets) and industrial uses, with an admixture of institutional activities, particularly chapels and schools. Both have pubs and inns along what were formerly important axial roads. Significantly, both include former industrial activity and medieval religious sites in their archaeological potential.

In the later 20th century both have been divided from neighbouring areas and truncated and blighted along their outer edges by demolition and development along the line of the inner ring road. Both have significant gap sites and have

substantial areas of recent development of poor design quality and inappropriate form. At the same time, they present some streetscapes and buildings which are particularly distinctive of Truro, together with a significant proportion of the specialist retail, commercial and leisure uses which help to distinguish the city (in terms of its functional offering) from other urban settlements.



Old Bridge Street.

2a. Cathedral area - Quay Street

(Fig. 7 and Character Area summary sheet 2a)

A busy secondary commercial area based on a cluster of narrow, strongly enclosed streets and distinctive, high quality buildings, overlooked by the towering mass of the Cathedral.

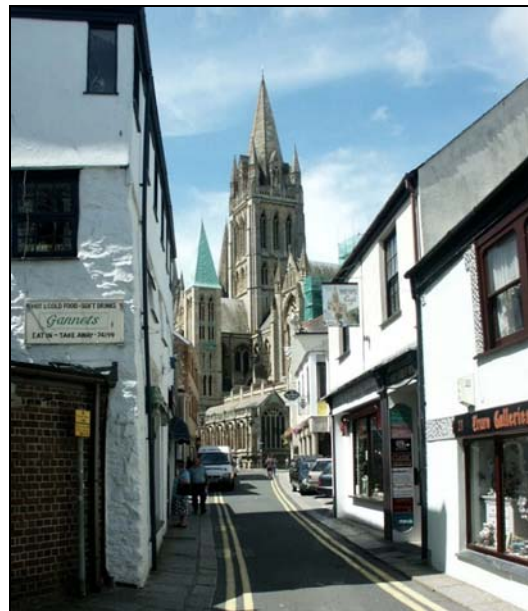
This area forms one of the more distinctive components of Truro. Its topography (and much of its character) derives from its legacy from its position on the edge of the medieval town: routes out via Old Bridge Street and New Bridge Street; piecemeal infilling of the early market space creating lanes and

opes; access to the Town Quay and the banks of the Allen; a mill and small-scale industrial activity. The successful insertion of the cathedral into this context added an additional layer to this distinct character, which now combines – among other elements – the atmosphere of a cathedral precinct, of medieval back streets and of a prosperous 18th century mercantile quarter. The area fringes the present commercial core and complements it with a mix of secondary uses, predominantly specialist retail, professional, leisure and residential, with a significant evening economy component. There is generally a sense of bustle and activity here without the congestion and crowds of the core.

Present character

- An intriguing topography, created by the maze of sinuous narrow streets, lanes and alleys, with bridges and the narrow river channel. This presents, on a small scale, something of the atmosphere of medieval cathedral cities such as Canterbury or York. The inner portion of the area is generally strongly enclosed but there are a few wider spaces within the topography, including the cathedral garden and millpool and small open areas at the junction of Duke Street and St Mary's Street and of Princes Street and Quay Street. The historic open space at the Green is now occupied by the bus station.
- This topography is extremely permeable but not immediately legible for the stranger; its dimensions and special features are not evident at first sight and have to be sought out and explored. For those familiar with it, however, the area's topography and small scale give it a welcoming intimacy.
- Historic buildings and streetscapes are the dominant visual element.

There are numerous landmark buildings – the cathedral, 18th century merchants' houses on Princes Street and Quay Street, the former grammar school, St Mary's Sunday school, Bishop Philpott's library, the former cathedral school, the Roundhouse on St Austell Street, the Trevail-designed Old Ale House and Warehouse – and a wealth of other less prominent 18th and 19th century buildings. There is a diversity of building materials, heights (generally lower than within the commercial core) and architectural styles, combining to create a strongly textured and detailed built environment.



St Mary's Street.

- There are numbers of striking views within the area, centring on the cathedral, the Allen and historic streetscapes. The area includes some of Truro's most-photographed scenes.
- Traffic levels are relatively low but the narrowness of the streets emphasises the impact of both parking and through vehicles. There is significant opportunist use of the area for short stops.

- The outer edge of the area is marked by a sharp transition in character. All routes running outward emerge onto the poor townscapes of the inner ring road or Morlaix Avenue. This outer fringe is much eroded and gapped: Old Bridge Street car park, St Mary's Methodist church car park, derelict cottages on St Clement Street and an adjoining gap site, Furniss Island park. The proximity of the prominent bus station buildings to the façade of Bishop Philpot's Library reduces the contribution which this otherwise imposing building makes to the adjoining Lemon Quay area.
- There are some poor later 20th century buildings within the area, but although these have a negative impact on the sense of quality in their immediate locality, the tight grain and small scale of the streetscapes reduces their wider effect.
- The area along the Allen between New Bridge Street and Morlaix Avenue represents a distinct sub-area, historically part of the wider Character Area but now distinguished by the almost complete removal of historic fabric and its recent replacement with tall apartment developments, presumably intended to hint at the form of waterside warehouse structures. Security gates restrict pedestrian access to these developments and this, with the extent to which they overlook and utilise the Furniss Island park as setting, has had the effect of 'privatising' much of this area.

Archaeological potential

This area lies close to the medieval core of the city and formed part of the early suburbs; there is documentary evidence for the existence of a medieval chapel, likely to be in the vicinity of Old Bridge Street and St Clement Street. The river

frontage to the Allen has been an important element in Truro's port and trading functions and the area has also had a varied industrial presence. There is therefore significant potential for remains of sequences of buildings along the street and river side frontages and for evidence of associated structures and activities in rear plots. Made ground along the banks of the Allen has been shown to preserve former land surfaces and artefact and environmental deposits from the earlier extent of the river course.



Union Place. Parking and traffic are intrusive through much of the Character Area.

2b: Kenwyn Street - Calenick Street

(Fig. 7 and Character Area summary sheet 2b)

Former medieval and post medieval suburbs and minor industrial areas set about historic routeways. Kenwyn Street retains much of its historic fabric and character but Calenick Street has been substantially reshaped by late 20th century change.

This area is unified by its historic topography, set around the medieval routeways and suburbs of Kenwyn Street and Calenick Street. Until relatively recently, the area as a whole was characterised by a mix of small-scale

housing, industrial activity and minor institutional buildings such as schools and chapels. Kenwyn Street remains self-evidently an historic streetscape with a relatively high survival of historic buildings; modern interventions, while not distinguished, are generally of appropriate scale and form.



Kenwyn Street.

Below: Calenick Street.



By contrast, later 20th century change has resulted in Calenick Street and the adjacent Moorfields area retaining little more than the basic outline of their historic topography. There has been almost complete removal of historic fabric and the uses, scale (vertical and horizontal), forms and materials of new developments are radically different from what preceded them. A substantial area is now used for parking, access roads and service yards. Regrettably, the outcome has been the creation of a bleak, coarse grained and blighted area presenting

some of Truro's poorest quality townscape. Thus, whereas Kenwyn Street is distinctive and characterful, with an evident close association with the nearby historic city core, Calenick Street and its surrounding area are anonymous and – except for its views to the cathedral spires – could literally be 'anywhere'.

Despite these divergent aspects of character, an essential unity persists, based primarily on historic origins and relationship with the centre, and is reinforced by the strength of differences between this area and those which bound it.

Present character

- Kenwyn Street is narrow and sinuous with a tight grain based on narrow plots; buildings are almost all set tight to the pavement with a consequent strong sense of enclosure. Heights are universally two and three storeys but with a marked lack of uniformity in roof heights.
- There is a marked diversity in the surviving historic buildings, ranging from the distinctive vernacular of a cottage row in Kenwyn Street with slurried and painted slatehanging over studwork on the first floors, to the restrained stuccoed gentility of Walsingham Place. Kenwyn Street also has townhouses in freestone ashlar and plain stucco, including a group at the junction with Little Castle Street comprising a corner shop and adjoining houses in Cornish Regency vernacular style which spills over from the adjoining Character Area 4; to point up the variety, the opposite corner is occupied by a wildly elaborate Silvanus Tremain-designed shopfront. Two of the larger buildings are the late 19th century pubs alongside the historic routeway, the *William IV* and the *Swan*. The dressed granite and ornate

Gothic styling of the former Primitive Methodist chapel close to Victoria Square makes it a notable landmark.

- Kenwyn Street shows a clear difference in the status and function of buildings between its city and country ends, moving from a mix of secondary retail, commercial, institutional and former middling status residential buildings, to a more uniformly working class residential area around its junction with City Road.
- There is some survival of the former partly industrial character of the area in the form of the maltings building adjoining Walsingham Place, and a large 1930s Post Office depot and an engineering workshop on City Road.
- The outer edge of the area, along the south side of City Road and Charles Street, clearly shows itself as the former urban edge. Development here is curiously diverse, accommodating modest late 19th and earlier 20th century terraces at the east end and several mid and later 20th century suburban bungalows and gardens (some used as small drive-in businesses) and a St John's Ambulance building further west.
- Calenick Street and the adjacent Moorfields now show little evidence of their historic origins or character. Calenick Street has been widened and straightened – one historic building remains on the east side to indicate its former width - and the area is dominated by monolithic later 20th century buildings, separated by open parking areas and poorly bounded service yards. The gapped streetscape results in a poor sense of enclosure and exposes side and rear elevations of poor design quality.



Calenick Street, east side.

- There are views to the cathedral and city centre along part of Kenwyn Street and also from Calenick Street and Charles Street. In the two latter instances these views emphasise the contrast between the quality of the centre and the poor townscape of the immediate area. The view south along Calenick Street focuses interestingly on the City Hospital chimney and surrounding trees.
- A large evergreen tree in the open car park area at Moorfields enhances the otherwise poor quality of the public realm in this locale. Trees and greenery overlook the area from the former City Hospital site and hillside to the south west.

Archaeological potential

Recovery of distinctive grass marked pottery from archaeological investigations in Kenwyn Street suggest that there is potential in this area for sequences of remains dating from at least the 10-11th century and the probable origins of Truro as a settlement. The area incorporates the medieval suburbs of 'Strete Newham' and 'Strete Kenwyn' and long-established routes towards crossing points on the Kenwyn and Allen rivers; the 13th century friary was centred on a site on the area's northern fringe. There is documentary evidence of a variety of small industrial activities in the area in the post medieval period, together with several schools and nonconformist

chapels. Moorfields itself was used as a fair site, with potential for associated remains.

3: Lemon Street

(Fig. 7 and Character Area summary sheet 3)

Distinctive townscape of the highest quality, with views up and down the sloping street providing some of the defining images of Truro. Although diverse in detail it has a fundamental unity of character based on the genteel elegance and modest scale of the dominant architectural style.



Lemon Street.

Photograph: Charles Winpenny, Cornwall CAM.)

Lemon Street is one of the most striking townscapes in Cornwall, a notable example of urban design based on vistas up and down the sloping street. It proclaims the tight control which was applied to the scale, form and quality of materials of individual buildings during its initial development in the early 19th century. It is modest in comparison with developments of this period elsewhere (for example, Bath or Exeter), but in that reflects Truro's own compact scale. Lemon Street is a defining symbol of the city and contributes substantially to its overall image as a place of character, quality and significance. Its public visibility has undoubtedly increased in the recent past with rising levels of activity

nearby on Lemon Quay and a developing upmarket retail, arts and leisure presence at its lower end. It forms a key part of the only route into Truro which is of uninterrupted high quality throughout its length, from the southern end of Falmouth Road, via Lemon Street and Lower Lemon Street, to the heart of the city at Boscawen Street.

Present character

- The wide street running up and down the slope presents striking streetscapes with a marked perspective effect. The Lander monument creates a visual focus at the upper end while views down the street incorporate the wider roofscapes of the city centre and spires of the cathedral.
- Despite the evident broad unity of architectural character in the street, there is at the same time a surprising diversity between individual buildings. These are a mix of town houses, all of some social status; most are of two storeys or two-and-a-half storeys with dormers, but there is a cluster of three-storey structures towards the lower end. Much of the fabric is of local Newham stone ashlar, ranging in colour across pale gold to cream to grey; some Bathstone may also be present. There are also elevations in granite ashlar and many buildings have a dressed granite plinth or basement. A small number of buildings have stuccoed façades. Characteristic features include round arched doorways with fanlights and low arched window openings with projecting key blocks, accompanied by a variety of classical detailing. Roofs are generally part concealed by parapets but dormers and brick chimney stacks create a busy roofscape, particularly when viewed from the upper end of the street.

Buildings are set back behind small forecourts and basement areas with bridges to the front doors, steps and fine wrought iron railings. There are a few buildings with carriage arches to yards behind.



Lemon Street, west side.

- In addition to the late 18th and early 19th century townhouses which make up the relatively unified formal streetscape, there are several other significant buildings: at the upper end of the street St John's church (1828), designed by Philip Sambell, and several fine stuccoed villas, a range of warehouses and stables adjacent to the Kenwyn at the lower end, and the Plaza cinema, an innovative building of the 1920-30s designed by W H Watkins and notable as the earliest 'supercinema' in Cornwall.
- The near completeness of the historic fabric is a key element of character. There have nevertheless been some losses. The cinema replaced three early 19th century townhouses but is itself a building of some architectural style. Later 20th century buildings have replaced the historic structures on the corners of Charles Street and numbers 22 and 74-5 have been rebuilt in facsimile with reconstituted stone façades.
- Public realm in the area is of high quality, particularly the granite slab

pavements. Much of this has unfortunately been scored *in situ* by mechanical scarification, but it remains a striking and distinctive feature. Provision of street furniture is restrained, without the cluttering that afflicts many other areas in the city, and the street lighting is appropriate to the character of the area. Greenery is only a feature at the upper end of the street, in the gardens of villas.

- Although it was built as a residential quarter, buildings in Lemon Street are now for the most part used as office space, with an increasing presence of retail, arts and leisure uses at the lower end. Daytime levels of activity are moderate, rarely crowded, but there is a growing evening economy based around the cinema, wine bars and restaurants. Traffic levels are relatively low, except through the inner ring road link between Charles Street and Fairmantle Street, but the permanent presence of on-street parking and stopping and waiting is a major intrusion on the quality of the setting.
- Approaches to Lemon Street from Fairmantle Street and Charles Street are poor; both areas present blighted and degraded streetscapes inappropriate to their proximity to one of Truro's most important landmarks. Pedestrian approaches from Lemon Quay and Lower Lemon Street are good.

Archaeological potential

Lemon Street was laid out over green fields and, with the exception of the cinema and buildings flanking the junction with Charles Street, and facsimile reconstructions of number 22 and 74-5, there has been little replacement of the original structures. Its predictable archaeological potential is

therefore primarily in the standing fabric of the historic buildings and their rear premises. However, traces of earlier field boundaries and buried soils may survive. The field-name 'Fairmantle', recorded in the early 19th century and located on the south side of the street towards the upper end, has been suggested as deriving from Norman French and may indicate medieval settlement in the area.

4: Frances Street, Ferris Town and St George's Road

(Fig. 7 and Character Area summary sheet 4)

A new suburb of the 1820-40s with a planned mix of genteel and modest terrace housing in a distinctive, high-quality 'Cornish Regency' style. Later elements – the mid 19th century church, chapel, school and vicarage, monumental railway viaduct and Victorian public park – augment the sense of a 'designed' urban quarter.

Frances Street, Little Castle Street, Castle Street, Edward Street, Ferris Town, St George's Road, Waterfall Gardens, Victoria Gardens

This area developed from the late 1820s as a new, planned suburban quarter; its stuccoed 'Cornish Regency' architectural style (with a significant contribution from local architect Philip Sambell) gives it a unity of character which is only rivalled elsewhere in Truro by Lemon Street. Although probably not fulfilling the initial hopes of its speculative promoters – much of the western extent of St George's Road remained undeveloped more than a century after it was originally laid out – the area did take on its planned role of a new 'entrance' to Truro and fortuitously, some 30 years after its inception, also provided the route from the railway station to the heart of the town. The area now includes some of the best streetscapes in the city, with a very

high degree of completeness of historic fabric and a continuing air of elegance and quality.



Ferris Town.

Present character

- The earlier suburb is formed of a planned network of streets, self-contained and inward looking, with a mix of terraces, semi-detached and detached housing. There is a clear differentiation in social status between the main axial streets and those running off them, the latter being generally more modest, but there is nonetheless a strong sense of unified character through the area.
- The dominant architectural style is 'Cornish Regency': good quality stuccoed elevations with round headed doors and more or less classical detailing, depending on the social status of the building. Many buildings here have colourwash finishes, with a growing diversity and depth of colours giving the area a lively and somewhat exotic air. A small proportion of elevations in painted brick adds some variety. Original windows and doors, where they survive, are of high quality, but there have been some poor and obtrusive replacements. Many of the larger houses have basements or small front gardens and there are some good surviving railings. Little Castle Street and the south side of

Frances Street were built as small terraced town houses with corner shops; all are now in retail use and form a distinctive group. The terraced houses on the north side of Richmond Hill now open directly onto the pavement but originally had small front gardens as do those on the south side. These were removed in the late 19th century to widen the route to the station.



St George's church; the viaduct is a major visual focus in the area.

- Although recognisably part of the same Character Area, the later 19th century development around St George's Road is architecturally distinct and diverse in its various elements: St George's church (1855), former vicarage and school building, all in killas rubble, the Methodist chapel of St George (1881) in snecked grey stonework with yellow stone dressings, the massive and sombre engineering of the railway viaduct and the lush greenery and high Victorian structures of Victoria Park. The surviving components of the Carvedras smelting complex, now somewhat hidden away behind St George's church and its accompanying cluster of buildings, add another element to the diversity of the area.
- The only planned vistas are those to the villas on either side of Edward Street and Castle Street, which were to be viewed over the bridges across

the Kenwyn and its parallel leat. There are a number of other good views within the area, however, including those along Frances Street to its junction with Ferris Town and St George's Road and others in both directions along St George's Road. The viaduct, set among trees, forms a striking visual focus in this area.

- The River Kenwyn, closely channelled and paralleled by the leat formerly serving the Town Mill at Victoria Square, forms a distinctive linear feature through the area, with the path alongside the leat offering a pleasant pedestrian route at a distance from traffic. This route, together with the grid of streets within the area and easy connections via side streets to other areas, creates a high level of permeability. Through pedestrian traffic from the station area to the centre of town, however, is hampered by the lack of pedestrian crossings at St George's Road, Edward Street and Castle Street.



Path alongside the historic leat.

- There is a varied mix of uses in the area, with many of the large townhouses now utilised as commercial office space, as professional premises or as guesthouse or hotel accommodation. There is a significant proportion of secondary retail, with the current mix

including a number of shops which signal the potential for the area as an upmarket specialist area

- Where historic surfacing survives it is of very high quality, made up of granite slabs which include some particularly large examples.



Granite slab surfacing on Richmond Hill.

- There are pockets of greenery through much of the area, in front gardens and basement areas, along the leats and on a larger scale in Waterfall Gardens and Victoria Gardens. The mass of trees in the latter is a very important element in views to this area across the valley.
- The sense of quality and distinct character in the area is eroded along its fringes on George Street and Union Street; here, former terrace housing has been demolished as part of the easing of the inner ring road through former residential areas; the design, materials and form of the modern replacements are generally inappropriate to the historic character of the area.



St Dominic Street.

Below: shops in Frances Street.



- Similarly, character is eroded by instances of inappropriate treatment of façades of terraced houses on Richmond Hill and St Dominic Street, including removal of render and application of modern external claddings. Some front gardens and boundaries have also been poorly treated, with loss of walls, railings and gates and hard surfacing replacing the green element.
- Incorporation of George Street, Ferris Town, Frances Street, Castle Street and Edward Street into the inner ring road system and Richmond Hill's role as a main route into Truro from the west frequently results in high levels of traffic. On-street parking constricts two-way traffic flows but in the process slows overall traffic speed through the area. However, noise, fumes, the obtrusive

impact of constant vehicle movement and poor provision for pedestrians moving through the area blight it and erode its otherwise very striking character and sense of quality. This is particularly noticeable on Richmond Hill and in Edward Street, Castle Street and Ferris Town. The over-large streetlamps installed on the main roads here are inappropriate for the quality of the built environment and the residential nature of the area.



Striking townscape in St George's Road.

Archaeological potential

There is potential in this area for remains of the 'green field' landscape over which the earlier 19th century suburbs were laid out. This includes medieval strip fields – Edward Street and Castle Street conform to the alignment of the former 'Castle Field' – and traces of boundaries and buried soils may remain. Part of the area was formerly held by the medieval friary and remains of structures and evidence of land use may survive; a well reputed to have been part of the friary property is located behind houses in Frances Street.

There is likely to be evidence for earlier courses of the River Kenwyn: investigations at the rear of 17 Frances Street located a former river channel at least 10m wide behind the present rear boundaries of properties on Frances Street, roughly 50m south of its present course. Disturbed stratigraphy did not

allow a date to be established for this earlier line and it is not clear whether the course had changed naturally at some time or had been intentionally re-channelled. The area also holds potential for evidence of the engineering associated with Truro's leat system.

The group of buildings associated with the Carvedras tin smelting complex represent a now rare survival of a key aspect of Cornwall's history and the site may preserve evidence for the development of the smelting industry over much of the 18th and 19th centuries. The place-name Carvedras, incorporating the Cornish element *ker*, a defensive site, may indicate activity dating to the later prehistoric or Romano-British periods in the area. A hunt kennel was located upstream of the Carvedras complex in the late 19th century.

Victoria Park includes the fringes of the medieval castle site and is also of interest for the evidence it may provide for the techniques of creating a landscaped public leisure area *de novo* in the late 19th century.

5: The working waterfront

(Fig. 7 and Character Area summary sheet 5)

Formerly a key element in Truro's prosperity, the surviving waterfront area is now limited in extent and isolated from the historic core. It nevertheless retains within the urban area some distinctive fabric and a symbolic sense of the city's historic links with maritime trade.

This area comprises the surviving recognisable portion of what was formerly a much more extensive working waterfront, with historic waterways and a range of associated buildings. It retains some distinctive historic structures, but there has been rapid erosion of these in recent years and many of the former

warehouses and quayside buildings have been replaced by blocks of offices and flats. These have to some extent followed the basic elements of mass and scale of their predecessors and have, at the same time, introduced a significant element of contemporary design, materials, colour and detailing to the area. At the same time, locally distinctive elements in the area's built environment have been significantly eroded and it increasingly resembles many modern waterside developments elsewhere.



View to Town Quay and the city centre from the waterside walk.

Present character

- Fundamental is the continuing sense of a distinct maritime presence in the area. This is manifested in the ebb and flow of tides (with consequent exposure of large areas of mud at low tide), the presence of moored vessels, the arrival and departure of Enterprise ferry services and other boat movements, and the occasional sight and sound of sea birds. The small basin in which the *Compton Castle* is moored at the east end of Lemon Quay brings this element of character into immediate proximity with the commercial core.
- The area includes a number of distinctive historic structures, not least the quays themselves. Town

Quay incorporates elements of probably early 18th century walling of vertically set killas; this technique occurs on a number of medieval and post medieval quays elsewhere in Cornwall and Scilly and appears to be a regionally distinct style. The substantial mid 19th century waterside warehouse now occupied by Blewett's bakery is the last major building relating to Truro's historic trading functions to survive in the area, and forms an important landmark alongside the tidal waterway and on Malpas Road. The presence of the harbourmaster's building on Town Quay similarly maintains a sense of the former working character of this area. The early 20th century HTP mill building has been converted for residential use but retains its ornate waterside elevation.



Late 20th century redevelopment of the historic waterside on the east side of the Truro River. The converted former HTP mill is a prominent feature.

- Cut off from the city by Morlaix Avenue, Town Quay and Worth's Quay have an oddly secluded air, despite the proximity of the busy dual carriageway. Views down river from the quays are blocked, but there is a sense of the Allen winding below the wooded valley side to join the Truro River beyond. Views out to the river

from the north bank of the river, as with access to the waterside in this area, have effectively been 'privatised' in the process of recent redevelopment.



The Malpas Road elevations of historic waterside buildings.

Archaeological potential

The current extent of the quays and waterfronts dates from the post medieval period. They therefore potentially preserve evidence of earlier riverside structures and deposits, of the progressive reclamation of the waterfront area and of their own construction, as well as of any structures built on them. There are also likely to be significant deposits in the intertidal area.

6: Falmouth Road, Strangways Terrace and Infirmary Hill

(Fig. 7 and Character Area summary sheet 6)

Large, high quality suburban houses, terraces and institutional buildings in leafy surroundings, set around a historic route into the city and forming one of its finest approaches.

This quarter of Truro, spread across the south west side of the 'bowl' in which the city lies, is defined by its air of leafy suburbia and the grand scale and architectural quality of the houses and institutional buildings within. The fine late 18th century Royal Cornwall Infirmary building is the earliest component and for the most part the area developed around the middle decades of the 19th century, continuing the expansion initiated by the development of Lemon Street. Buildings in the area maintain much of the same air of quiet gentility, solid elegance and formal design.



Strangways Terrace.

Infirmary Hill and Falmouth Road formed the medieval route towards Penryn and Helston; the dramatic hollowing of the road as it ascends the steeper part of the slope bears witness to the passage of centuries of traffic and the efforts of later road engineers to ease the gradient. Falmouth Road, with Lemon

Street, continued to be the main route towards the area west of the Fal Estuary until the construction of Morlaix Avenue in the late 1960s. Along this axis are located a series of significant historic structures: the City Hospital complex, the imposing Regency stucco of Strangways Terrace and the smaller-scale charm and quality of the cluster of terraces at the northern end of Falmouth Road, the mid 19th century Lander monument, a series of large later 19th and earlier 20th century villas and Truro High School. The green setting and large scale of the post-war Inland Revenue building on Infirmary Hill place it within this Character Area although it lacks the design quality which marks out most of the historic built environment in the area and is clearly related to the adjacent degraded outer edge of Character Area 2b.



Upper Lemon Villas, Falmouth Road.

Falmouth Road presents one of Truro's finest gateway routes, perhaps the best. Although no longer a main entry it carries a significant flow of local traffic and several bus routes run along it.

Present character

- The sloping topography creates views across Truro, focusing on the cathedral and roofscapes, and makes the area visible from the centre of the city, another segment of the green backdrop to the core. This situation also makes the area's 'landmark'

elements – the Lander monument, City Hospital chimney and Royal Cornwall Infirmary building – more prominent.

- There is a strong 'green' element': mature trees, shrubs and garden greenery are crucial elements in the overall sense of place.
- The area incorporates variety of architectural styles and building forms, with high quality of design and materials dominant. The most prominent elements are the stucco terraces and houses of modest suburban scale, the three-storey-over-basement stuccoed grandeur of Strangways Terrace and, in Falmouth Road, a range of large later 19th century stone-fronted villas in elaborate broadly Victorian Gothic style.
- There is much good detail and public realm components, including railings, the raised pavement in Strangways Terrace, boundary walls and gates on Infirmary Hill and dwarf walls and gateways on Falmouth Road. Lamp-posts on Strangways Terrace are of an appropriate scale and style and those on Falmouth Road have recently been renewed with models of similar type.

Grandiose design and detail on the late 19th century Colchester Villas, Falmouth Road.



Archaeological potential

This area was agricultural land prior to its development from about 1800 and traces of pre-urban use may survive. Strangways Terrace itself was built on the site of an early 19th century cavalry barracks. A field on the south side of the upper part of Lemon Street was recorded as 'Fairmantle' in the early 19th century; it has been suggested that the name derives from Norman French and may indicate a medieval settlement somewhere in the vicinity.

7: Tregolls Road – St Clement's Hill

(Fig. 7 and Character Area summary sheet 7)

A green suburban approach to the city, with mature trees in the ornamental grounds of large, later 19th century houses the dominant element. Most buildings are significantly masked by greenery. Away from the busy main road the area has a semi-private, secluded air.

This area lies across the northern slope of the valley of the River Allen, with Tregolls Road itself following a side valley descending towards the confluence of the Allen and Kenwyn; the stream which formerly ran here is now almost entirely buried. Tregolls Road and St Clement's Hill are both historic routeways, the former the well-engineered mid 1820s turnpike road to the east which replaced the steep and deeply hollowed medieval route.

Present character

- The sloping topography creates striking glimpses to the cathedral from both routes into Truro. The minor valley followed by Tregolls Road and the hollowing of St Clement's Hill emphasise views

ahead, framed by banks of mature trees and greenery. Turnings off Tregolls Road climb steeply, emphasising its primacy.

- This is one of Truro's 'greenest' areas, dominated by mature trees and verdant garden greenery, with bright floral displays along the central reservation of the Tregolls Road dual carriageway for much of the year and green landscaping around road junctions. This element of character is continued beyond the bounds of the character area by the cemetery and school playing fields.
- The character of the area is a legacy of several large houses and a school which developed here in the second half of the 19th century, and particularly of their landscaped and well-planted grounds. The uses of these buildings has changed – they are now hotels, offices and a residential care home, in addition to the fee-paying school – but there continues to be a semi-private, secluded air to much of the area.



A view to the cathedral from the Tregolls Road approach to the city. Greenery and traffic flows are both significant elements of character.

- Historic buildings, with the exception of St Paul's church (see below), are not visually prominent, set back from

roads and partly concealed by greenery.

- The major elements in streetscapes are trees and greenery, walls, entrances and gateways, although the former lodges and gates for Tremorvah and Tregolls create points of interest. The long wall on the west side of much of the lower portion of Tregolls Road presumably dates to its widening in the late 1960s; although the use of local stone provides an appropriate colour element, the uniformity of its heavily mortared finish over a significant distance is inappropriate for the area.

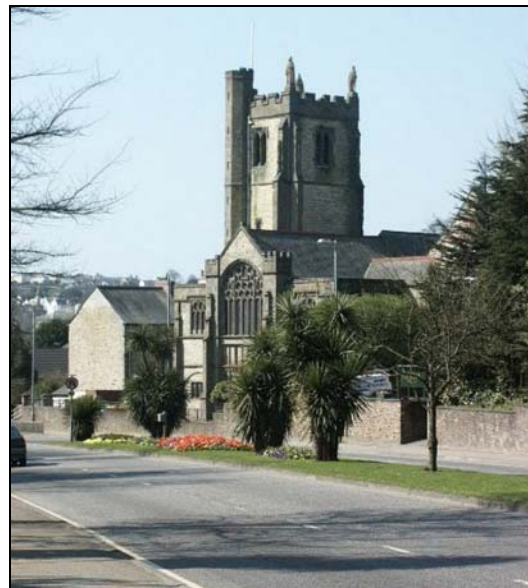


Historic buildings in the Character Area are for the most part set back from roads and partly masked by trees.

- Although mostly not visually prominent, there are some significant historic buildings in the area. The most striking landmark is the Church of St Paul, with its statted tower forming a distinctive landmark for traffic entering Truro along Tregolls Road. The present fine building is largely the product of a late 19th century rebuild by the ecclesiastical architect J D Sedding; 'Sedding at his best', says Pevsner. Other significant structures include the Grade II* listed Alverton Manor Hotel, a group of later 19th century semi-detached villas, the former school adjacent to the church (now Tregolls Manor) and the 1930s Brookdale Hotel on the south side of Tregolls Road. Truro School,

set high above the Truro River, is prominent in many views out from the city. Outside the Character Area, the former workhouse at St Clement Veau presents another landmark on the route into the city, although its impact is much eroded by the close proximity of modern housing developments.

- Tregolls Road experiences heavy traffic flows for much of the day, particularly during morning and evening rush hours, when St Clement's Hill is also busy. There is relatively little pedestrian activity through the area – partly explained, perhaps, by the difficulties for pedestrians of moving through the Trafalgar Square area – and most people who experience it do so from passing traffic.



St Paul's church - a striking landmark on this approach to the city.

- The overall air of quality of the area is eroded by later 20th century contributions, particularly residential infilling of part of the former Tremorvah grounds close to Tregolls Road. A small office block and car park on the south side of Tregolls Road towards the city is over prominent and its location

immediately alongside the road, without significant masking by greenery, is inappropriate to the area. The sense of character and quality is increasingly eroded at the lower end of Tregolls Road, approaching the Trafalgar roundabout, in a blighted transitional zone to the Morlaix Avenue Character Area (12a); a tyre depot and views to the rear elevations of post war flats on the north side of the road are particularly inappropriate to the overall character of the area.



The former lodge to Tremorvah, beside Tregolls Road.

Archaeological potential

Elements of the ornamental grounds and structures associated with the large 19th century houses are likely to remain. One of these buildings, Tregolls House, was demolished in the 1980s without, as far as is known, archaeological record. There is documentary evidence of medieval fields in the area and boundaries and buried soils associated with these may survive. There may also be archaeological remains associated with the medieval road up St Clement's Hill and the Tregolls Road turnpike. The cemetery of Truro's post medieval Jewish community is reputed to have been located in the junction between St Clement's Hill and Trennick Lane [not shown on Fig. 6].

While there is no direct indication of earlier activity, the pre-urban historic landscape character of the area (Anciently Enclosed Land) predicated the possibility

of settlement and agricultural activity there from the Bronze Age onwards, with potential for sequences of enclosures, habitation sites and associated funerary remains.



Greenery and a range of building types on the historic approach to Truro along Kenwyn Road.

8: Kenwyn Road

(Fig. 7 and Character Area summary sheet 8)

The site of the Domesday manor from which Truro developed, this is now a leafy suburb of distinctive, high quality buildings set along a medieval route descending into Truro from the north west.

This Character Area forms a pleasant way in to Truro on a well-used route from the north-west. It includes the medieval manorial centre of Trehaverne, recorded in Domesday and preceding the establishment of Truro. Fossilised strip fields associated with the manor run north east from the road and have shaped the layout of later development, which within the study area is predominantly late 19th century suburban villas and terraces. The area focuses on a small cluster of distinctive earlier houses, representing the former manorial centre and pre-urban settlement, but also includes St Mary's cemetery, laid out in the later 18th century, and its mid 19th century chapel and mortuary. There is a

strong 'green' element from trees and gardens and the area as a whole has an air of modest gentility. The main railway line and the bridge carrying it across the road area bound the area strongly on its southern side, but elsewhere, particularly to the north, the green and residential character continues beyond the study area as far as Kenwyn churchtown.



Higher Trehaverne House.

Present character

- The Character Area lies across the spine of the ridge between the valleys of the Kenwyn and Allen, astride a road which descends steeply to enter Truro from the north west. The road itself – the major experience of the area for most people – is hollowed and strongly enclosed, emphasised by boundary walls, leafy hedges and overhanging trees; houses are mostly set above the level of the carriageway. There are striking views from this approach to the heart of the city, focusing on the cathedral and beyond to the Truro River valley. From the cemetery, itself a large green space, there are vistas over the western part of Truro and from the north east side of the area glimpses out over the Allen valley.
- Trees, hedgerows and gardens give the area a generally green and leafy quality. The cemetery provides a large open green space and incorporates several mature evergreen oak trees. These features are important within the Character Area but are also prominent in views from other parts of Truro; they contribute significantly to the 'green skyline' which is a key element in the city's overall character.
- Although generally only glimpsed in passing, the area includes some distinctive and high quality buildings. These include the late 18th or early 19th century Trehaverne House and Trehaverne Cottage, both of painted rubble with slatehanging to the first floor, Higher Trehaverne House, a stuccoed Regency villa, and some substantial late 19th century houses and good quality terraces of local stone and brick, similar to those in other suburbs of the period.



St Mary's Terrace and railway bridge.

- At the southern end of the Character Area, the City Inn and St Mary's Terrace, the latter in red brick and with surprising classical detailing, date from the early 1870s. They represent expansion of the city along one of its axial routes a decade or so before the boom of suburban building which followed Truro's acquisition of city status. This group is overshadowed by the massive railway bridge in dark engineering brick. The cemetery chapel, built as a mission church in the mid 19th century but now unused, turns its back on the road, contributing further to the sense of

enclosure along the route. The cemetery includes a number of interesting tombs, some of which are listed.

- The road through the area, the B3284, is well-used as an alternative route into Truro from the A30 and north coast, and traffic flows can be high, with associated problems of noise, intrusive movement and pollution. Access to the cemetery from Kenwyn Road is made difficult by the absence of a pedestrian crossing or a pavement on the south west side of the road.



The view from St Mary's cemetery across the Kenwyn valley to Truro's western suburbs.

Archaeological potential

The most obvious archaeological potential in the area is for remains of the medieval manorial centre and its associated settlement and field system. The place-name Trehaverne includes the Cornish element *tre*, suggesting an origin in the early Christian period, if not earlier, and there is therefore potential for a long sequence of evidence relating to settlement in the area, enhanced by its proximity to the historic churchtown. There may also have been a variety of activities along the line of the medieval routeway, which may itself have left some physical remains. The cemetery holds human remains and burial monuments dating from the later 18th century.

9: Daniell Street and Carclew Street

(Fig. 7 and Character Area summary sheet 9)

Modest industrial artisan rows and terraces of the earlier 19th century in an area opened up for development after the construction of Lemon Street. Daniell Road represents a significant later 19th century expansion. The terrace and row forms, narrow streets and buildings set hard to the pavement result in a tight grain and strong sense of enclosure.

Both areas represent suburban development of the 1820-30s in the new 'quarter' of Truro opened up by the construction of Lemon Street. They form part of the same process of suburban development as took place in the Campfield area on the east of the city and around the Frances Street – Ferris Town axis to the west, paralleling the early 19th century rise of Truro as an industrial and commercial centre. Carclew Street, together with Fairmantle Street developed as a self-contained grid of streets on the slope above the industrial area behind Lemon Quay, adding a chapel, school and pubs during the course of the 19th century. Daniell Street grew up along a road linking the new quarter of Truro to the turnpike route west towards Redruth. Further villa terraces were added beyond Daniell Street in the later 19th century but it remained isolated as ribbon development in the midst of fields until well into the 20th century.

Although blighted on the Fairmantle Street edge by the inner ring road and the service elements of the recent Lemon Quay development, these are suburban areas of great charm and considerable historic interest. Daniell Street and Carclew Terrace are described in their listings as among the best and most

complete examples of planned early 19th century terraced housing in the south west.



Carclew Street, from Lemon Street.

Below: Daniell Street.



Present character

- The dominant architectural form in the older part of the Character Area is rows of paired ‘two-up, two-down’ artisan cottages in a mixture of dressed and roughly coursed rubble local killas; there are some examples of upper floors of rendered cob. A few double-fronted houses are set within the terraces. Round-headed door openings and shallow arched windows, both with brick dressings, are almost universal. Houses on William Street are of a distinctly

different style, rendered and plainer in elevation with rectangular openings.

- In general, the building line is set tight to the pavement in narrow streets, creating a strong sense of enclosure. The straight lines of the basic grid form are relieved by the sloping topography: all streets in the area slope more or less steeply, with gables stepping up the slope. The regularity of the whole is tempered by the warmth, texture and good design proportions of the elevations of local killas stone.
- In the Carclew Street area there are lanes, rear buildings and service activity between the blocks. Carclew Terrace and Chapel Row face their gardens across narrow access paths running the length of the rows.
- The Carclew Street area has seen some loss of historic fabric, with demolition and some replacement on Chapel Row, St Aubyn’s Road and at the east end of Fairmantle Street. The Character Area formerly extended to the north side of Fairmantle Street, now redeveloped as part of the Lemon Quay complex.

Daniell Road.



- Daniell Road is contemporary with, and close in materials and detailing to, other later 19th century suburban areas on the west side of Truro, with a mix of terraces and small semi-detached villas in brick and local killas. The sloping topography creates striking views along the terraces and to the central area of the city.

Archaeological potential

Prior to their development in the early 19th century these were greenfield areas. Much of what was first built remains extant and archaeological potential is therefore principally in terms of possible survival of traces of earlier occupation and land use. Sites on which demolition has taken place may retain evidence of earlier structures. The present Iceland premises are set within a quarry (extant in c1815), potentially the source of stone for structures on the adjacent Lemon Quay and residential area.

10: Truro Vean – Mitchell Hill – Malpas Road: the eastern suburbs

(Fig. 7 and Character Area summary sheet 10)

A large area of varied 19th century suburban development in an irregular grid across the eastern valley side. There are striking views across the city and the area forms an important part of the green setting for the centre of Truro.

The area developed from several phases of suburban building over the course of the 19th century. This has created a diverse and distinctive area with many individual buildings of character and quality and several building groups and streetscapes of great charm and interest. For some, the area represents an important element of the city's historic character, retaining a hint of an older

Truro predating the major changes of the later 20th century, but little known or visited other than by locals and intimates.



Truro Vean Terrace prominent among the rows and terraces following the contours of the eastern valley side. Trees and greenery are a conspicuous element.

There have been significant changes and additions, nevertheless, particularly along the south west edge, reshaped by the early 1970s inner ring road and the introduction of new forms and scale of buildings through later 20th century residential development. St Austell Street and St Clement Street now form a decisive dividing line between this area and the adjoining Character Area 2a, but the historic division was less clear cut: the presence of the former Bible Christian chapel and the surviving historic terraces on the western, city side of this axis indicates the extent of the former transition zone. On the southern fringe of the area lie two modestly genteel suburban terraces, Trafalgar Row (1818) and the Parade (1830s); Grove Terrace, nearby at the lower end of Tregolls Road, is a short artisan terrace of the 1880s. These elements were clearly historically part of the same process of mixed status suburban building which this Character Area represents but are now almost divorced from it by the major later 20th century changes around Trafalgar Square.

Present character

- The Character Area lies across the northern side of the valley of the River Allen, with the lower portion of the slope relatively steep. There are good views out to the central area of the city, focusing on the cathedral, and buildings, roofscapes and greenery rising up the hillside within the area are clearly visible from other areas.



Paul's Row and (below) Rosenin Row run between historic routes up Mitchell Hill and Campfield Hill.



- The area has an intricate historic street layout. Three historic routes into and out of Truro run through it and a fourth borders it to the south east. Terraces and rows have been laid out between these roads on an

irregular grid of lanes set along the contours, linked by connecting alleys and steps running up and down hill. These are not easily legible to the visitor but are a key element of the distinct sense of place of the older suburban area here. Of the routes, only Mitchell Hill has been a particular focus for development, with building gables stepping up the hillside on its lower portion and a long terrace fronting onto it on the fringes of the historic extent of the city; another late 19th century terrace similarly lies along Carvoza Road, also an historic through route, in the same area.

- There is marked diversity in the form, scale, architectural style and materials of the historic housing. This is particularly the case in the older part of the area where individual dwellings within the rows are often distinctly different. Materials include local killas, brick (with some notable buildings and short terraces in red brick), slate hanging and even cob. There is also variety in the social range represented: there are examples of artisan housing of the 1820-30s, similar to that around Carclew Street, but also solid, modestly genteel double-fronted houses, larger later 19th century villas on the Avenue and Agar Road, and two older country houses, Benson House and Truro Veian Cottage, which pre-date the outward spread of the suburbs.
- Other buildings – a pub, a few shops, St Paul's church and church hall, chapels (including the Friends' meeting house), a drill hall, scattered sheds and small-scale workshop activity – add to the sense of a complete and relatively self-contained 'quarter'.
- The street layout, particularly the narrow, hollowed lanes, diversity of

building forms and materials and the strong presence of trees and greenery combine to create a rural, village atmosphere over much of the area, despite its proximity to the city centre.

- Large parts of the southern and south eastern fringes of the area have been redeveloped in the later 20th century, with a significant element of high density residential blocks set around or alongside parking areas. The area also includes some institutional and commercial buildings, the former including the Catholic church, close to Trafalgar Square, and a 1960s boys' club in St Clement Street.
- In the older part of the area some properties have garden plots in front, some with substantial boundary and retaining walls. There has been some loss of both gardens and boundaries to parking and infill development. There has been a significant level of alteration to some houses.
- Trees, greenery and gardens are an important element from within the area, but also in terms of its visibility from elsewhere in the city. Because of the strong green element the actual density of development within the area is not immediately apparent from a distance and it provides a significant element in the green backdrop to the central area of the city.
- The overall atmosphere is quiet, with traffic levels generally low. Parking, however, both on-street and in former garden plots, is frequently intrusive. Mitchell Hill, an important routeway until superseded by the modern A390 route via Tregolls Road, is increasingly used as a direct route into the city by local and commuter traffic; it has recently been subject to traffic calming measures.



The Avenue, off Campfield Hill, a later 19th century terrace on the north-west fringes of the area. The absence of brick in the elevation is unusual in Truro's suburban developments of this period.

Below: The medieval route from Truro to the east up Mitchell Hill.



Archaeological potential

This area was for the most part agricultural land prior to its development during the 19th century and some traces of former boundaries and buried soils may survive. There may also be traces of the pre-urban occupation of the area, including the small medieval sub-manor of Truro Vean, and early medieval or prehistoric antecedents. The north-west corner of the Character Area was formerly the site of Moresk mill and late 18th century carpet factory.

11: Chapel Hill – Station Road: the western suburbs

(Fig. 7 and Character Area summary sheet 11)

A modest suburban area of the late 19th and early 20th centuries with fine views over the city. It includes the important western approach to Truro via Station Road and the medieval route via Chapel Hill.

This area developed between about 1880 and WWI, part of the burst of suburban expansion which paralleled the building of the cathedral and Truro's emergence as the *de facto* county town. It is made up of an irregular grid of streets of short terraces and villas, laid out across an east-facing hillside overlooking the historic core of the city. The area also includes the station complex and Old County Hall building.



Coronation Terrace, sited on a raised terrace above the railway station.

The street pattern was laid out in relation to two early routes out of Truro towards the west, Chapel Hill and Bosvigo Lane, and the new 19th century axis of Richmond Hill and Station Road. Some streets also conform to the layout of medieval fields and some substantial field boundary banks survive between the terraces on the north side of Chapel Hill. There has been substantial later 20th

century development beyond the area, particularly south of Chapel Hill.

Present character

- The sloping topography presents striking views across the city centre and adds interest to streetscapes, with the terraces and rooflines stepping down the hillside. Chapel Hill and Station Road both show evidence of having been cut through the underlying bedrock to ease the gradient, and Coronation Terrace, opposite the station forecourt, occupies a raised terrace. The station complex itself occupies a large area levelled into the hillside.
- Residential building within the area is mostly in the form of short terraces, with a few semi-detached villas. Bosvigo Lane is unusual in being a row of individually distinct houses; these developed on the rear plots of houses on Richmond Hill. Buildings vary in detail but are almost all in the distinctive 'killas with brick dressings' style of Truro's later 19th and early 20th century suburbs. Exceptions include a few buildings entirely of brick and a pre-WWI terrace in the Crescent in brown elvan ashlar with substantial granite lintels, closely resembling the materials of the nearby and directly contemporary Old County Hall. A few gaps in the earlier pattern of development have been infilled by later building, with a few good quality mid 20th century houses present.
- Although predominantly residential, the area also incorporates, almost incidentally, four institutional buildings: the handsome late 19th century Silvanus Trevail designed school on Bosvigo Lane; the former Catholic church and presbytery in Dereham Terrace; the single-storey station building of about 1900,

functionally designed and constructed in engineering brick but with ornamental wrought iron work incorporating the Great Western Railway logo on the roof; and the imposing classically styled mass of Old County Hall (1912), set back from the road, as a landmark building on the route into the city. Another institution, the 1920s Girls Grammar School, formerly lay immediately adjacent to the County Hall building (now the site of Sainsburys) and this aspect of the area's character is continued beyond its historic extent in the siting of New County Hall.



GWR logo on the station roof.

- Before WW1 a monumental mason operated from an ornately façaded house at the junction of Richmond Hill and Bosvigo Lane promoted as a 'Pavilion of Sculpture and Works of Art'; traces of the façade appear to survive but are now masked by a large advertisement hoarding. There is now a commercial presence in several large industrial buildings in the former station yard; those at the eastern end are surprisingly visible from several areas in the centre of Truro.
- Greenery is a significant presence in the form of shrubs and flowers in the small front gardens of terraced houses, hedges fronting villas and bushes and hedgerow trees on the surviving field banks.

- There are some distinctive public realm elements in the area, including, in places, stable block paving laid in combination with cast iron channels carrying water from downpipes to roadside gutters; these carry the names of the local foundries which produced them, including several Truro-based concerns. Granite slab paving is continued into the station area from Richmond Hill and there are period railings and lamp standards on Coronation Terrace. However, the modern lamp standards on Station Road, continuing to Richmond Hill, are inappropriately tall for their suburban residential context. The large advertisement hoardings at the upper end of Richmond Hill, while emphasising the area's role as a 'gateway' to the city, are intrusive and erode the hints of character and significance evident in, for example, the views towards the centre and the granite pavement surfacing. The station forecourt area is cluttered with undistinguished public realm provision.



Advertisement boardings on upper Richmond Hill detract from distinctive and characterful elements in the streetscape.

- On-street parking is ubiquitous and obtrusive, turning what were once wide, well laid out suburban streets into narrow corridors between lines of parked cars.



Distinctive 'stable block' paving and a cast iron rainwater channel, a relic of Truro's industrial heritage. The Character Area preserves a significant amount of historic surfacing and street detail.

Archaeological potential

Several structures associated with the railway are shown on historic mapping of this area but are no longer standing; remains of these may survive within the former extent of the station complex. Elsewhere in the area, the relatively late development took place over former agricultural land; indeed, substantial banks representing the fossilised boundaries of medieval strip fields survive between terraces on the hillside above Parkvedras Terrace. Archaeological potential in the area is therefore primarily for pre-urban activity. Indications of such activity from the area include documentary evidence of a medieval chapel and leper hospital close to Chapel Hill, although their precise locations are unknown. Additionally, a small hoard of Late Bronze Age axes was found during construction of Old County Hall and the place-name Carvedras incorporates the Cornish element *ker*, suggesting the former presence of an Iron Age or Romano-British defended farmstead or 'round' in the vicinity. This is more likely to have been sited on a hillside than in the valley-bottom location where the name has become localised and may, therefore, have lain somewhere in this area (a link with

Parkvedras has been suggested), although it has also been proposed that Truro's medieval castle may have adapted an earlier 'round' and that the name originally related to that site.

12. Major later 20th century change

12a. Morlaix Avenue – Trafalgar Square

12b. Upper Pydar Street

Both these areas are located well within the historic extent of Truro. However, major redevelopment during the later 20th century resulted in each of them having experienced both an almost complete removal of historic buildings and major changes to their historic topography. Roads and traffic are now over-riding themes in their character – roundabouts, junctions, dual carriageways, car parks, etc – and both have been shaped around their function as places for vehicles rather than as populated *urban* spaces. The buildings in both differ in form and materials and are generally on a substantially larger scale than anything previously existing within these locales. Both areas, although so recently shaped in their current form, are currently identified as the targets for major redevelopment initiatives.

Morlaix Avenue, looking north east towards Trafalgar Square and Tregolls Road.



12a: Morlaix Avenue – Trafalgar Square

(Fig. 7 and Character Area summary sheet 12a)

Former industrial and waterfront area, subject to major change in the later 20th century resulting in almost total loss of historic structures and topography. The area is now dominated by roads, parking and large-scale retail development.

The impact of later 20th century change in this area has been greater than in any other part of Truro, with a consequent fundamental alteration in character. It was formerly the major industrial and waterfront area of the city, with an additional residential element around the subsidiary urban focal point of Trafalgar Square. Now, there is no prominent surviving historic fabric and the topography has changed equally radically, with only the position of the river, now much infilled, and of truncated streets running into the area from adjoining Character Areas maintaining a degree of continuity with the earlier layout.

Despite its proximity to the historic core, the area is effectively divorced from it. This is partly a consequence of the physical barrier presented by the dual carriageway. More particularly, however, although several of the key elements of Truro's character and sense of place are clearly visible from it – the cathedral, distinctive waterfront buildings and the green setting, for example – there is no sense that the area itself participates in that character or shares in the city's otherwise almost universal sense of quality and significance. This is particularly significant in terms of the area's role as a key approach to Truro for road traffic: the pleasant approaches to the city via Tregolls Road or from Arch Hill via Morlaix Avenue are abruptly terminated by the degraded areas of

townscape at the roundabouts at Trafalgar Square and Fairmantle Street. The area offers particularly uninspiring approaches to two of Truro's most popular car parks, Garras Wharf and the Lemon Quay multi-storey.



View to the centre across Trafalgar Square.

Present character

- Despite its proximity to the city centre, the overall perceived character of this area is that of 'by-pass, superstores and industrial estate'; that is, an edge of settlement distributor road accompanied by out-of-town retail and service developments. It is essentially open and coarse grained, lacking any significant sense of enclosure and consequently the sense that it participates in its essentially urban context.
- Roads, traffic, parking and the engineering which accompanies them are dominant elements. The road engineering is on a large scale: the wide dual carriageway crosses the waterfront area on bridges and causeway and is cut into the hillside as it ascends the slope to the south, there are big landscaped roundabouts and substantial areas devoted to parking and access roads. Signs and lighting are also on a large scale. Buildings within the area are very visibly set within their attendant parking provision, and the area as

- whole is planned for vehicle access and notably unfriendly to pedestrians.
- Although formerly closely integrated with the city the area is now substantially divorced from it, with the elevated Morlaix Avenue presenting a significant physical and visual barrier. For pedestrians direct access from the centre can only be achieved via somewhat daunting subways and steps, by vehicle only by roundabout (literally) routes.
 - The sense of separation is exacerbated by the very obvious truncation of earlier streetscape where the new road has been cut through – demonstrated, for example, by the exposed blank gable ends of Trafalgar Row, the block incorporating Bishop Philpott's Library and St Aubyn Street – and the lack of buildings which directly and formally address the road. The absence of these on Trafalgar Square is particularly evident. On both Fairmante Street, itself a historic street with 19th century terraced housing lining much of its southern side, and Tabernacle Street the recent development has reproduced the poor engagement at street level which characterises the rest of the area.

Roads and large-scale retail outlets are the dominant elements in the character of the area.



- The historic character of the area was also fundamentally based on its waterfront functions. River frontages now have minimal significance, however, and it is ironic that Truro's most striking publicly accessible view down the Truro River is that from Tesco's car park.
- Buildings in the area are predominantly large and, with the exception of the mid 1970s police station on Trafalgar Square, horizontal in emphasis. There is a paucity of active elements on the most prominent elevations and entrance areas tend to face car parking rather than public space. A significant proportion of buildings have specific links with road transport – the service station, tyre depot and Halfords store clustered around Trafalgar Square, for example, and the multi-storey car park, bus depot and retail store delivery bays in Freemantle Street. Others – Tesco, Currys, Staples, Iceland – are designed for access by car.
- The proximity of this area to the core means that the elevated portion of Morlaix Avenue offers fine views to the central area and cathedral. Views within, however, are dominated by a clutter of components related to roads and traffic – landscaping on roundabouts and in car parks, central reservations, safety railings, signage, bollards, lighting, etc.

Archaeological potential

The former quayside areas here represent substantial areas of reclamation of the historic extent of the rivers. They potentially preserve evidence of earlier riverside structures and deposits, as well as sequences relating to their own creation from dumping in the waterfront area and later uses of the waterfront.

There may be significant deposits in the intertidal area.

There is potential for remains of the buildings formerly in the Town Quay - Trafalgar Square area, and of the 1862 Boscawen Bridge, part of which survives alongside the Allen. Evidence may also remain of industrial premises, including a tin smelting works, which were once sited in the vicinity of the Fairmantle Street – Morlaix Avenue roundabout. Another smelting works stood close to the junction of St Austell Street and Tregolls Road. The Newham Road area may preserve evidence of the mid 19th century railway station and subsequent freight complex, of riverside activity such as shipbuilding and traces of the setting for Newham House.

Excavations in Tabernacle Street in advance of the Lemon Quay development identified a buried medieval ploughsoil and similar remains are likely to survive elsewhere on the west side of the Kenwyn and Truro Rivers.

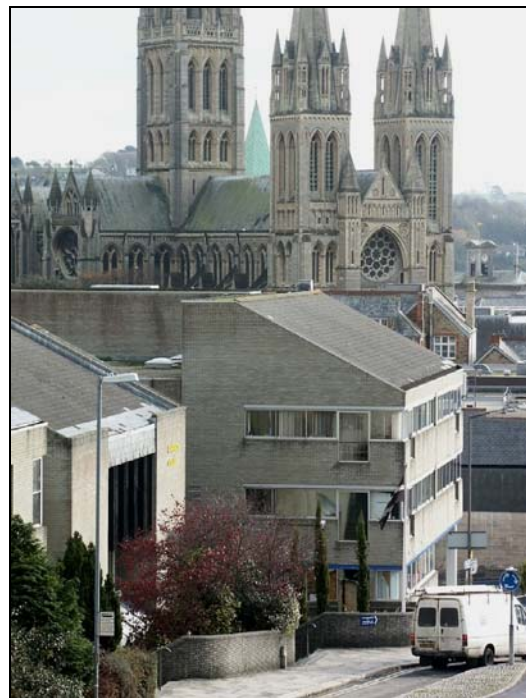
12b: Upper Pydar Street

(Fig. 7 and Character Area summary sheet 12b)

Set above the city astride a medieval routeway, this was the site of the castle and first planted settlement of Truro. The area has been subject to major later 20th century change and little historic fabric remains. It is now dominated by large building complexes, roads and parking.

This area is historically significant as the former location of the medieval castle and planted settlement and a variety of post medieval institutional buildings, including 17th century almshouses, an 18th century workhouse and town prison and 19th century school. High profile public functions persist in the presence of the building complexes housing the Law

Courts, government offices and headquarters of Carrick District Council. Some elements of its historic topography also continue – the castle site remains more or less distinct and the historic line of Pydar Street, the course of the river Allen and the railway viaduct all remain – but there have been major later 20th century alterations in the street layout and the direction of traffic flows. The area is now almost devoid of visually prominent historic fabric, the major exception being the massive Victorian railway viaduct.



Upper Pydar Street.

Present character

- The area lies across the western side of the valley of the Allen and the ridge between it and the Kenwyn valley. It sits higher than most of the city, with slopes falling away fairly sharply to the east and south east, and therefore offers striking vistas across Truro, particularly to the cathedral, although views are to some extent blocked or encroached upon by the scale of the buildings within the area.



The Courts of Justice, high profile successor on this site to Truro's medieval castle and 19th century cattle market.

Below: High Cross car park.



- The area is dominated by several very substantial later 20th century building complexes, all strongly featuring modern forms and materials. These building groups generally lack formal street frontages: active elements on main elevations are almost universally above or below street level and there is little emphasis on pedestrian entrances. Blank elevations front onto the south side of St Clement Street and the High Cross multi-storey is monolithic and essentially inactive. Only the Courts of Justice complex carries a sense of being
- designed to form a visual focal point in its setting, although in practice it is rather lost behind a large car park and its own blank and inactive perimeter.
- The few smaller scale buildings in the area – among them a pleasant 19th century terrace and villa hidden behind the Courts and some incongruous 1960s suburban bungalows (a replacement for the 17th century almshouses formerly in the area) – are dwarfed by the major structures.
- Divisions between this and adjacent areas are very sharply drawn and, certainly when approaching from Kenwyn Road, from Pydar Street or from the Frances Street area, there is a very sudden transition into poor quality, coarsely grained streetscape marked out by its lack of participation in the qualities of the strongly textured urban settings close by.
- Streetscapes are dominated by provision for traffic, with wide, engineered curves, traffic islands, access lanes and large areas of car parking. Pedestrian access from neighbouring areas and connectivity within the area are both poor and there is an overwhelming sense that at street level this is a place for vehicles rather than people.
- There is a lack of appropriate urban enclosure on Union Street – exacerbated by the exposed gables of the truncated terraces on Edward Street and Castle Street - and around the junction of St Clement Street and Moresk Road. Elsewhere, particularly adjacent to Pydar House and in the upper part of St Clement Street, the streetscape is bleakly canyon-like.



The viaduct creates a strong northern boundary to the area.

- There is some semi-formal landscaping and planting around the building groups, with a more prominent green element along the Allen. The presence of the river is not immediately obvious, however, and it does not currently contribute significantly to the character of the area.
- The line of the railway and its engineered elements – the bridge over Kenwyn Road and viaduct over

the Allen valley – create a strong northern edge to the area. The viaduct is a major landmark from the lower part of the area, close to the Allen, and from many other vantage points on the eastern side of the city.

Archaeological potential

The known history of this area suggests that the potential for archaeological deposits of major significance for understanding the development of Truro could be high, from remains associated with the castle and early development of the town to traces of 17th and 18th century almshouses, a hospital and prison, and from medieval burgage plots and open fields to 19th century housing and a school. At the same time, there has been substantial ground disturbance associated with later 20th century redevelopment; the north-east facing slope between upper Pydar Street and the River Allen, for example, may have been extensively re-profiled, with consequent truncation or loss of archaeological levels. Some areas may have been subject to less extensive disturbance, however, in which case important deposits may remain.

8. Regeneration opportunities in the Character Areas

1: The commercial core

(Fig. 7 and Character Area summary sheet 1)

This area is the primary experience of Truro for many non-residents. Its character and sense of quality and significance are therefore crucial for regeneration.

Respect the primacy of the area

It is important that this area's historic character as the 'city centre' and heart of Truro is respected and maintained. In this way, the distinctive character of the historic buildings and townscape in this area will work to emphasise the city's quality and significance. This essential primacy can be acknowledged through, for example, particular attention to maintaining and enhancing the quality of the built environment and public realm (see below) and appropriate traffic management. However, the principle also needs to be respected in regeneration planning for other areas of the city, particularly those involving new large-scale developments, to maintain the appropriate urban hierarchy.

Assert quality

This area includes some of Truro's finest streetscapes: Lower Lemon Street, River Street, St Nicholas Street, Boscawen Street and, most notably, High Cross. The underlying quality of these streets, and their 'visibility' in asserting Truro's overall character to residents and visitors, merits detailed attention to all elements which contribute to their appearance and

ambience. Appropriate shopfront and signage policies are clearly essential, as is promotion of maintenance of historic buildings; a number of the 19th century stucco fronted buildings in the area are currently showing signs of poor upper-storey maintenance and decoration. There may be potential for a funding programme aimed at restoring shop fronts and carrying out other appropriate works on historic buildings.

Enhance the public realm

The public realm in the area offers the clearest short-term, easily achievable opportunity to increase the contribution made by the built environment and historic character to regeneration. There are major assets in the surviving elements of historic surfacing in parts of the area and in the highly distinctive leats system. Other elements of public realm provision, however, are often cluttered and of poor or inappropriate design quality. A programme of maintenance and enhancement of historic elements accompanied by a comprehensive review of the accretion of bollards, hanging basket poles, signs, planters and other elements would be beneficial. Design of new public realm elements should be informed by their immediate context. The bold and strongly designed new public space on Lemon Quay is only likely to achieve its full potential when the profusion of street furniture elements required for traffic management is removed and the proliferation of other components tightly controlled.

Redevelop buildings which erode character and quality

The negative impact of some post-war buildings on city centre streetscapes has attracted substantial public comment in recent years. It has also now been acknowledged in the Urban Design Strategy, which also recognises the

potential for enhancing character and quality through improvement or replacement on specific sites. Poor quality buildings, and those inappropriate in form for their specific urban setting, should be targeted for redevelopment throughout the historic area of the city. Characterisation provides a basis for identifying specific target buildings; development briefs for their replacements should be based on a detailed character understanding of their immediate and wider context.

Use character to guide further development on Lemon Quay

Redevelopment on the south side of Lemon Quay has emulated the character of the adjacent Morlaix Avenue Character Area and its 'urban edge' retail outlets. The design of further development on Lemon Quay needs to reflect its new relationship with the historic city centre and be informed appropriately by the particular character of that area; this should incorporate, for example, a strong vertical emphasis in design, marked diversity in the style of buildings, a degree of elaboration and ostentation and use of high quality materials and treatments.

The Pannier Market site has been identified for redevelopment and as the potential location for a new landmark building. Based on historic activity in the immediate area, the beneficial effects which a high profile and distinctive use would bring and the proposals which have been made for a showcase for Cornish produce on Lemon Quay, a new market building with an emphasis on food would be a highly appropriate form of development. There is therefore potential for a high quality building, Truro's 21st century equivalent of the former market house (now City Hall). Development here should be of an appropriate height to maintain views to the cathedral, signposting the primacy of

the 'centre', and also on a scale which respects the existing 'landmark' quality of the Hall for Cornwall façade.



The market house – Les Halles – at Concarneau, Brittany, provides an example of the possible scale of a new Lemon Quay market building and the way in which it could significantly enhance the large public space.

Improve the opes

The central area of Truro is often crowded, with pedestrian problems exacerbated by narrow pavements and traffic. Congestion could be eased to some extent by greater use of the network of opes. This could be encouraged through improved maintenance and decoration, control of refuse and graffiti, together with discreet signage and surfacing cues. In turn, this could help to increase overall levels of activity and improve access to rear premises and upper storeys, potentially increasing capacity for small enterprises and residential use.

The Leats.



The Leats area was created in the 1960s to provide service access to premises in Pydar Street and is now well used as a through-route between Pydar Street and River Street. Improvement of the currently poor appearance of the rear premises of surrounding plots and of the public realm would be welcome. Further development, however, to create additional retail space or a café / arts venue in this area should not undermine similar uses close by which maintain historic buildings and the vitality of important streetscapes. From an historic perspective, residential and small scale craft and service based enterprises would be more appropriate here.

2a. Cathedral area - Quay Street

(Fig. 7 and Character Area summary sheet 2a)

This area is important for regeneration in the contribution it makes to Truro's overall image and sense of place; the area holds key components of the historic fabric, topography, views and distinctive elements which makes the city intriguing and attractive for both residents and visitors.

Redevelop for character and quality

The quality of design and materials of a number of post war buildings are not appropriate for the distinctive and character overall quality of the area. These could be beneficially targeted for redevelopment. The eroded and gapped outer edge of the Character Area would also benefit from careful redevelopment, based on detailed characterisation and specifically aimed at reintroducing a sense of enclosure, urban form and quality to the blighted area of the inner ring road along St Austell Street and St Clement Street. Here the surviving historic topography can provide a framework and

the quality of design and finish should match that of the few surviving historic buildings.

Improve the visitor experience

There is potential to enhance the legibility of the area with small-scale improvements to signage and surfacing, with accompanying measures to increase levels of pedestrian priority. This could be accompanied by additional provision of places to pause and look, with a review of the significant 'views' and 'glimpses' within the area and ease of access to them.



'Old Bridge' on the River Allen.
(Photograph: Charles Winpenny, Cornwall CAM.)

Maintain mix of quality and specialist uses

Much of the character of the area derives from its mix of small-scale specialist retail, leisure, residential and commercial and professional premises. This diversity supports a sense of purposeful bustle in the area both during the daytime and in the evening. Planning policies should aim to maintain this mix, without allowing any one element to become dominant.

Ensure appropriate conservation maintenance

There is a need to ensure that historic buildings within the area are appropriately maintained and decorated, to ensure their long-term survival and

reflect the overall high quality of the historic built environment.

Enhance the public realm

There is potential here (as in much of the central zone of Truro) for a review of the public realm. There are instances where modern provision integrates poorly with surviving historic elements (for example, the pavement widening around the Round House) and a general proliferation of signage and street 'clutter'.

2b: Kenwyn Street – Calenick Street

(Fig. 7 and Character Area summary sheet 2b)

Its distinctive character and diverse range of secondary retail and services make Kenwyn Street a significant asset for Truro. Key regeneration actions here are maintaining the existing historic fabric appropriately and promoting appropriate uses. Any future redevelopment of sites should be guided by detailed characterisation to ensure that the strong sense of place is maintained.

The remainder of the Character Area comprises the blighted zone around Calenick Street, Moorfields and Charles Street and offers a significant target for regeneration, the potential benefits of which are emphasised by its proximity to the city's commercial core and Lemon Street and prominent position on a major traffic route.

Reinstate urban form, character and quality

There is a need in this area to reinstate an appropriate sense of enclosure and restore the finer grained urban form which typifies the wider Character Area. In the short term some improvement could be made through, for example,

planting, landscaping and works to improve boundaries to the car parks on Charles Street and the east side of Calenick Street.

In the longer term, the area provides a significant opportunity for redevelopment. Re-creation of residential provision, including an element of affordable housing, would restore a key element of the area's historic function; its proximity to the centre offers potential benefits in increased activity levels and to the evening economy, as well as an opportunity to promote reduced car ownership and use within the city. Such development would also complement the proposed residential use of the former City Hospital site.

There is also potential for some retail provision and for new workspace, potentially including both office space and small-scale workshop, craft and knowledge-based enterprises. For the latter, reinstatement of the former mews area behind Lemon Street would provide an appropriate context.

Amend the Conservation Area

The surviving short late 19th century terrace on Charles Street is a key indicator of the former character of this area. It is potentially important in helping to shape approaches to future regeneration and merits incorporation within the Conservation Area.

3: Lemon Street

(Fig. 7 and Character Area summary sheet 3)

The primary regeneration significance of this area is its quality, both in terms of individual buildings and as a townscape of striking charm and character. Lemon Street is for many people an immediately recognisable icon of Truro and it contributes very substantially to the city's

unique sense of place. It is now increasingly 'visible' as a consequence of the much increased activity levels on Lemon Quay and the further development of leisure uses at the lower end.

Maintain the asset

The key action is to ensure the long-term conservation of the distinctive historic fabric, maintaining appropriate quality and authenticity in all works and repair or replacement of individual components. This applies to public realm elements such as surfacing and lighting as much as to buildings. In this respect, monitoring and appropriate management policies – perhaps a management plan for the street as a whole - are crucially important.

The area could beneficially be included in a grant scheme aimed at maintaining and reinstating railings and other detail components.

Enhance approaches

People in vehicles passing along the inner ring road currently encounter Lemon Street as a brief 'vision' between the poor quality streetscapes of Fairmantle Street and Charles Street. It is important that these streets are perceived as thresholds to one of Truro's most significant places and treated appropriately.

4: Frances Street, Ferris Town and St George's Road

(Fig. 7 and Character Area summary sheet 4)

This area is second only to Lemon Street in terms of its striking unified architectural character. This distinctiveness, and its accompanying sense of quality, are key assets for regeneration.

Maintain and enhance the asset

As with Lemon Street, long-term conservation of the asset which the area's historic fabric represents is crucial (see above). There is likely to be potential for schemes to aid maintenance of buildings and the repair or reinstatement of historic shop fronts in Frances Street and Little Castle Street, and of railings and other detail. Conservation policies which maintain character in such areas as replacement windows, treatment of elevations and integrity of small front gardens areas and their boundaries are also of key importance.

The quality and distinctiveness of the extant historic buildings and public realm can also inspire and set standards for new elements; for example, redevelopment of the disused modern building behind the St George's complex on George Street or provision of new surfacing along the leats walk.



The leats walk merits a substantial improvement in surfacing and public realm elements.

Encourage quality uses

It is important that uses are encouraged which complement the historic character of the area and reciprocally ensure appropriate maintenance of the resource. The current mix of shops includes a number which signal the area's potential as a high quality specialist retail zone.

Promote awareness of the area

This area is not immediately evident to the uninitiated visitor to Truro and yet offers much that is potentially of interest in terms of its specialist retail, leisure and service sector, distinctiveness and charm and the presence of relatively unknown treasures such as Victoria Park. The area has in the past been promoted as Truro's specialist shopping quarter but there is potential for a more broadly-based programme to increase awareness.

Enhance as an approach to the centre

The area forms part of the approach to the centre for traffic from the west and for people arriving at the station; the need to improve this important route into the city was identified in the Integrated Area Development Plan for Truro. There is potential for some limited and discreet signing and certainly for improved provision of pedestrian crossings. At a more fundamental level, however, measures aimed at maintaining and enhancing the historic fabric, particularly in areas such as Richmond Hill and Ferris Town, would have a greater long-term impact.

5: The working waterfront

(Fig. 7 and Character Area summary sheet 5)

This area is of major regeneration importance to Truro, potentially adding the interest and attraction of an historic waterfront and its distinctive associated structures to the city centre's other major elements of character. These assets are currently only minimally realised.

Maintain and emphasise the area's historic elements

It is important that surviving historic buildings in the waterfront area and the fabric of, for example, quay walls, are retained and enhanced. These structures are key elements in maintaining the unique sense of place created by Truro's maritime links and will enable it to project a strong and authentic identity, distinct from the 'anywhere' aspects of much contemporary waterfront development. Appropriate presentation and interpretation of the historic components will be important.



Town Quay.

Improve access

Several regeneration studies of Truro have highlighted public access to the waterfront as an issue, specifically the poor pedestrian links with the city centre. It is certainly important that this problem is resolved, although this may only be feasible in the context of wider traffic and transport planning and a reassessment of the Morlaix Avenue – Trafalgar Square area. For the Town Quay – Worth's Quay area to again become a significant and active asset of the city, it is crucial that links between it and the centre are direct and highly visible, that the waterfront is clearly perceived as a close adjunct of the city's core. Historically this was achieved by the connection between Boscawen Street and

Town Quay via Princes Street and Quay Street. This direct link has been severed by Morlaix Avenue but could be partly replicated and reinstated by a pedestrian crossing at road level, appropriately treated to indicate its significance. This is likely to be more effective than the proposed alternatives, a bridge, likely to be visually intrusive in this sensitive area, or an upgraded subway from Furniss Island.

6: Falmouth Road, Strangways Terrace and Infirmary Hill

(Fig. 7 and Character Area summary sheet 6)

The significance of this area for regeneration, as with several others in Truro, rests in its high quality and distinctive character, both of key importance in its role as an approach to the city.

Maintain character

The presence of gardens and greenery, including a significant number of trees, is a key element of character in this area; any future reduction in this green component would markedly diminish its distinctive sense of quality. Ensuring comprehensive coverage of the area with Tree Preservation Orders (TPOs) is important but there is also potential for a programme of proactive liaison with property owners to ensure replacement planting and ongoing management which will retain this key asset in the long term.

Subdivision of large historic plots should be avoided – they provide the fundamental grain of the area – but where infilling does occur it is important that trees and green areas and boundaries are retained and enhanced.

Roadside boundaries – walls, hedges, banks – are a feature of the area and

gapping or removal of these should be avoided.

Ensure quality in redevelopment

The former City Hospital site offers a potential redevelopment opportunity, not least for high density residential provision which would maintain some sense of the former institutional character of the site. Planning should take account of the high visibility of the striking 1799 Royal Cornwall Hospital building and respect and maintain both its primacy on the site and its landmark status, together with the later chimney, in many views from the city. Similarly, the wooded nature of the site is significant both for views to this area and the wider setting of the city.

7: Tregolls Road – St Clement's Hill

(Fig. 7 and Character Area summary sheet 7)

The significance of this area for regeneration lies in its evident quality as a route into Truro and as a major contributor to the city's green setting. The presence of several hotels in the area means that these features have a potentially influential audience.

Maintain the green element

To an even greater extent than for Character Area 6, the presence of greenery, particularly the number of mature trees, is a dominant element of character in this area and merits action to maintain it in the long term. In addition to comprehensive coverage with TPOs, there is a need for an active programme of replacement planting and ongoing management to ensure continuity.

There is also potential for enhancing character through increased planting around later 20th century structures,

emulating the partial masking of much of the historic fabric.

Again as in Character Area 6, subdivision of large historic plots should be avoided where feasible. Where development does take place within such areas, trees and green areas and boundaries should be retained and enhanced.

The lower portion of Tregolls Road within the Character Area should be incorporated in regeneration planning for the adjoining Morlaix Avenue – Trafalgar Square area (Character Area 12a).



Trees and greenery are significant elements of character in this area and should be retained and enhanced.

Bring within the Conservation Area

Incorporating into the Truro Conservation Area the large part of the area which is currently excluded would provide additional powers for maintaining and enhancing its distinctive character.

The suburbs

This section brings together recommendations applicable to the following Character Areas:

8: Kenwyn Road

9: Daniell Street and Carclew Street

10: Truro Vean – Mitchell Hill – Malpas Road: the eastern suburbs

11: Chapel Hill – Station Road: the western suburbs

(Fig. 7 and Character Area summary sheets 8 – 11.)

The regeneration significance of these areas resides largely in the contribution they make to Truro's overall sense of place and character. They offer a model, in terms of their scale, diversity and quality, for future housing within the historic extent of the city. Each of the areas also functions as an approach route of greater or less importance and this perception should inform the way in which they are managed.

Apply conservation policies

Approaches aimed at maintaining and enhancing character in the long term are vital, with particular needs being to encourage appropriate external treatments of historic buildings (avoiding application of 'cladding', for example, or exposure of stonework on elevations which have historically been stuccoed), ensuring sensitive replacement of windows and doors, preserving boundary features and maintaining gardens against loss to parking. Subdivision of surviving larger plots, around some later 19th century villas, for example, should be avoided, as should gapping of historic boundaries and reduction or removal of trees.

Ensure quality in future change

The design of future development within these areas should be based on detailed

characterisation, with particular sensitivities to appropriate height, scale and mass, and aim to maintain the existing distinctive characters of the suburban areas and their air of organic diversity, high quality and detail. The topography means that developments in these areas may be visible from across the city, and particular care is required in this respect. A particular example is the Vospers site within the station complex; the present buildings are inappropriately prominent on the skyline from the River Street and City Road areas and future redevelopment could beneficially be less obtrusive. Here, and elsewhere in the suburbs, there is potential for additional greening to enhance the city's setting (see below).

Enhance pedestrian and public transport access

Difficulties of parking, together with the permeability and pedestrian-friendly nature of these areas and their proximity to the city centre, give them the potential to be significant assets in developing Truro as a place in which living and working is much less dependent on the car. There is significant potential for improvement in both pedestrian and public transport links between the city and its historic suburbs.

Maintain and expand the 'green' element

The green component of several of Truro's suburbs makes a crucial contribution to the city's setting and overall character. Maintaining this in the long term will require a proactive programme of working with residents, community groups, highways authorities and other landowners to encourage appropriate replacement planting. There are numerous instances, particularly around later 20th century developments, where additional green landscaping could enhance visual amenity as well as

reinstating the characteristic sense of enclosure of these areas.

Enhance approaches

There is a general need for a review of approaches to the city. In the western suburbs (Character Area 11), however, there is potential for substantial enhancement of the railway station forecourt and the area around it; the large advertisement hoardings at the upper end of Richmond Hill are intrusive and not appropriate to the residential character of the street and a similar observation may be made about the over-tall lighting standards in the same area. The quality of historic surfacing on the route from the station down Richmond Hill provides a benchmark for an overall appraisal of the public realm here. Reducing parking in front of Old County Hall would enhance its sense of significance as a landmark building.



The station forecourt – significant potential for enhancing a key gateway.

Maintain and enhance the public realm

These suburban areas include some distinctive public realm elements, including stable block paving and cast iron rainwater gullies carrying the name of the local manufacturing foundry. There is a need for a review and inventory of these elements to ensure

their ongoing maintenance and future retention.

Promote beneficial reuse of historic buildings

There are several historic buildings within these Character Areas which are currently unused or underused. Appropriate new long-term uses would ensure their retention as significant landmarks and components of the historic character of these areas and potentially provide additional employment, residential or community spaces.

12a: Morlaix Avenue – Trafalgar Square

(Fig. 7 and Character Area summary sheet 12a)

Reinstate urban character

The primary aim for character-led regeneration in this area is to reintegrate it with its essentially urban context, reinstating a sense of participation in Truro's wider air of distinctiveness and significance and in the process reducing its current 'anywhere' character. The need is the more pressing because this area forms both the major road approach to the city and primary through route: many road users will take their impressions of Truro from what they see and experience here.

Increasing the extent to which the area is perceived as urban space would be advanced by introducing a greater sense of enclosure and reducing the dominant scale of traffic engineering. This is particularly important for Trafalgar Square, the Fairmantle Street – Newham Road roundabout, the north side of Fairmantle Street and alongside Garras Wharf car park on Morlaix Avenue. In these areas the degree of enclosure could be increased to some extent by additional

planting and landscaping. A more appropriate strategy would be to recreate urban streetscapes by reintroducing buildings set tight to the pavement with elevations which addressed the through roads, even if these were not in all their cases their active frontages. The two major roundabouts should be assessed with the aim of reducing their overall size and preferably reshaping them as junctions of more urban form. Street lighting should be reduced in scale and in a form appropriate to an urban setting.

Recent change has treated Fairmantle Street as a service road for the Lemon Quay development; the result has been inappropriate to its character as an historic streetscape and as the immediate approach to Lemon Street. In this case there is a particular need to reassert its character as an urban street, perhaps by inserting a façade of residential buildings on the north side to reintegrate it with the adjoining Character Area (9).



Fairmantle Street.

Maintain the historic character of the waterfront

Many of the redevelopment proposals for the area focus on the waterfront. In planning for such development, the surviving physical remains of Truro's historic maritime links should be regarded as major assets (see also Character Area 5). It is therefore

important that further loss of the distinctive waterfront structures which make up views from this area is avoided.

Further, future redevelopment of the area should be carefully designed to maintain a sense of the historic functions of waterways and quays, encourage a year-round bustle of marine activity and enable greater public access to the waterside and views across open water. Proposals for marina-type development around Garras Wharf and Town Quay should be assessed in this context, as should redevelopment of the present Tesco site. Development in the area should also be of a scale and form which is appropriate for its waterfront setting and secondary position in the urban hierarchy, and which reduces the current level of intrusive elements in the striking view, much lauded in the past, from the river to the city.

12b: Upper Pydar Street

(Fig. 7 and Character Area summary sheet 12b)

Reinstate appropriate urban form

Change in this area should be aimed at reinstating a degree of continuity with the strong urban qualities of adjacent Character Areas – tight grain, strong sense of enclosure, active street frontages, for example – which are markedly absent here. In the short term this may be aided by using landscaping and planting to increase the sense of enclosure around Union Street, for example, or perhaps by increasing the sense of active engagement of the major building complexes through, say, signage at street level. The dominance of vehicle traffic could be diminished by reducing the emphasis on sweeping curves in the road layout and creating the more rectilinear forms of urban street

junctions. In the longer term, however, redevelopment would be beneficial over much of the area, aimed at re-creating built-up street frontages of buildings of appropriate form and scale, urban spaces for people rather than vehicles. There is certainly potential to provide a more fitting setting for the award-winning Law Courts, promoting the visibility of a contemporary prestige structure and acknowledging its value as an element of townscape.

Use character to guide redevelopment

A large site spreading down the valley side from upper Pydar Street to the River Allen has been earmarked for redevelopment. The development which created the present mix of buildings and parking provision about 30 years ago brought about almost total removal of historic fabric and topography. The area is now notable for its generally poor townscape quality and redevelopment could undoubtedly be beneficial for Truro. The site is highly visible, however, adjacent to the inner ring road and route from the north west and close to the present outer edge of the central commercial area on Pydar Street. Redevelopment here will have a significant impact on perceptions of the quality of Truro's built environment and it is therefore crucial that development here is appropriate in form, scale and function. Planning should be guided by the following themes, deriving from character and context.

- The area is currently and was in the past dominated by administrative and institutional uses with, until relatively recently, an additional residential element. These uses reflect the area's location in a dominant position above the town, distinct and separate from the historic commercial core.

- Respect for the historic urban hierarchy, particularly the primacy of the commercial core. In this sense, the development should complement rather than compete with or attempt to expand the core in terms of uses. It is worth noting that past large-scale developments of new urban 'quarters' in Truro have been in the form of high quality residential areas.
- The size of the development, if spearheaded by high profile uses such as retail or leisure provision, would have a major impact on the perceived small scale of Truro, undermining a basic element of its character.
- In physical terms, the scale, particularly the heights, of buildings in this area should be limited. Truro's historic development has placed the city's tallest buildings – the cathedral, City Hall and the ornate late 19th century commercial buildings – in the lowest area of the physical setting; buildings around the periphery, with the exception of individual, isolated landmark structures, are generally of limited height. There is a fundamental requirement that buildings in this area should not block or diminish the quality of some of Truro's finest views to the cathedral.
- Redevelopment should utilise upper Pydar Street as the major linear element and frontage, reinforcing the existing King Street - Pydar Street axis and thereby maintaining the contribution which this key historic area of the city is able to make to its perceived character.

Promote access to 'green' spaces

There is potential to improve the legibility of access to Victoria Park, the River Allen, Daubuz Moors and St Mary's cemetery from the area. The river is currently underused as a feature and there is potential for enhancing the immediate area around it and improving access.



Victoria Park.

Below: Daubuz Moors.



Appendix 1: archaeological interventions

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

1978

Old Bridge Street car park, watching brief

1979

British Legion site, St Mary's Street, watching brief

22 Boscawen Street, watching brief

High Cross, watching brief

1980

Sheppard P, 1980. *The Historic Towns of Cornwall: An Archaeological Survey* includes an assessment of the (medieval) archaeological potential of Truro

1981

18-20 Kenwyn Street, watching brief

1982

Penrose building, Enys Quay, photographic record prior to demolition

1984

Truro cattle market site, archaeological excavation (D Perring)

1987

Marks & Spencer store, High Cross, watching brief

1988

corner of Kenwyn Street and Little Castle Street, watching brief

1989

West Bridge, Victoria Square, archaeological inspection

site of former Market House, Boscawen Street, archaeological observation

Central Hotel site, Quay Street, archaeological assessment

1990

New Connection Ebenezer chapel, Castle Street, archaeological recording of burial beneath floor

1996

City Hall, Boscawen Street, archaeological assessment
City Hall, Boscawen Street, archaeological investigation

1997

6 and 7 King Street, archaeological evaluation
former Post Office Sorting Office site, St Austell Street, archaeological assessment
Central Hotel, Quay Street, archaeological evaluation and excavation
Truro Public Library extension, 95-96 Pydar Street, archaeological assessment
former Post Office Sorting Office site, St Austell Street, archaeological observation and recording (Exeter Archaeology)

1998

4,5 and 6 Pydar Street, archaeological evaluation and assessment
Kenwyn Street, archaeological assessment

1999

The Green, archaeological assessment
4-6 Pydar Street, archaeological excavation (Exeter Archaeology)

2000

High Cross / St Mary's Street, watching brief
Lemon Quay, archaeological and historical assessment
land at Kenwyn Street, archaeological evaluation (Exeter Archaeology)
City Hospital, Infirmary Hill, archaeological assessment (Cotswold Archaeological Trust)
Lemon Quay, building survey, excavation and watching briefs

2001

former NCP car park site, Kenwyn Street, archaeological recording (Exeter Archaeology)
Brewer's Yard, archaeological evaluation (Exeter Archaeology)
Old Bridge, Old Bridge Street, archaeological and historical assessment
Polwhele - Laniley pipeline, archaeological assessment (Exeter Archaeology)

2002

11-12 Boscawen Street, archaeological excavation
Polwhele - Laniley pipeline, archaeological recording (Exeter Archaeology)
City Wharf, archaeological assessment
City Wharf, building survey
Kenwyn Street water pipeline trenching, watching brief

2003

City Wharf, archaeological recording
Lemon Street Market, archaeological recording

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