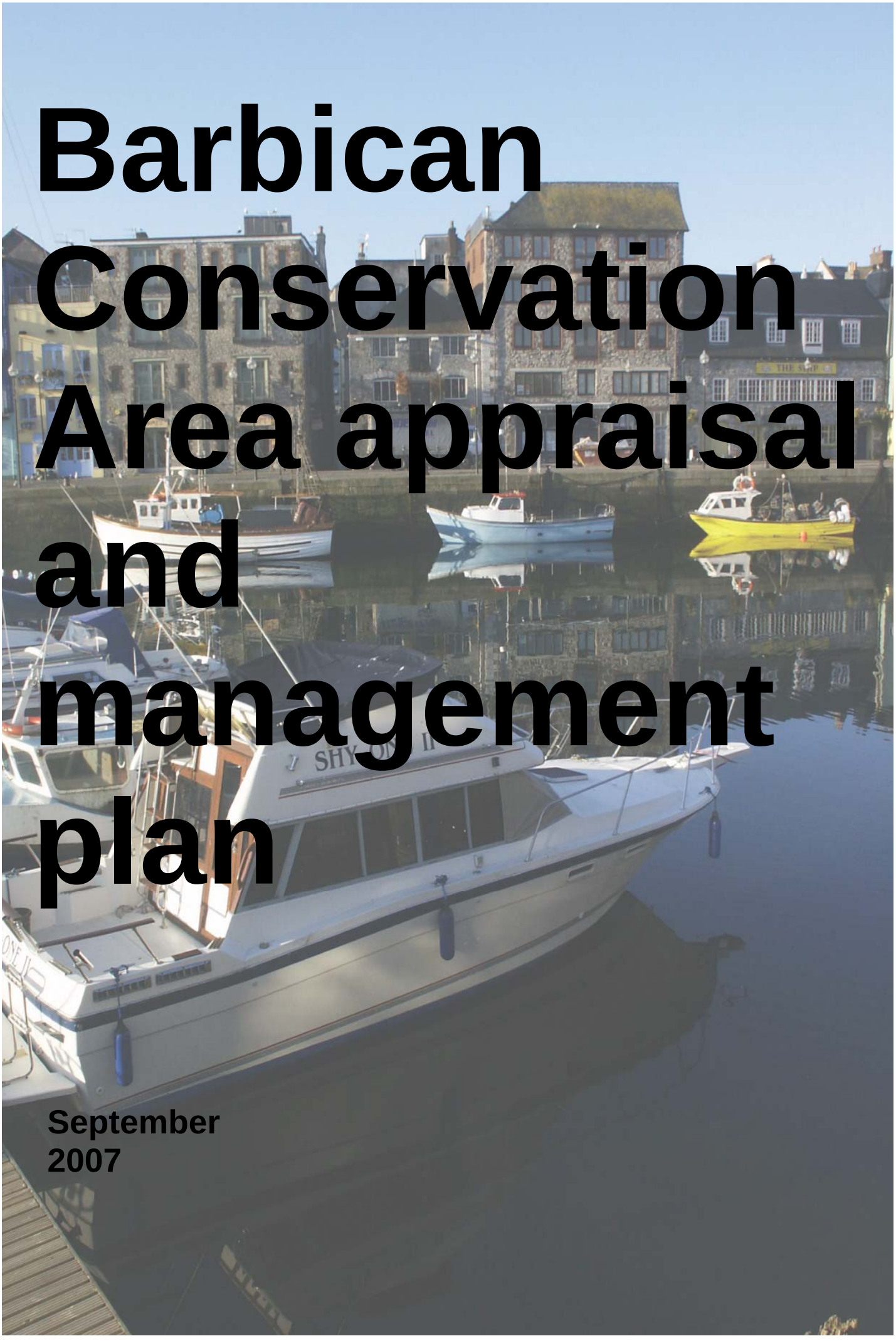


Barbican Conservation Area appraisal and management plan

September 2007


City of
Plymouth

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Barbican Conservation Area appraisal and management plan

Introduction

The Barbican Conservation Area was first designated on 21 November 1967. It was one of the earliest Conservation Areas in the country to be designated.

Conservation Areas were introduced in 1967. They are '*areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*' (Planning (Listed Buildings and Conservation Areas) Act 1990).

Conservation Area designation has a number of implications. The principal effect is that special planning permission, known as Conservation Area Consent, is required for the complete or substantial demolition of any unlisted building or structure. In addition there are a number of other restrictions that do not apply outside Conservation Areas.

The legislation also requires local planning authorities like Plymouth City Council to periodically review their Conservation Areas and publish proposals for their preservation and enhancement.

In response to this, Plymouth City Council is reviewing its existing Conservation Areas and considering the designation of new areas. Appraisals and management plans are also being prepared following extensive characterisation studies carried out in 2005/6[1].

This work responds to the policy on the historic environment set out in the Core Strategy of the Local Development Framework (Policy CS03). This states that the Council '*will safeguard and where possible, enhance historic environment interests and the character and setting of areas of acknowledged importance, including scheduled ancient monuments, listed buildings (both statutory and locally listed), registered parks and gardens, conservation areas and archaeological remains*'. It also provides an evidence base and greater guidance for the policies set out in the relevant Area Action Plan, and will provide area specific detail to inform the Design Strategy Supplementary Planning Document. This programme will also meet the requirements of Best Value Performance Indicator 219b, which measures the number of Conservation Areas within a Local Authority's area which have up-to-date appraisals.

The primary purpose of this document is to:

- *undertake a character appraisal of the Barbican Conservation Area*
- *consider what issues affect the Conservation Area, and how they impact upon its character*
- *identify management proposals to address these issues*
- *identify opportunities for the preservation or enhancement of the Conservation Area*
- *assist the Local Authority's decisions on development and provide a framework for specific projects and development briefs*

Conservation Area appraisal is by its nature a 'broad brush' process and it is therefore quite possible that some significant individual elements that are important in the Barbican Conservation Area have been overlooked. Omission of any particular building, feature or space should not therefore be taken as meaning that it is of no value.

(1) *Plymouth Waterfront Characterisation Study.* Alan Baxter and Associates, June 2006.

Conservation Area boundary (Fig.1)

The original Barbican Conservation Area was designated in 1967, and extended in 1977. It includes the greater part of the historic core of Plymouth that survived wartime destruction and post-war redevelopment, and defines much of the historic town as it developed from the late 13th to the 18th century.

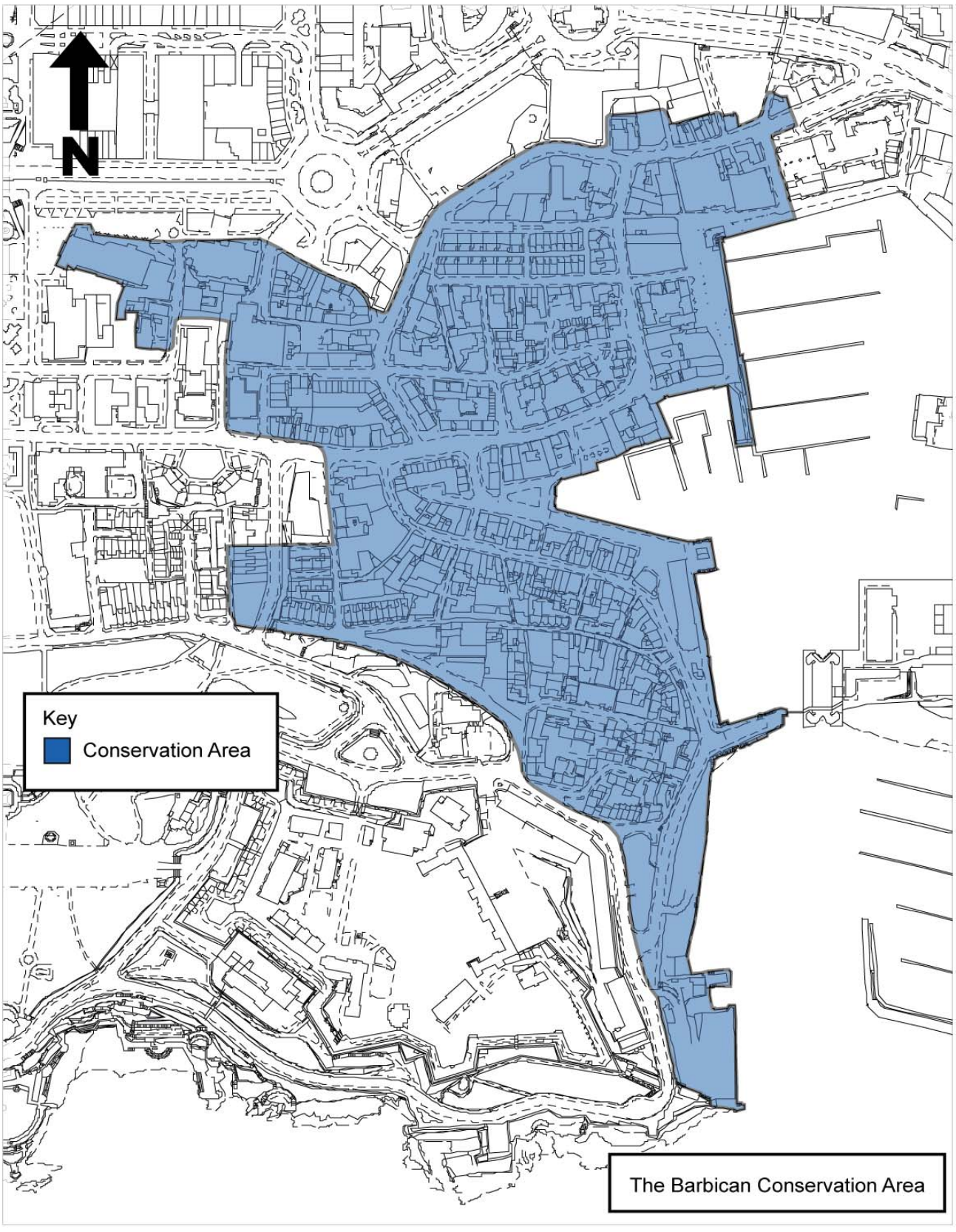
The Conservation Area boundary has been reviewed as part of the appraisal process and three changes have been made:

1. The Royal Citadel and the area of the former 'Lower Fort' will be transferred to the Hoe Conservation Area. This recognises the Citadel's topographical and historical links with the Hoe and foreshore, and also allows the Hoe Registered Park and Garden, which is a formal designation, to be included within a single Hoe Conservation Area. This should make for easier management of both Conservation Areas.

2. The small remnant of 19th century townscape on the northern side of Bretonside, between and including the 'Kings Head' and the 'Swallow' public houses, has been included within the revised Barbican Conservation Area.

3. The small area of important pre-war townscape, which largely survived WWII bombing west of St Andrew's Church, and which includes the Guildhall and the Catherine Street Synagogue and the Public Dispensary, has been included within the revised Barbican Conservation Area.

Consideration was also given to the extension of the Barbican Conservation Area to include a substantial part of Coxside extending as far as Sutton Road, Alma Cottages, the Barbican Leisure Park and Teats Hill. Coxside developed as the 'industrial' side of Sutton Harbour from the mid-17th century onwards and remained so well into the 20th century. Remnants of that industrial past and of the community it produced still survive in the area, but these are now very much isolated pockets, and many of these pockets have been modernised and changed to the extent that their historic character has been significantly degraded or irretrievably lost. Much of the historic fabric of the area has actually been lost, and the extensive redevelopment that has taken place in the area over the last decade, and continues apace, has completely changed the appearance and character of a great deal of the area, especially along the waterfront. This loss and change is if anything emphasised by the few good historic buildings and small areas that still survive such as the 'China House' or the former church hall in Harbour Avenue, or Shepherd's Lane. The legislation defines Conservation Areas as '*areas of special architectural or historic interest'*. While it may be argued that Coxside retains a certain character derived in part at least from its history, what now remains barely constitutes a cohesive 'special interest'. For these reasons it was decided that the Barbican Conservation Area would not be extended to include Coxside. The revised boundary was designated at the meeting of Plymouth City Council Planning Committee on 1 February 2007.



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Fig.1 Barbican Conservation Area

Location, geology, and topography (Fig.2 and 3)

The modern city of Plymouth sits at the mouth of the rivers Plym and Tamar on the western approaches to the Channel and the trading routes to Southern Europe, Africa and the Americas. Its position was a critical factor in its history and development.

The gross geology of the city comprises a belt of hard grey limestone which runs across its southern edge producing the cliffs overlooking the Sound, most prominently at Mount Wise, the Hoe and Mount Batten/Jennycliffe, as well as the limestone buildings which are so characteristic of many of the city's historic areas. Inland of this limestone belt the geology is characterised mainly by mixed sedimentary shales producing the soft local 'shillet', also extensively used in older buildings throughout the city.

This has produced a topography that is characterised by a high resilient hard stone ridge along the southern waterfront with the land behind gently rising towards Dartmoor to the north west interspersed with several ridges and dips, all cut through by numerous rivers and lesser watercourses, most notably the estuaries of the Tamar and Plym.

The Barbican Conservation Area lies just to the east of the modern city centre on the western side of the historic harbour of Sutton Pool. It effectively includes the greater part of the historic town of Plymouth as it developed from the late 13th to the 18th century.

Sutton Pool is a natural harbour at the mouth of the Plym created by a fault in the limestone belt. The ground rises noticeably to the north and west of the Pool and the historic town mainly occupies the rising ground to the west. Time and development have obscured much of the original topography, but the difference in levels between the harbourside and St Andrew's church is approximately ten metres, and about thirty metres between the Hoe and the harbourside.

The original shoreline is thought to have approximately followed the line of Southside Street, Vauxhall Street and Bretonside, which accounts for the winding nature of particularly Southside Street, with virtually all land to the east of that line reclaimed from the harbour from the late 13th century onwards to provide quays and wharves.

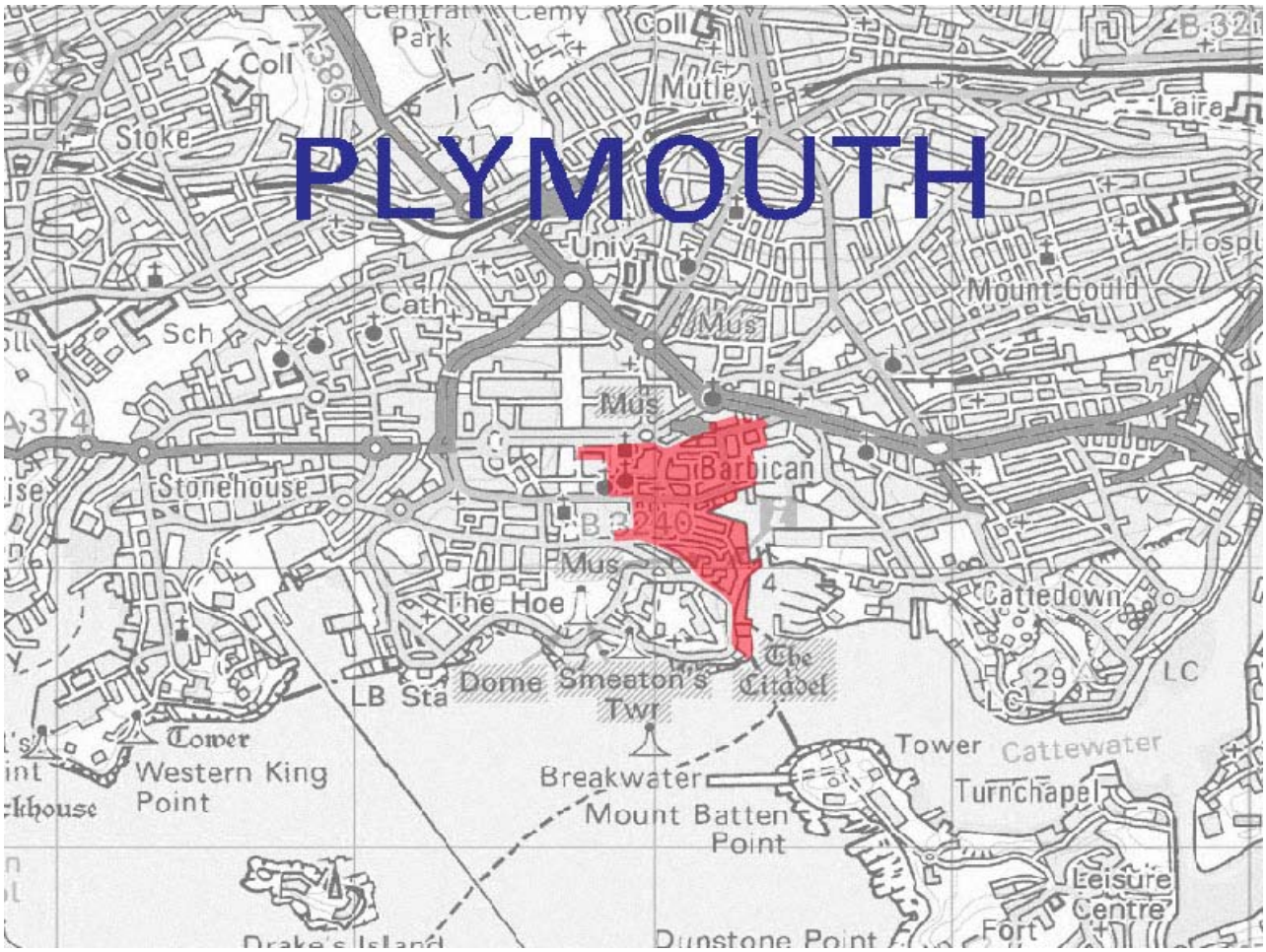


Fig.2 The Conservation Area (red) superimposed on a plan of the modern city

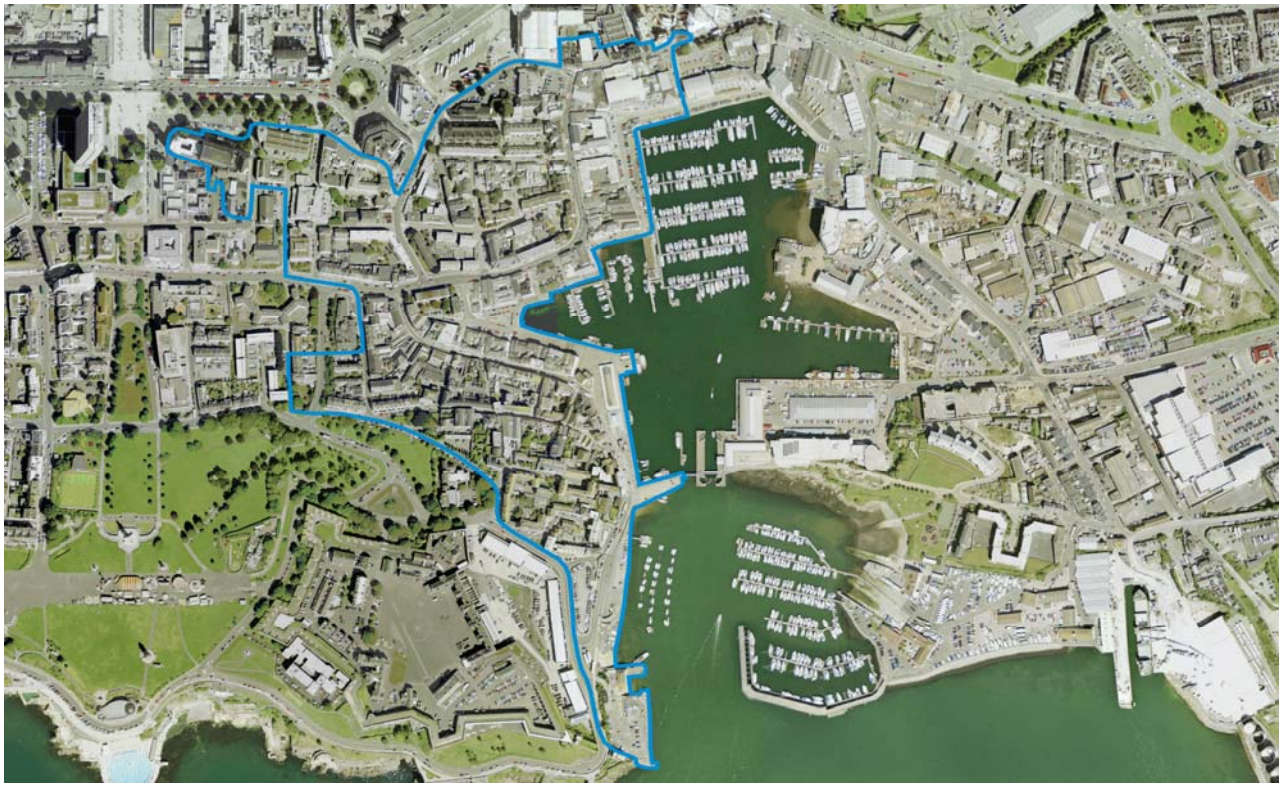


Fig 3 Location and setting of the Barbican Conservation Area

Historic development

Plymouth is thought to have developed from two early manorial centres, one sited towards the southern end of what is now Old Town Street near St Andrew's church, and the other based around the western end of what is now the Parade. Archaeology has shown that the northern side of the Parade inlet was certainly being developed for quays and warehouses by the later 13th century, and it is probable that the early town straggled between the two centres, approximately along the line of what is now Buckwell Street and Whimple Street. By 1253 the settlement had become sufficiently substantial to warrant the grant of a market charter, and the port prospered rapidly thereafter from trade and from military expeditions, ranking second amongst Devon towns in the tax assessment of 1334, and achieving borough status in 1440.

This prosperity makes it likely that the settlement soon expanded beyond its early boundaries and it is reasonable to assume that it had reached the extent shown on the 'harbour chart' of 1539 well before that date (Fig 4). This is the earliest known illustration of the town and shows a close-built community dominated by the tower of St Andrew's and the spire of the church of the Carmelite Friars, set around a broad market place complete with market cross. Boats cluster around the north side of the Parade inlet and the extensive defences, which include the historic castle, the 'great chain' guarding the entrance to the harbour and the bulwarks and artillery works along the Hoe foreshore, are all clearly visible. It is difficult to relate this map closely to the modern townscape but its boundaries appear to run approximately along the line of the present-day Exeter Street, Catherine Street and Lambhay Hill/Castle Street. Where this map has been able to be tested on the ground, it has proved to be remarkably accurate.

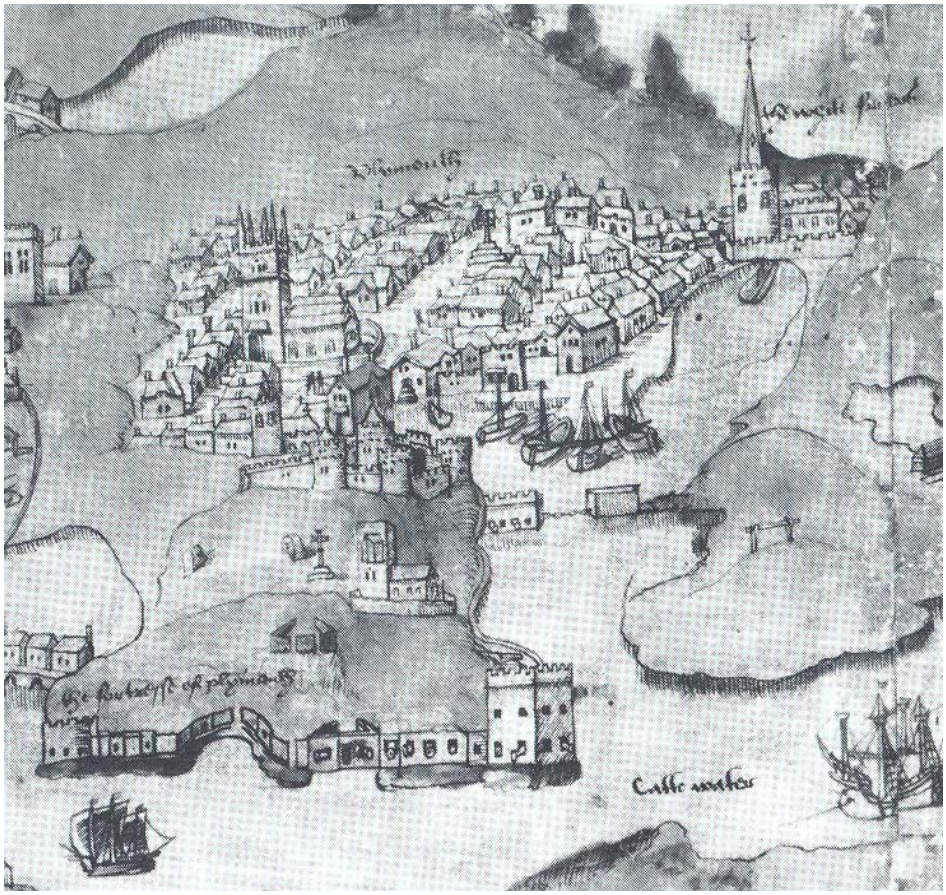


Fig. 4 Part of a harbour chart of the SW of England c.1539 showing Sutton Harbour. (*Lost Landscapes of Plymouth – maps, charts and plans to 1800* (p52 & 77) by Elizabeth Stuart)

By the beginning of the 16th century, Plymouth was fast becoming one of the foremost ports of Devon with ever widening trading contacts still reflected in the quality of buildings such as the fine late 15th century courtyard house built for the merchant Thomas Yogge at the top of Finewell Street (usually, and erroneously, referred to as the 'Prysten House').

The wars with Spain reinforced Plymouth's importance as the home port for many of the best known adventurers and seamen of the 16th century, and it was famously the base for the fleet that gathered to face the Spanish Armada in 1588.

Some of the oldest surviving Barbican buildings date from this period, and it is reasonable to assume that the town was thriving. It is interesting, therefore, that its physical size hardly appears to have changed by the time of Hollar's map of 1643, which shows a remarkably similar plan and layout to that shown in 1539. (Fig 5).

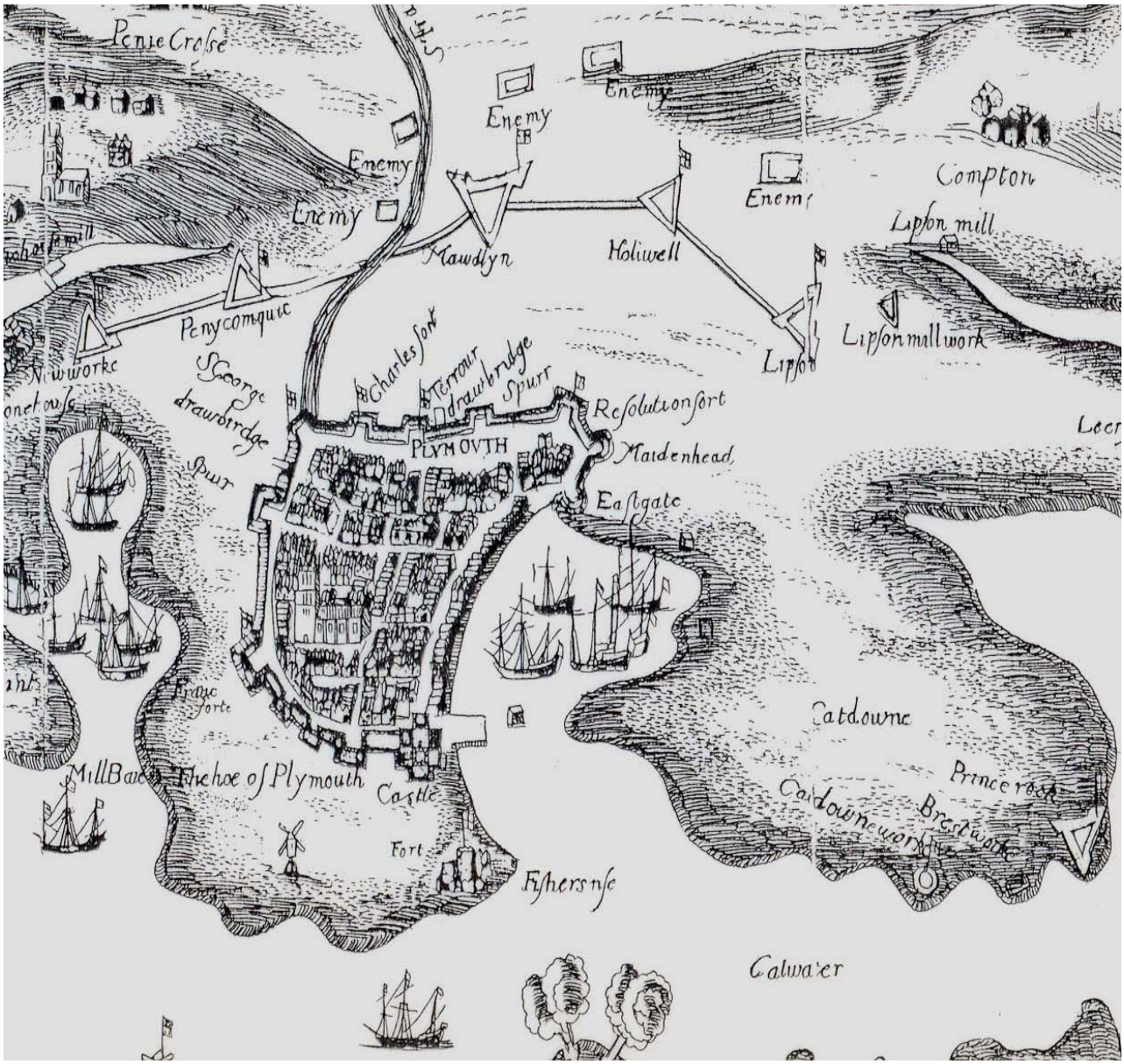


Fig. 5 *'A True Mapp and Description of the Towne of Plymouth and the Fortifications thereof, within the workes and approaches of the Enemy, at the last Siege: 1643'* by Wenceslas Hollar

However, this situation changed dramatically after the Civil War with the first significant development of the eastern side of the harbour, (including the 'China House' of 1650) being followed shortly after by the building of the Citadel, the great artillery fort on the Hoe overlooking the town, and the Lambhay Victualling Wharf at what became Elphinstone Wharf on the western side of the outer harbour. These changes are clearly shown on Donn's map of 1765, the first 'modern' map of the town, showing significant development outside the medieval core for the first time, especially to the east (Fig 6).

Plymouth's trade grew steadily throughout the later 17th and 18th centuries, despite the problems of more or less continual war with France. This is again reflected in the built heritage, with a number of Barbican buildings remodelled or built new. The Napoleonic Wars brought the added wealth of prize ships and their cargoes. Such was the extent and value of these that new warehouses were required to store the loot, and many of the large stone warehouses that are still a feature of the Barbican, such as Palace Vaults in New Street, date from that period. There were 110 registered prize stores by 1813.

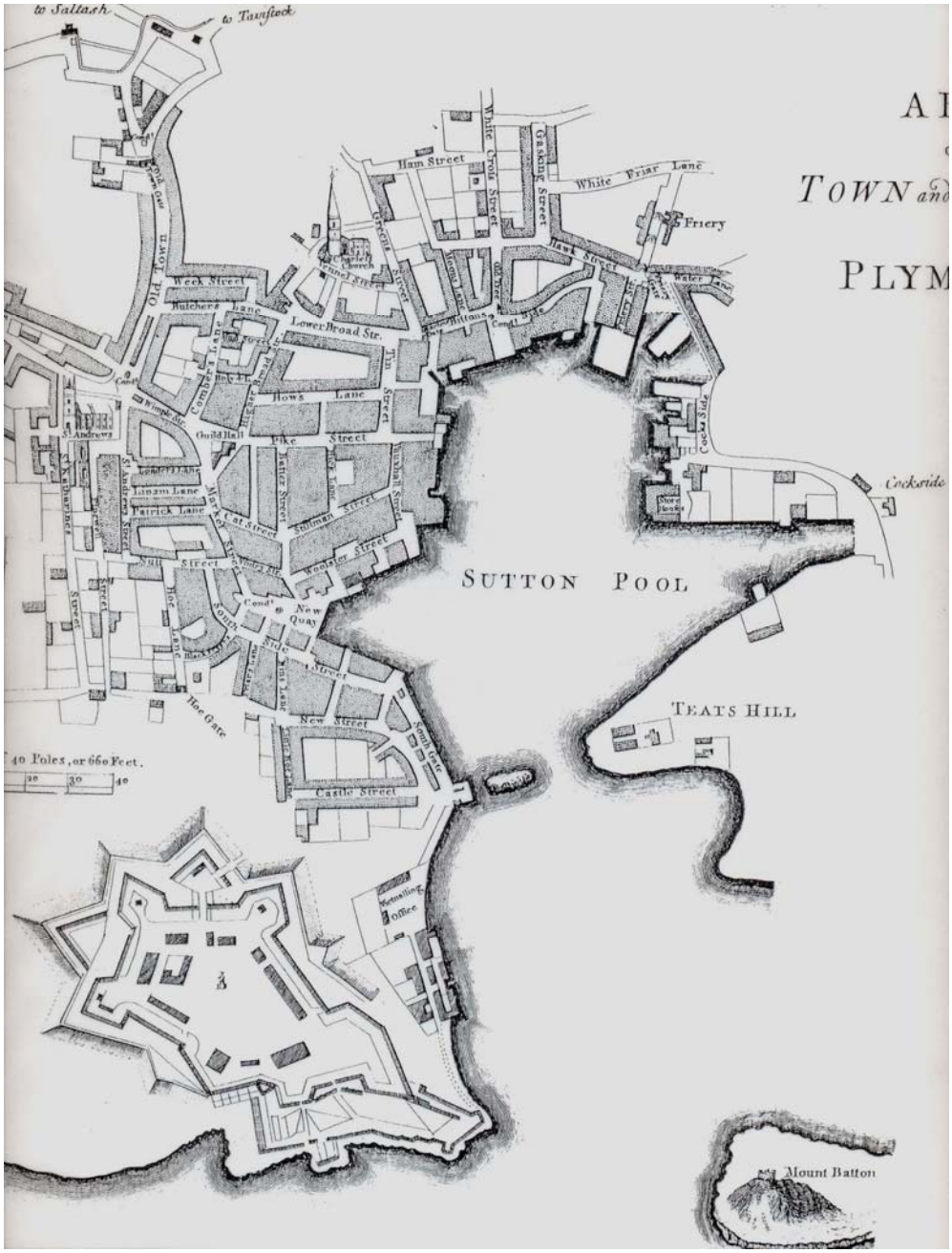


Fig. 6 *A plan of the town and Citadel of Plymouth, 1765*
by Benjamin Donn

Expansion continued into and through the 19th century, particularly to the west towards Stonehouse after the construction of Union Street from 1820, and north along Tavistock Road, though the real expansion of the late 19th and early 20th centuries was still to come. Within the 'Barbican' area, the building of North Quay in 1850 and the arrival of the Great Western Railway in 1853 was followed by the arrival of the London & South Western Railway in 1878 and the construction of Friary Goods Station, sweeping away the last remains of the old Carmelite Friary.

Despite changes, much of the Barbican, especially its housing stock, was showing the effects of age and poverty by the beginning of the 19th century, and many streets were notorious slums. In 1890 the Lord Mayor led a 'slumming tour', resulting in the condemnation of the north side of Looe Street and the construction of the corporation flats, still in existence, in 1898. Further slum clearance followed, and by the inter-war years of the 20th century, had included areas in Lambhay Street, Castle Dyke Lane, New Street and Buckwell Street, among others.

The Barbican did not completely escape the effects of the wartime Blitz, though it did not suffer either the extensive destruction that swept away the city centre or the dramatic redevelopment that followed. As a result it retains a historic character significantly different from most of the other historic areas of the city.



A New Map of Plymouth, Devonport and Stonehouse 1848
by W.H. Maddock

Characterisation

The following sections aim to define the character of the Conservation Area. The text is illustrated with annotated maps and photographs illustrating the spatial and other characteristics that combine to make up the overall character of the area.

Even the most casual observer is likely to note that there is a clear difference in 'feel' between the northern and southern parts of the Conservation Area, and it effectively divides into two character areas, defined primarily by current use, along the line of Notte Street and Vauxhall Street. To the north and west of this line, the area is primarily residential including large areas of 20th century housing imposed on a more or less historic street plan, while to the south and east lies the predominately commercial and recreational area and historic harbourside. The line of Notte Street and Vauxhall Street forms a significant barrier to easy pedestrian movement between the two areas which reinforces their separateness. While the difference between these two character areas is recognised throughout the following sections, for the most part the Conservation Area is treated as a single unit.

Spaces and figure ground (Fig.7)

Key characteristics

- Private space is restricted and largely inward looking within the Conservation Area, the result of intensive development within the restricted area of the historic town. The tall three and four storey buildings fronting directly onto the pavements produce a similarly enclosed feel to many of the streets.

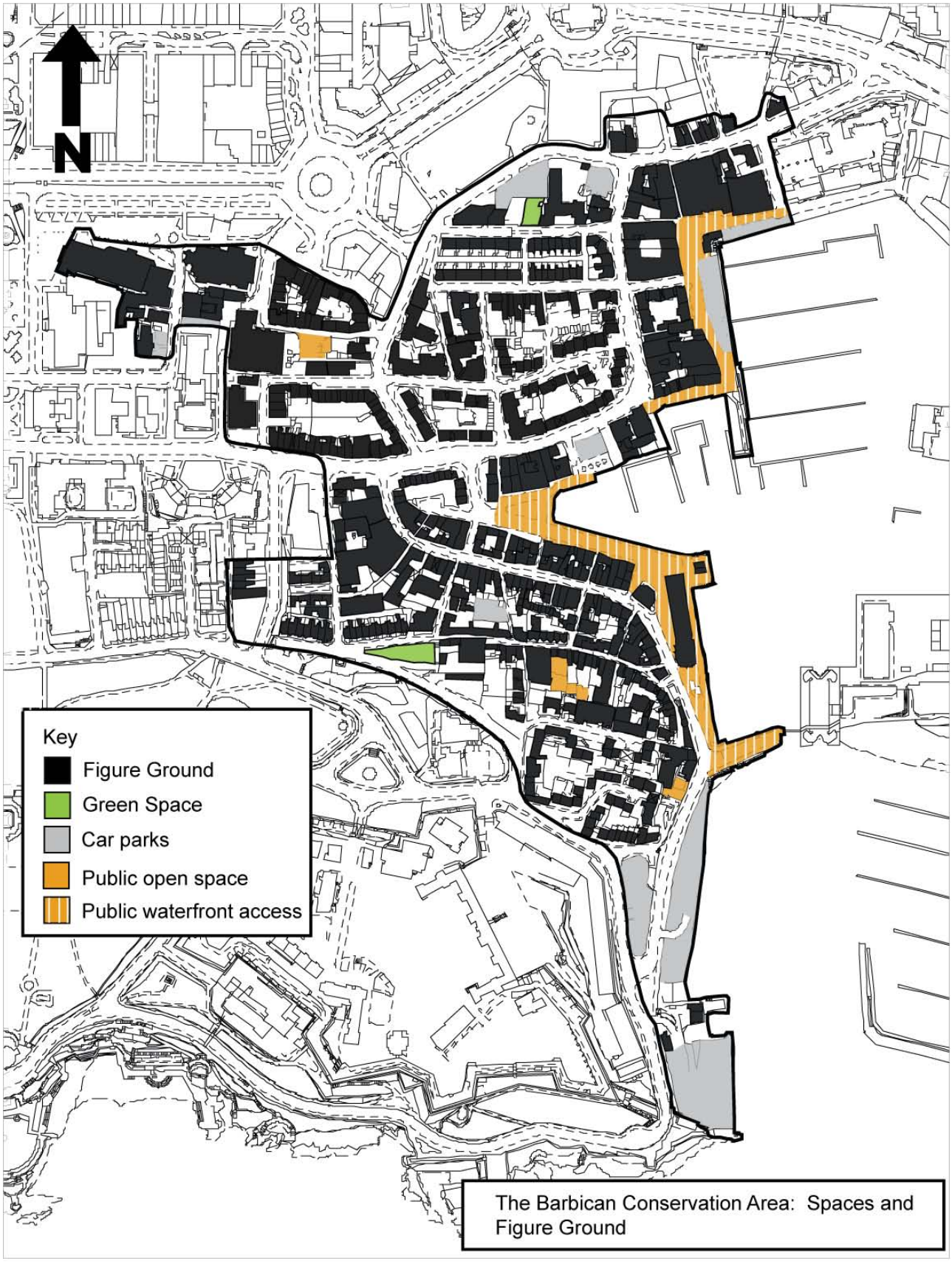
- This is also reflected in the groups of 20th century flats which while having a more 'open' plan, are still inward looking, with little recognition of historic pattern. This is particularly clear in the layout of the pre and post- Second World War blocks of flats along the north side of Notte Street, and between Castle Street and Lambhay Hill towards the southern end of the Conservation Area.

- The main areas of public open space are along the quays and harbourside, notably North Quay, Sutton Wharf, the Parade, Quay Road, the Barbican). The open nature of these spaces contrasts markedly with the more enclosed nature of many of the streets within the Conservation Area. Some of these areas however (particularly North Quay and Sutton Wharf) are also are also used for car parking which tends to present a barrier to easy access to the waterside.

- While many of the quays provide valued open space for tourists and residents alike There are smaller areas of public space away from the harbourside. These include the 'Elizabethan Gardens' and Lady Astor's Garden which are both attractive recreational areas, as well as the less successful Sir John Hawkins' Square and the Exchange Street car park.

- Green space is largely restricted to the north eastern edges of the Hoe Park

- There are large areas of underused/negative space at the southern end of the Conservation Area.



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Fig.7: Spaces and figure ground

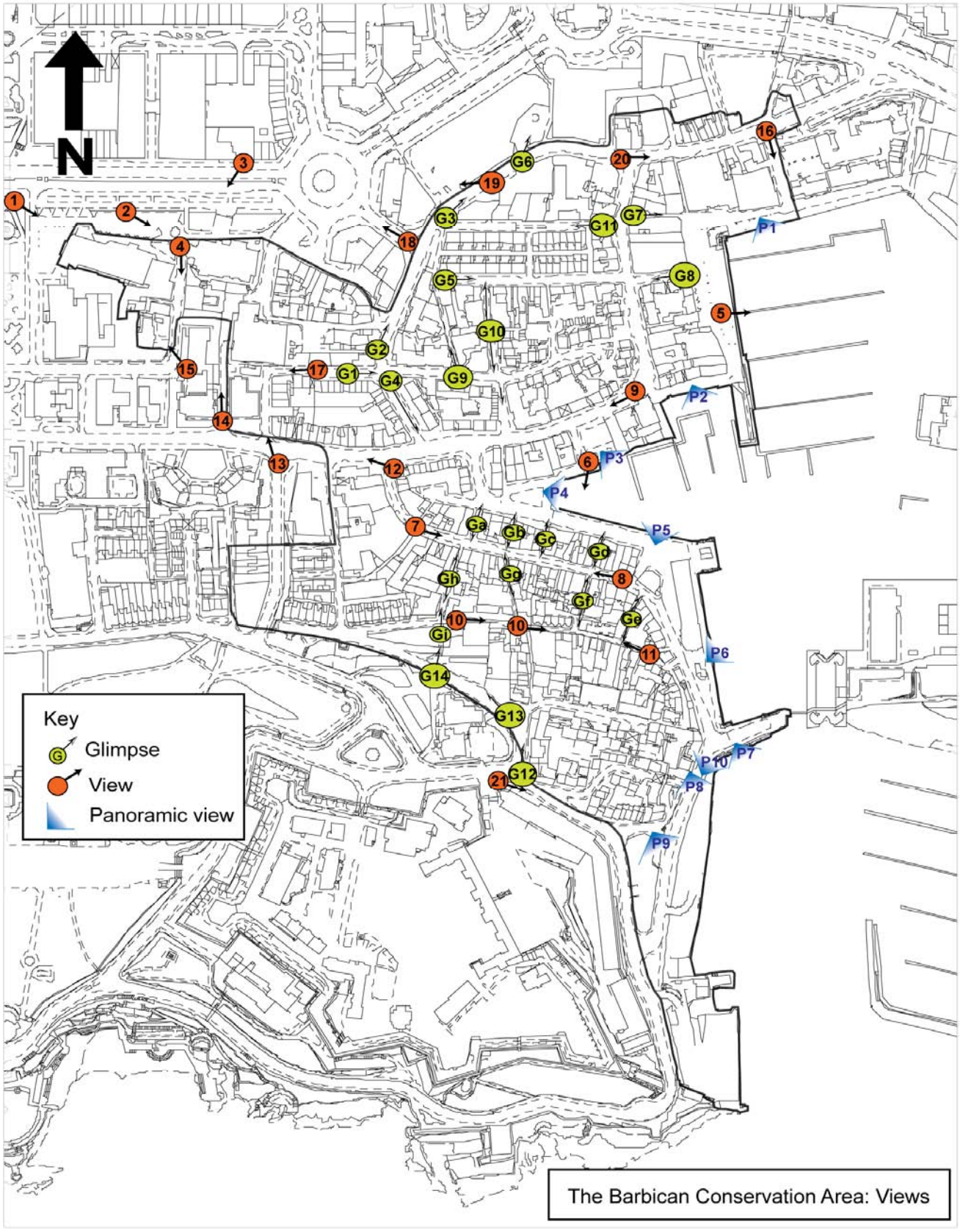
Views (Fig.8)

Key characteristics

- A high proportion of panoramic views, particularly from the southern end of the Conservation Area, reflecting both the topography, with rising ground to all sides, and the openness provided by the Cattewater and Sound to the south. They serve as dramatic reminders that the historic town was - and remains - very much a working port, founded on the basis of its ready access to the sea.

- Other views are more intimate, characterised particularly by the series of glimpses along the lanes and opes to both sides of Southside Street, and are very characteristic of the enclosed nature of the historic town.

- There are also important views into the Conservation Area from the harbour, and a particularly important view from Vauxhall Quay across the harbour to Quay Road and its tightly mixed townscape that so characterises the town.



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Fig.8: Views

Views shown on Fig 8



Panorama 1 – looking south from North Quay



Panorama 2 – looking south from Vauxhall Quay



Panorama 3 – looking south east from Guys Quay



Panorama 4 – view from the Parade west across the harbour



Panorama 5 – looking north from Quay Road towards Vauxhall Quay



Panorama 6 – looking north east from the Barbican



Panorama 7 –looking south from the Mayflower Steps across the Sound towards Mount Batten and Staddon Heights



Panorama 8 – View from Castle Street south along Madeira Road



Panorama 9 – view from Castle Street car park across the Plym to the east



Panorama 10 – view from The Barbican north east across Sutton Harbour



View 1 – Looking across the Civic Square towards the Guildhall



View 2 – from Royal Parade towards St Andrews



View 3 – Looking across Royal Parade towards the Guildhall and St Andrews



View 4 – Looking south down Catherine Street



View 5 – Looking east from Vauxhall Quay



View 6 – from Guys Quay towards Quay Road



View 7 – Looking east along Southside Street



View 8 – Looking west along Southside Street



View 9 – looking west along Vauxhall Street



View 10 – west end of New Street looking east



View 10 – looking east along New Street



View 11 – east end of New Street looking west



View 12 – looking west along Notte Street



View 13 – looking north along St Andrew's Street



View 14 – looking north along Finewell Street

View 15 – looking north along Catherine Street to Public Dispensary, Synagogue and Treasury building





View 16 – looking south along Hawkers Avenue to harbour

View 17 – looking west along Palace Street towards the Merchants House





View 18 – looking towards St Andrews Cross along Kinterbury Street



View 19 – looking from Bretonside to rear of Royal Bank of Scotland building



View 20 – looking east along Bretonside from the corner of Vauxhall Street



View 21 – looking south east along Lambhay Hill



Glimpse 1 –towards the harbour looking east along Palace Street



Glimpse 2 –the spire of Charles church looking north along Buckwell Street



Glimpse 3 –the spire of Charles church looking north east along Bretonside



Glimpse 4 – the historic town above modern flats looking south east down Buckwell Street



Glimpse 5 –towards the harbour looking east along Looe Street



Glimpse 6 – Charles church and the new Drake Circus shopping mall looking north from Bretonside



Glimpse 7 –the tower of St John's on Exeter Street from Tin Lane



Glimpse 8 – looking west towards Looe Street from Vauxhall Quay



Glimpse 9 – looking north along Peacock Lane



Glimpse 10 –historic warehouses on Vauxhall Street from Batter Street



Glimpse 10 – towards the Corporation Flats on Looe Street looking north along Batter Street



Glimpse 11 – towards the city centre from How Street



Glimpse 12 – north across the city centre towards North Hill with Charles church and St Matthias visible



Glimpse 13 – north west across the city centre including the Civic Centre and the university



Glimpse 14 – Charles church and beyond from the top of Friars Lane



Glimpse a – looking south along Citadel Ope



Glimpse a – looking north along Citadel Ope



Glimpse b - looking south along Southside Ope



Glimpse b – looking north along Southside Ope



Glimpse c – looking south along Parade Ope



Glimpse c – looking north along Parade Ope



Glimpse d – looking south towards Stoke Lane from the Parade



Glimpse d – looking north towards the Parade from Southside Street



Glimpse e – looking south along White Lane



Glimpse e – looking north along White Lane



Glimpse f – looking south along Stokes Lane



Glimpse f – looking north along Stokes Lane



Glimpse g – looking south along Pin Lane



Glimpse g – looking north along Pin Lane



Glimpse h – looking south along Friars Lane



Glimpse h – looking north along Friars Lane from New Street



Glimpse i – looking north towards Friars Lane from outside rifle range on Lambhay Hill

Land use and activity (Fig.9)

The divide between the northern and southern parts of the Conservation Area is most clearly seen in its uses.

Key characteristics

- Predominance of residential use in the northern character sub-area and to the south of Castle Street.

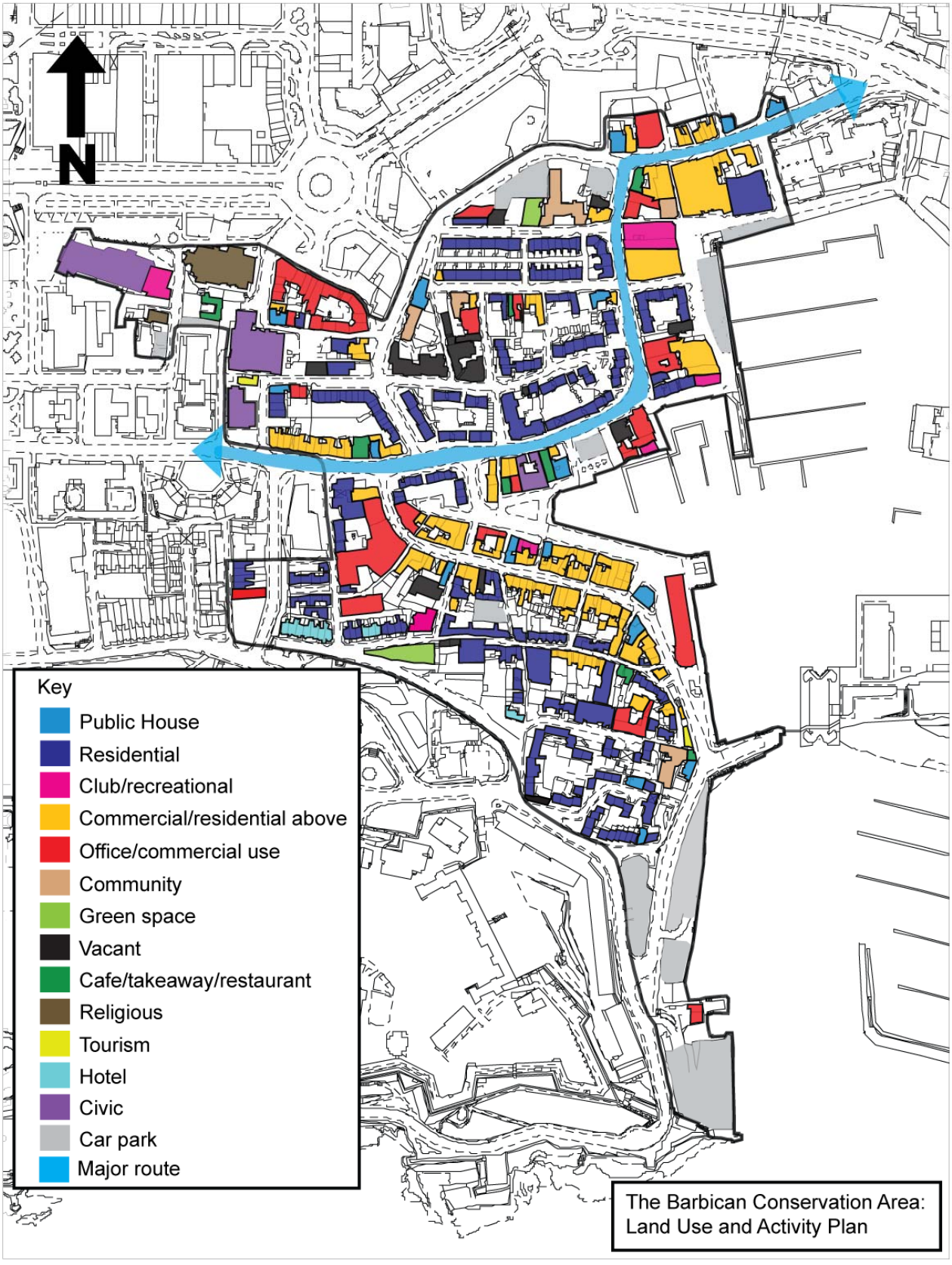
- Predominance of buildings in mixed residential/commercial use in the southern character sub-area, particularly between Notte Street and Castle Street. ('Commercial/residential above' use includes a high incidence of pub/club/restaurant/takeaway uses).

- Few vacant properties except for a group of buildings undergoing redevelopment on Palace Street

- Extensive areas of car parking at the southern end of the Conservation Area, including quays.

- Notte Street/Vauxhall Street is a major route and barrier to easy pedestrian movement between the northern and southern character sub-areas of the Conservation Area.

- Little recreational public open space away from the quays.



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Fig.9: Land use and activity

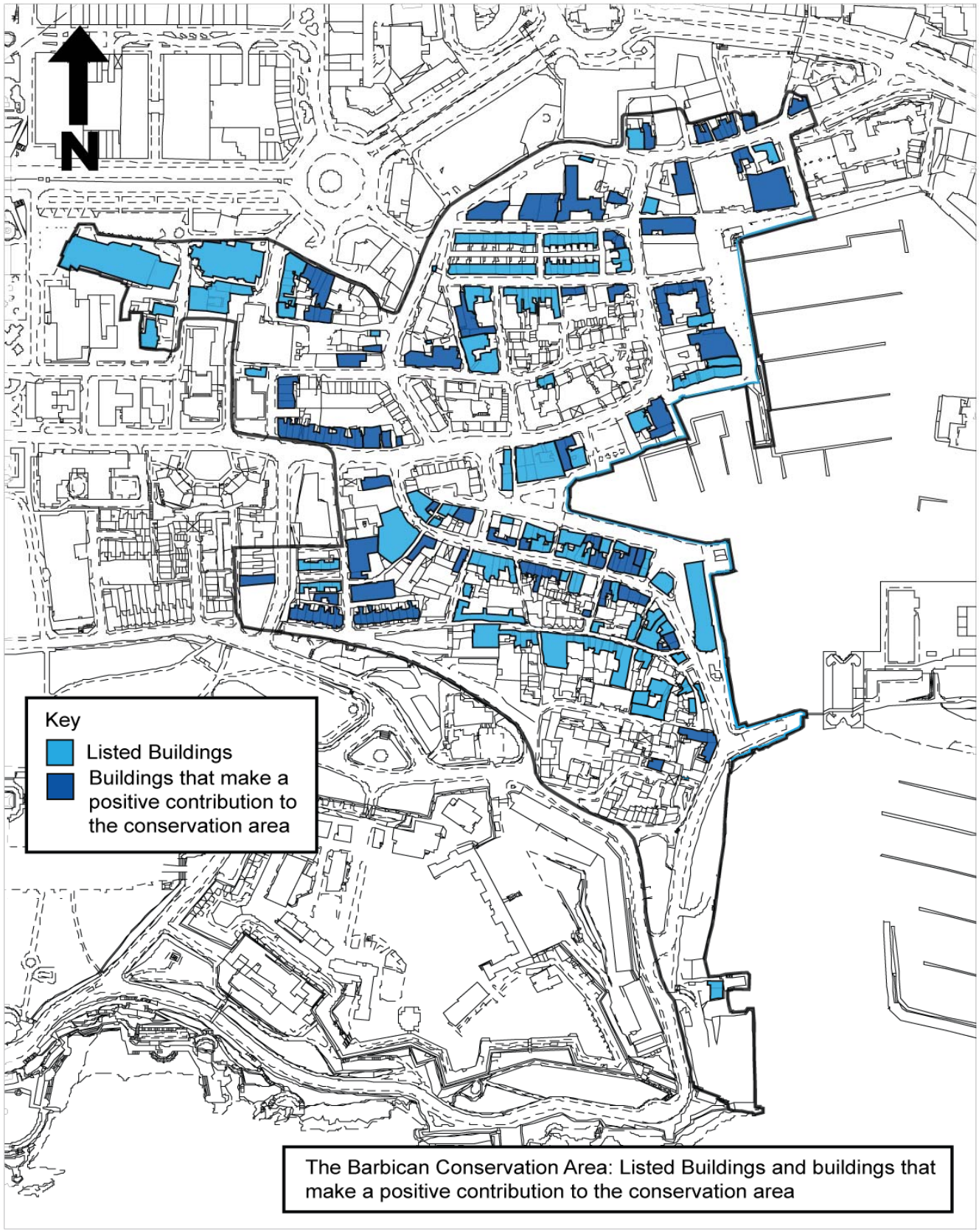
Quality of buildings

Within the Conservation Area there are 105 buildings (or groups of buildings) and structures which appear on the statutory list of Buildings of Special Architectural or Historic Interest, including the whole run of the harbour walls from North Quay to West Pier, and two Scheduled Ancient Monuments. A further 68 buildings have been identified through the appraisal process as making a positive contribution to the Conservation Area. (Fig.10). These are listed in Appendices 1 and 2, and reflect the overall high quality of buildings in the Conservation Area. 19 buildings and the Batter Street car park and the Elizabethan Gardens are in the care of the Plymouth Barbican Association, which buys, restores and maintains historic buildings in the area (Appendix 3).

The earliest standing building is probably St Andrew's church, of mid-late 15th century date, though the nearby courtyard house in Finewell Street (the 'Prysten House') built for the wealthy merchant Thomas Yogge soon after 1498, is not much later. The Gin Distillery in Southside Street was also originally a merchant's house of c.1500, though it has subsequently been much altered. These are large high quality buildings in the local grey limestone which is such a characteristic of historic buildings in Plymouth.

Otherwise the earliest surviving buildings are the fine late 16th and 17th century townhouses, often incorporating ground floor shops or other commercial uses, which survive particularly in New Street and Looe Street. These are generally narrow buildings on long narrow plots, of stone construction but with a timber and plaster façade, often jettied and elaborately decorated. Nos.32 and 33 New Street and Nos.27-33 and 36-38 Looe Street are particularly fine examples, though it should be noted that a number of these buildings were extensively rebuilt in the 19th and early 20th centuries. Other notable buildings from this period include the Old Customs House of 1586 on the Parade, and the Merchant's House in St Andrew's Street. The eastern side of Basket Ope incorporates the remains of a merchant's house of the 17th century providing an unusual view of what were originally internal fireplaces, and makes a striking contribution to the historic character of the immediate area.

The Conservation Area retains a wealth of good quality 18th and 19th century buildings, though it is known that a number of these such as Nos. 39 and 51-54 Southside Street are later frontages on earlier buildings. For the most part, these later buildings are three or four storeys, rendered with render detail, though a number are of brick. There are particularly fine late 19th century shop premises with accommodation above on Bretonside (Nos. 25-27, 44, and 46-48), along the northern side of Notte Street (Nos. 48-49 are particularly fine), along much of Southside Street and around the Parade and along Quay Road. Notable individual buildings of this later period include the 'Three Crowns' public house, probably 17th century in origin, but extended or remodeled in the 19th century; the new Customs House of 1810, and the Barbican Fishmarket of 1896 which is a landmark structure within the Conservation Area, and a good example of the restoration and adaptation of an important historic building to an alternative use.



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Fig 10. Listed buildings and buildings that make a positive contribution to the Conservation Area

A particular characteristic of the 18th and 19th century town were the large limestone warehouses, built to house the loot from enemy ships taken as prizes during the 19th century, as well as the proceeds of legitimate trade. These exist throughout the Conservation Area, and there are particularly good examples along Vauxhall Street (Nos.54-62, including the particularly fine example of AE Monson's warehouse)**,** and on New Street ('Palace Vaults' and Nos. 41-42). Many have been converted to alternative uses, often as pubs or clubs, or for residential use. One of the more interesting buildings from this period of Plymouth's trading past is No. 94 Vauxhall Street, an early 19th century warehouse with integral 'count' (accounts) house now converted into flats. It is a noteworthy building on a prominent corner site.

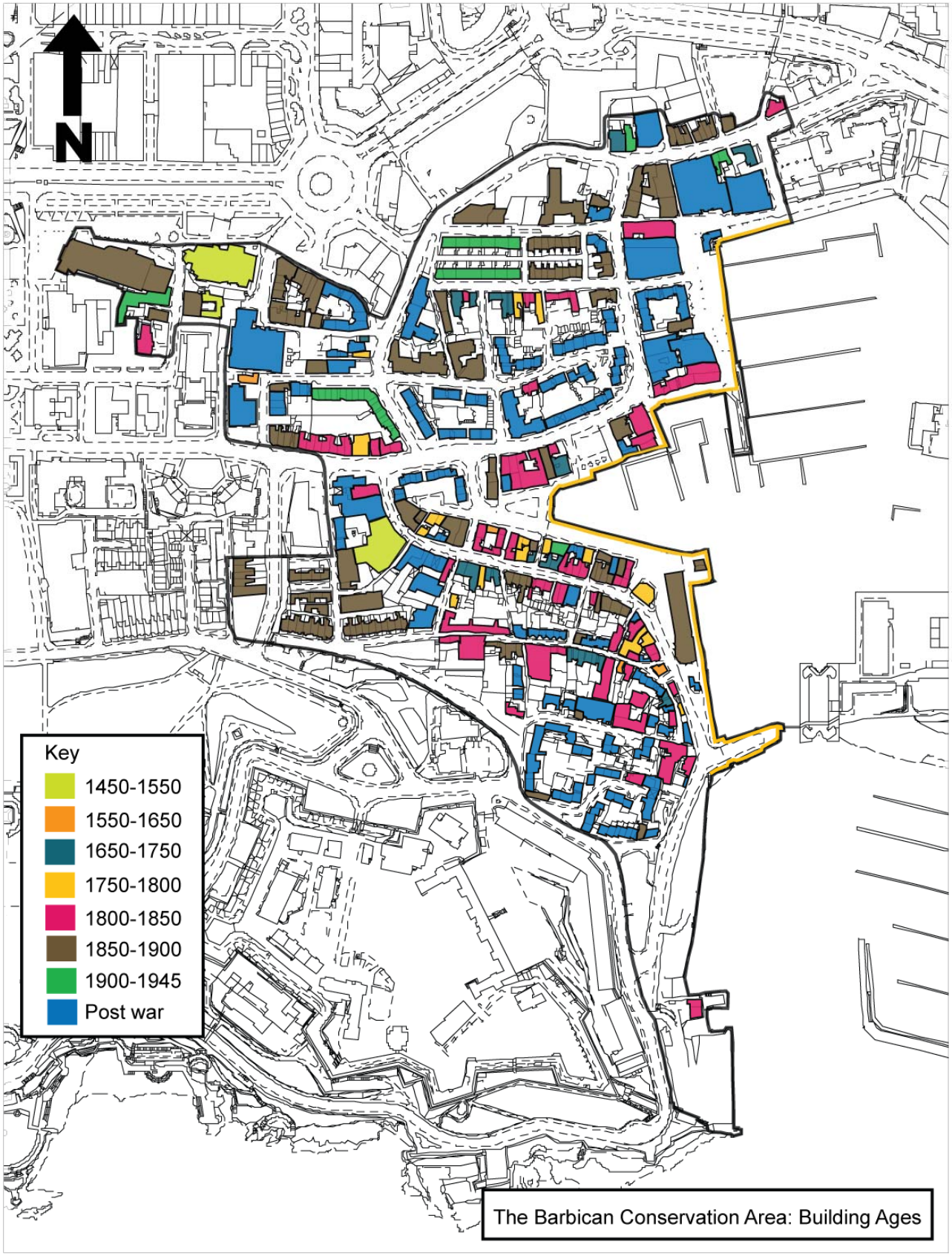
While most of the historic residential accommodation in the Conservation Area was provided within the mixed-use buildings of the historic core, townhouses developed around the periphery such as those on Citadel Road, or at Hoe Gardens off Hoegate Street, the latter a good example of the work of the prominent early 19th century architect John Foulston and his pupil George Wightwick.

Much of the historic town was overcrowded and notoriously unsanitary by the late 19th century, resulting in the condemnation of the north side of Looe Street and the construction of the Corporation flats. These comprise a westerly terrace of three-storeys of painted brick, with concrete floors and staircases under slate roofs with wooden sliding sash windows and doors, and a shorter easterly terrace of similar construction, though with greater decorative elaboration. How Street was more comprehensively rebuilt on both sides to the same pattern. Built in the years just either side of 1900, these are important early examples of local authority housing and are largely as built. They contribute enormously to the character of both Looe Street and How Street and demonstrate that 'character' is not defined by age alone. Further slum clearance followed, and by the inter-war years of the 20th century, included areas in Lambhay Street, Castle Dyke Lane, New Street and Buckwell Street. A large area on the north side of Vauxhall Street running to Palace Street and the rear of Looe Street was comprehensively redeveloped to provide a large block of social housing after the Second World War. Modern regeneration has seen a considerable amount of new development particularly around the northern and eastern sides of the historic harbour.

Building Age (Fig.11)

Key characteristics

- Mix of ages, particularly along Southside Street
- Predominance of 19th and 20th century buildings
- Large number of 20th century buildings, reflecting wartime damage and major public housing schemes



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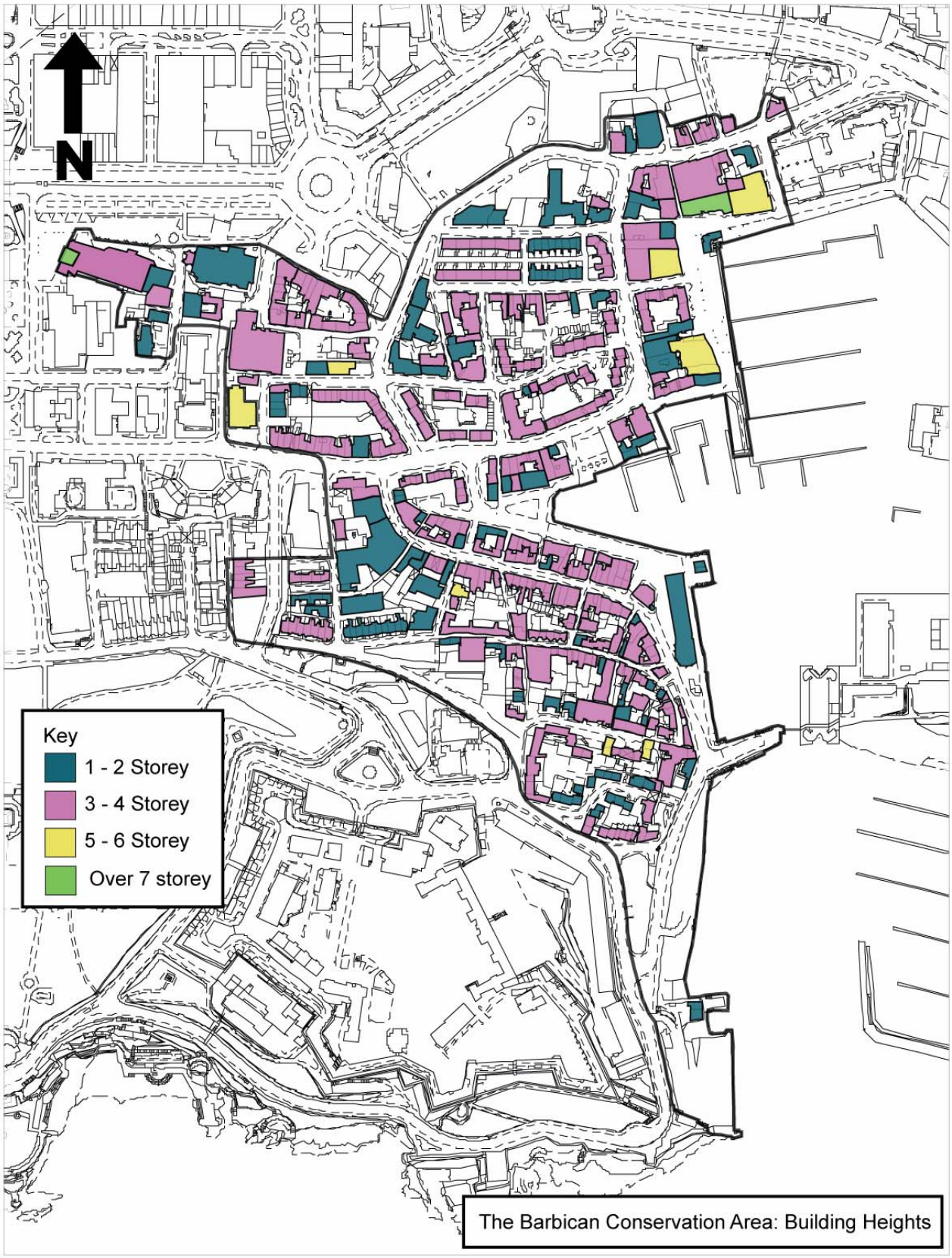
Fig 11 Building Age in the Conservation Area

Building heights (Fig.12)

Key characteristics

- Predominance of 3-4 storey buildings. This produces a marked sense of enclosure, especially along the narrower more historic streets. It also provides a very efficient height/street width ratio, reflecting the need to make efficient use of restricted space, and of the combination of commercial ground floors with residential upper floors.

- The tallest buildings are mostly modern developments. These have had a marked effect particularly on the character of the eastern side of Sutton Harbour.



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Fig 12. Building heights in the Conservation Area

Prevalent and traditional building materials and the public realm

The traditional building materials in Plymouth are limestone, granite, and the soft sedimentary shales known locally as 'shillet'. These materials are common throughout the Conservation Area. Limestone and granite was often cut and dressed, especially in grand and public buildings such as St Andrew's or the Guildhall, whereas limestone rubble and shillet buildings were usually rendered, and render therefore often predominates as a finish in the city's historic areas. Brick is not used until the 18th and 19th centuries and then not extensively within the Conservation Area, and with the exception of the timber and plaster fronts noted above, there is little tradition of timber building. Stone and render predominate, as they do in the wider historic townscape to this day. While the limestone, granite and shillet does not lend itself to decorative detail, the render facades were often elaborately decorated as can be seen particularly in 19th century frontages along Southside Street, St Andrew's Street and Whimple Street.

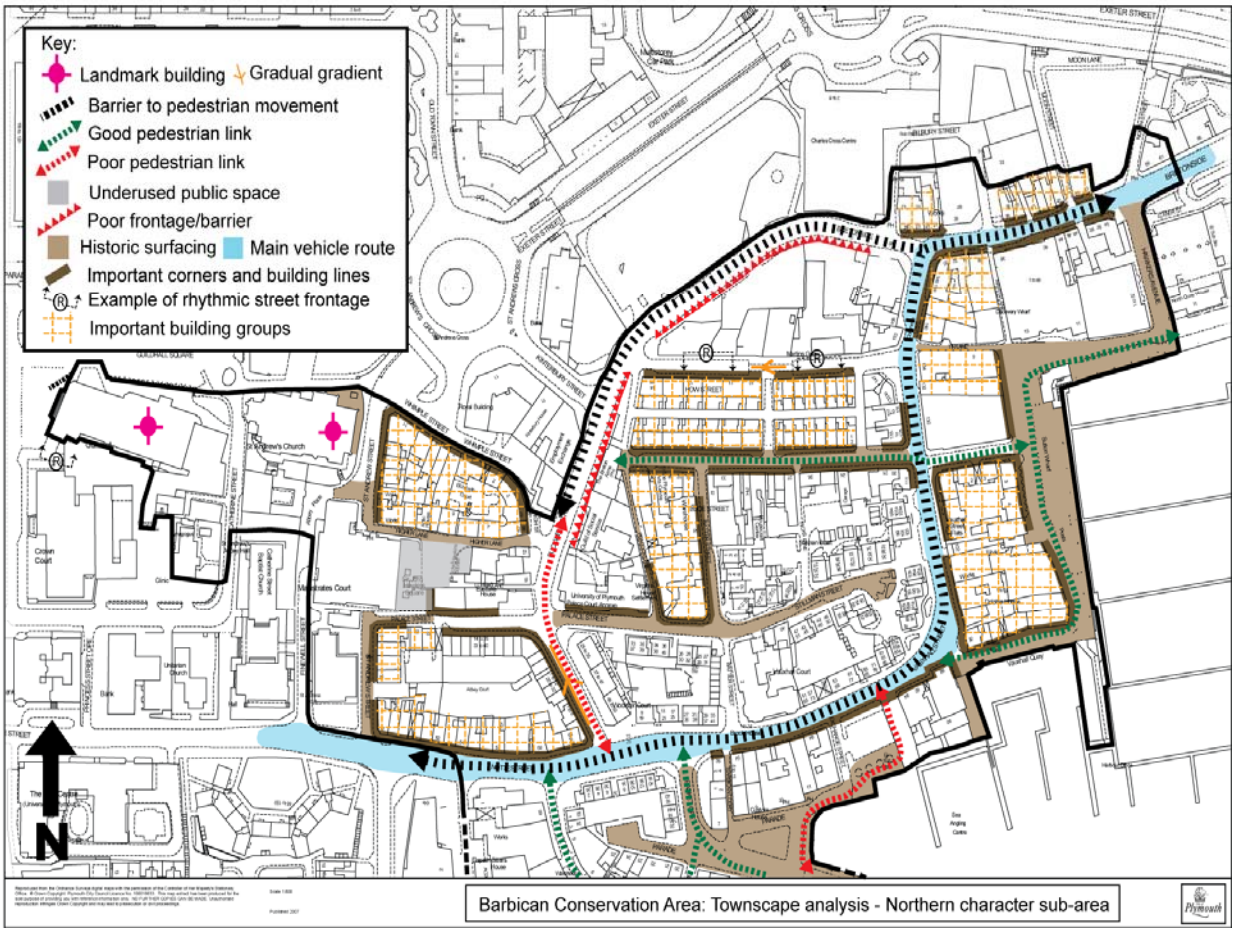
The traditional street surfaces within the Conservation Area were granite setts with granite kerbs and drain channels, and these survive in many streets particularly south of Notte Street, though they have been replaced along Southside Street. Pavements were commonly of limestone or granite flags, and areas of historic paving still survive, as around 'The Navy' public house at the south end of Quay Road, at the east end of St Andrew's Street, along the east side of Batter Street and along Hawker's Avenue, as well as at many other locations within the Conservation Area.

Most of the quay walls are of dressed granite with granite copings. Railway lines still survive along North Quay and Sutton Wharf, and there are small cranes on both Sutton Wharf and Commercial Wharf as reminders that this was once very much a working harbour. Little historic street furniture remains, though there are a number of granite and cast-iron tying-up bollards along the quays, including two reused cannon on Vauxhall Quay, and three 19th century obelisk-shaped cast iron bollards across both Parade Ope and Southside Ope. Similar bollards can be seen in other historic locations around the city. The three granite columns outside No.24 New Street appear to be of some antiquity, though their function is not obvious. They may have been moved from an original site.

Townscape analysis
Northern character sub-area

Key characteristics

- Topography rises to north and west
- Poorly defined boundary to north (Bretonside bus station)
- Notte Street/Vauxhall Street a main route through Conservation Area and barrier to movement
- Large amount of historic floorscape still surviving
- Limited public space
- Relatively few large individual buildings apart from the Guildhall, St Andrew's church and the Magistrates' Courts
- Groups of post-war flats, especially north of Notte Street have a spread footprint, but remain inward looking, with little recognition of the historic pattern.

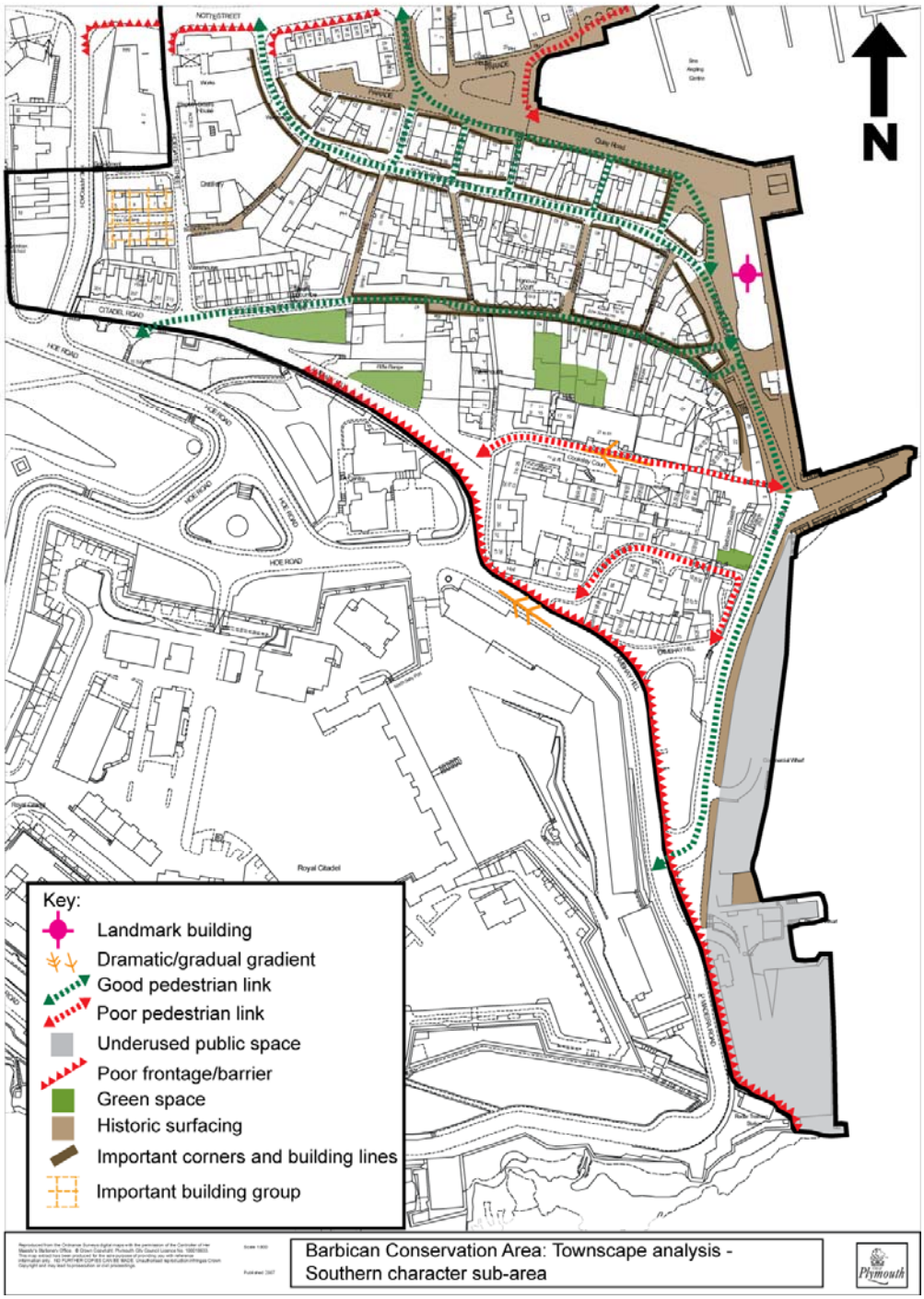


Barbican Conservation Area
Townscape analysis

Southern character sub-area

Key characteristics

- Topography rises to south and west
- Walls of Citadel form strong boundary and barrier to south west.
- Large amount of historic floorscape still surviving
- Limited greenspace
- Large amount of underused public space at south end of Conservation Area
- Groups of post-war flats, especially south of Lambhay Hill, have a spread footprint but remain inward looking, with little recognition of the historic pattern.



General condition

Overall the Barbican Conservation Area is in good condition. There is very little outright dereliction, the harbourside area is vibrant and well-used with almost no empty or run-down properties, and most of the residential areas are in satisfactory condition. Available development sites are readily taken up. Poor quality and underused townscape is mainly confined to the southern side of Bretonside facing the bus station, and to the car parks and quays at the southern end of the Conservation Area. Otherwise the area suffers from the usual problems of inappropriate additions, alterations and repairs to historic buildings, and inappropriate additions, alterations and repairs to the public realm, such as the inappropriate repair of setted surfaces in places.

An indicator of the general condition of the built heritage is the number of buildings and structures that are considered to be 'at risk', either because of poor or little or no maintenance, or because they are vacant or underused. An audit of 'Buildings at Risk' in Plymouth in 2006 identified 23 buildings or structures within the Barbican Conservation Area considered to be 'at risk'. These are listed in Appendix 4. While a useful indicator of historic buildings and structures that may be at risk of deterioration, it is important to understand also that this represents only a very small proportion of the total number of buildings within the Conservation Area, and that only five of these properties were considered to be in the highest categories of risk. Buildings may appear on the BAR Register simply through vacancy.

Nevertheless one of the purposes of this appraisal and management plan is specifically to identify those aspects of the Conservation Area which need improvement, and these are identified in the following sections.

Negative factors

The main factors which detract from the special quality of the Conservation Area are:

1. ***inappropriate or insensitive development***
2. ***the line of Bretonside/Vauxhall Street/Notte Street*** *which acts as a real barrier to pedestrian movement and divides the Conservation Area*
3. ***underused open space***
4. *the cumulative effect of* ***poor quality shopfronts, advertisements and domestic 'improvements'.***

1. Inappropriate or insensitive development

The most significant are:
*Bretonside Bus Station***.** While Bretonside provides a clear northern boundary to the Conservation Area, the rears of the buildings fronting How Street are ill defined and include a large car park. The area is dominated by the poorly designed 20th century bus station, which has a very negative effect on this part of the Conservation Area.

The Bretonside frontage between Palace Street and Looe Street. These buildings are poorly designed and provide a very weak building line and poor boundary to the Conservation Area at this point.

*The Magistrates' Court***.** This is a particularly intrusive development that cuts across an historic street, and compromises the views and settings of St Andrew's church, Yogge's House, and the Merchant's House, three of the most important historic buildings in the Conservation Area.

Tin Quay House and Sutton Jetty are both undistinguished structures which contribute nothing to the otherwise attractive character of Sutton Wharf and Vauxhall Quay, though their role in the business of the Marina and thus in maintaining the vitality of the harbour is recognised. Nevertheless, their removal and/or sensitive redevelopment would significantly improve the appearance of this prominent part of the Barbican Conservation Area.

*The flats at the junction of Vauxhall Street and Basket Ope***.** This is a very mundane group that does not contribute positively to the character or appearance of the Parade, one of the focal points of the Conservation Area.

Nos. 1,2 and 4 Hoegate Street and 64a Notte Street are undistinguished modern structures that contribute nothing to the Conservation Area.

Hanover Court, John Sparke House, and Nos.26-30 New Street. These modern developments do not respect or reflect the sensitive environment of New Street, which is one of the key historic streets in the Conservation Area.

Mayflower Visitor Centre. The design of this building is unsympathetic to this key location in the Conservation Area.

The public toilets on Barbican Quay are an intrusive and poorly designed block in a particularly high profile position.

2. The line of Bretonside/Vauxhall Street/Notte Street
This is the primary route through the Conservation Area. It is a busy road that provides a very effective barrier to pedestrian movement, particularly between the northern and southern half of the Conservation Area, and it also divorces the northern part of the area from the harbour. Bretonside performs a similar function at the northern boundary of the Conservation Area, and backed by the bus station, presents a very effective barrier between the Conservation Area and the modern city centre.

3. Underused open space
Commercial Wharf, Phoenix Wharf, Elphinstone Wharf, and Lambhay Hill car park. While these areas are used for a variety of activities, ranging from sailing instruction to car parking, the overall impression of this area is one of drabness and underuse, with a sense of lost opportunity for new uses and improved pedestrian access.

4. Poor quality shopfronts, advertisements and domestic 'improvements'.
The Conservation Area suffers from the usual rash of poor quality shopfronts, unsightly and/or inappropriate advertisements, and modern 'improvements' especially inappropriate and unsightly modern plastic doors and windows that scar most historic areas to some degree. This should be controlled more rigourously.

Neutral factors

There are also a number of buildings and areas which, while not contributing to the overall quality of the Conservation Area, do not detract to the same degree as those identified as 'negative'. Enhancement may suffice to improve these 'neutral' buildings and areas. The following are considered to have an overall 'neutral' effect on the character and appearance of the Conservation Area.

The 20th century flats along Palace Street and Stillman Street and on the north side of Vauxhall Street contribute little to the character of the Conservation Area.

No.29 Bretonside sits awkwardly in the street, though it does not impact significantly. Any redevelopment opportunities should be used to enhance this site.

New developments at Discovery Wharf and 130 Vauxhall Street impact on the Conservation Area because of their size and height, though they do not particularly detract.

The Exchange Street car park provides one of the few areas of open space within the Conservation Area, and views of the harbour from Vauxhall Street, but its use as a car park does not enhance the Conservation Area.

The post-war flats between Castle Street and Lambhay Hill contribute little to the character of the Conservation Area, though their location means that they do not have a major negative impact on the wider Conservation Area.

Summary of special interest

- The Barbican is one of the key historic areas of Plymouth, the core of the historic town, characterised by its historic working harbour, its historic street pattern, its diversity of building styles and ages, and by the vibrancy created by its many mixed uses.

- The Conservation Area contains a large number of distinctive historic buildings. These include stone-built merchants' houses of the late 15th/16th century onwards, some with elaborate timber and plaster jettied fronts and ground floor shops; many buildings of similar date but with later fronts, and a number of fine houses, shops and pubs of the 18th and 19th centuries. There are also a number of large limestone warehouses that are very characteristic of the area, as well as the important terraces of historic local authority housing on Looe Street and How Street. The range and mix of buildings is critical to the sense of place and history that is so much a part of the character of the Barbican.

- The Conservation Area also contains a large number of Plymouth's most important individual historic buildings and structures including St Andrew's Church, the 'Prysten House', the 'Merchant's House', the Gin Distillery, the old and new Customs Houses, and the historic listed quays and piers of the harbour itself.

- The richness of the built heritage can be readily appreciated by the fine views along many of the streets, particularly New Street, Southside Street, Looe Street and the Parade, and the rears of the historic buildings on New Street can be viewed to good effect from the Elizabethan Gardens.

- The character of the Barbican is not only defined by its built heritage. Its historic associations with key events from British history, notably the Spanish Armada, and with famous historic individuals including Drake, Hawkins and Raleigh, all add to its distinctive and powerful sense of place.

- The Barbican remains very much a working harbour, for despite the ranks of moored leisure craft, working fishing boats still tie up alongside the Parade quays and Barbican Quay, and the old Fish Market looks directly across to its much busier successor.

- The Barbican retains a tremendous sense of community with generations of families living and working in the area, and it is important that this sense of community and its contribution to the Barbican's unique character is properly taken into account when considering future proposals for the area. It is a place with a genuinely special and unique character.

Issues

There are a number of issues that impact on the Barbican Conservation Area. The most significant of these include:

- The need to ensure that all buildings and other structures within the Barbican Conservation Area that warrant statutory protection are identified and appropriately designated. Statutory protection has been shown to be an effective means of helping protect the special interest of Conservation Areas. Many buildings and structures in the Conservation Area are already protected, so it is unlikely that this will amount to a significant requirement.

- The need to provide other effective means of protection to those elements of the built heritage that make the Barbican Conservation Area 'special', but which may not warrant statutory protection. The retention and enhancement of historic street surfaces and furniture is particularly important in this respect, and there have been instances where inappropriate repair or reinstatement has caused damage.

- The need to deal with buildings suffering from disrepair and disuse, particularly those identified in the Buildings at Risk Register.

- The need to ensure that the existing mixed use of the area is maintained and encouraged, especially those uses relating to the waterside setting. The enhancement and reuse of historic structures along the waterfront is integral to this aim in conjunction with the creation of new areas of public space. This will require sensitive and imaginative approaches within the Barbican Conservation Area.

- The need to improve the public realm, parts of which are dominated by traffic, traffic management infrastructure, and vehicle parking. This is intrusive along some of the historic streets, particularly around the Parade and along Southside Street. Effective means of managing this needs to be explored, although it is expected that this would be undertaken only as part of a wider strategic approach to the whole issue of car access and car parking in the Barbican.

- The need to preserve and enhance views into, and out of, the Conservation Area, including the wider setting and backdrop of Sutton Harbour.

- The need for improvement to a number of specific sites, especially areas of inappropriate modern development. These are identified in the 'Opportunities' section below.

- The need to recognise and understand the archaeological importance of the area and ensure that all development sites where the archaeological resource is threatened are managed appropriately.

Barbican images



Imposing late 19th century buildings at the corner of St Andrew's Street and Whimple Street



Harbour reflections in the converted Fishmarket on Barbican Quay



Southside Street looking west



The Barbican from Shepherd's Wharf



16th century gateway beside Lambhay Street church hall

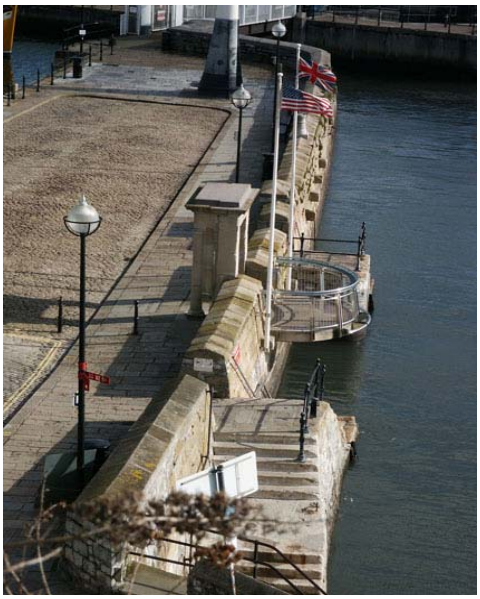


Quay Road from Guy's Quay



Looking north towards Friary Lane

Barbican images



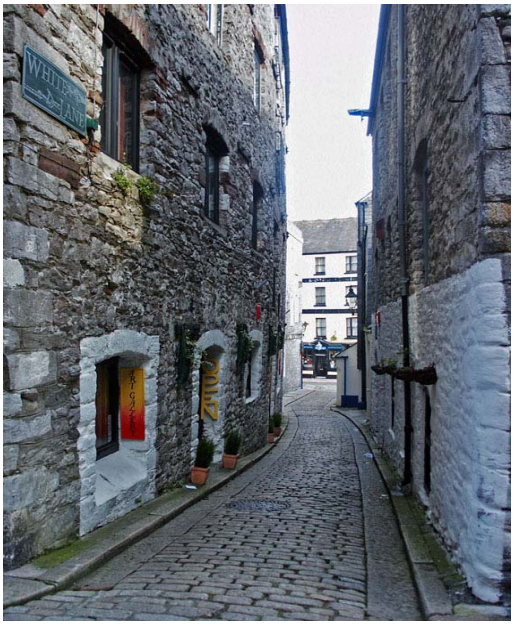
West Pier from Lady Astor's Garden



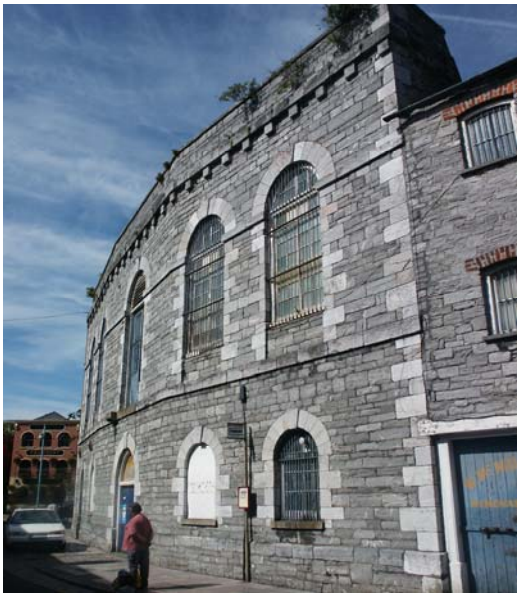
St Andrews Church from St Andrew Street



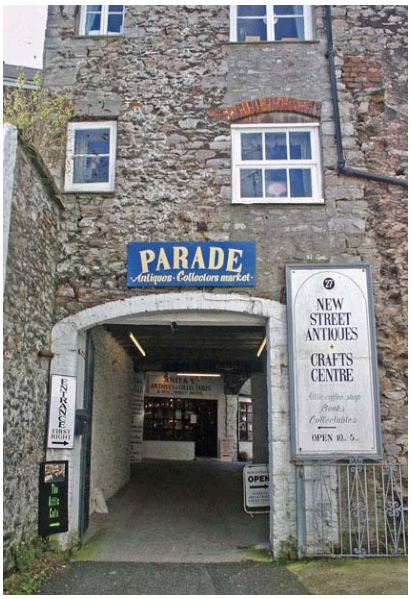
The Fishermans Arms, Lambhay Street



Looking east down White Lane towards Southside Street



Former warehouse, Southside Street

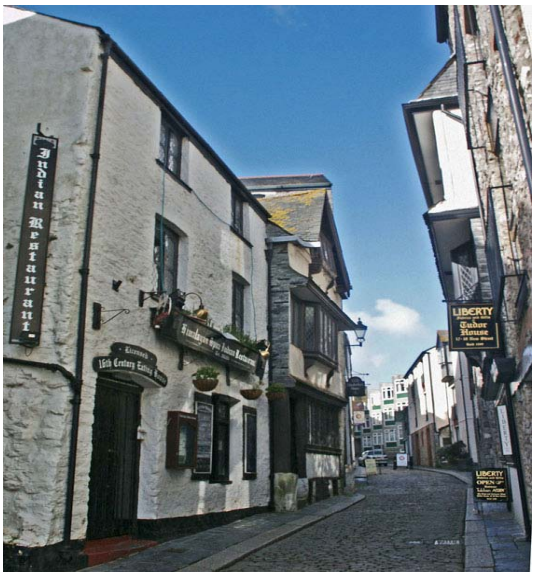


Former warehouse complex, New Street



Former police headquarters, rear of Guildhall, Catherine Street

Barbican images



Looking west along New Street



The Kings Head, Bretonside



Macmillans Day School,
Hoe Street



St Saviours church hall, Lambhay Hill



View into the Elizabethan garden



Entrance to Plymouth Gin on Southside Street

Barbican Conservation Area draft management plan

'It shall be the duty of the local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are Conservation Areas' (s.71(1) Planning (Listed Buildings and Conservation Areas) Act 1990).

General principles

In responding to the issues raised in the Conservation Area appraisal, and in exercising its powers within the Barbican Conservation Area, Plymouth City Council will follow the policies and objectives set out in the Core Strategy of the Local Development Framework. In particular the management plan will conform to Policies CS02 and CSO3, which relate to the delivery of a quality city, and Area Vision 5 – Sutton Harbour - and its associated objectives. It will also conform to the Sutton Harbour Area Action Plan (at Submission stage at October 2007), and the emerging Design Supplementary Planning Document. Guidance provided in *Planning Policy Guidance Note 15*, and English Heritage's '*Guidance on the management of Conservation Areas'* will also be used as key reference points for the management plan. In order to interpret these policies and guidance for the Barbican Conservation Area the following principles will be adhered to in the consideration of any changes proposed in the Conservation Area.

Principle 1 - Proposals to develop or redevelop sites and convert buildings to new uses will be required to preserve or enhance the character of the Conservation Area, and to contribute positively to the wider regeneration of Sutton Harbour.

Principle 2 - The position, scale, massing and materials of new development will be expected to respect the existing character of the Conservation Area. This will include respecting historic plot widths.

Principle 3 – Priority will be given to the retention and enhancement of buildings of heritage value identified in the Conservation Area Appraisal and Management Plan. (Primarily Listed Buildings and buildings identified as making a positive contribution to the Conservation Area).

Principle 4 - New development will be expected to be of the highest quality design and to positively respect and enhance the special interest and character of the Conservation Area.

Principle 5 - New transport and parking provision will be expected to be limited and respect the character of the Conservation Area. Opportunities will be taken wherever possible to reduce or remove any adverse impact of existing transport and parking provision.

Principle 6 - There should be early Historic Environment input into all proposals for significant public works within the Conservation Area.

Principle 7 - Historic surfaces and street furniture will be retained, enhanced, and restored wherever practicable. Historic street lines will be expected to be respected.

Principle 8 – The historic views and vistas identified in the appraisal will be retained, enhanced, and restored.

Principle 9 - Advertising and signage proposals will be expected to respect the character and appearance of the Conservation Area in terms of siting, size, number, materials, colours and illumination.

Management proposals

Statutory and other designations

The most significant buildings and other structures that are not currently statutorily protected will be considered for appropriate designation. Local designations may be considered for buildings of townscape value that are considered to contribute positively to the Conservation Area, though it is expected that this provision will be used primarily to protect unlisted buildings outside Conservation Areas.

On this basis the following buildings within the Barbican Conservation Area will be considered for statutory listing:

Nos. 25-27, 44, 46-48 Bretonside
24 Hoe Street
15 St Andrew Street
Former St Theresa's mission church, Palace Street
Former Treville Street Board School
Former Palace Street school
Former St Saviour's church hall, Lambhay Hill

Proposed management plan action – These buildings will be assessed and proposed for statutory listing if warranted, within twelve months of the adoption of the completed appraisal and management plan.

Consideration will also be given to the use of a 'local list'. The City Council has maintained a Local List of Buildings of Architectural or Historic Interest since 1966. The Government White Paper (March 2007) on reform of heritage protection reinforces this approach and encourages authorities to make more effective use of it. Local designation would mean that the architectural or historic interest of a building would be a 'material consideration' in any planning application, which would allow that interest to be properly considered against development proposals.

Enforcement

Targeted enforcement programmes have been shown previously in Plymouth to be effective means of preserving and enhancing the special interest of Conservation Areas, including previously in the Barbican area. The range of powers available to the City Council includes the use of Building Preservation Notices, Urgent Works Notices, Repairs Notices, Dangerous Structures Notices, Tree Preservation Orders and Section 215 ('untidy land') Notices, and these will be used if necessary. However, enforcement would not be an action of first resort. Informal contact, discussion and advice would always be used first to encourage owners to undertake repairs and maintenance.

One of the main threats to the quality of the Barbican Conservation Area is the gradual erosion of its character by cumulative alterations to listed and unlisted buildings. While Listed Building Consent is required for works of alteration affecting the special character and/or appearance of Listed Buildings, unlisted buildings which are single dwelling houses enjoy the benefit of considerable permitted development rights, which allow, for example, small extensions, demolitions and replacement doors and windows, without any requirement for planning permission. This means that some buildings have been altered to the detriment of their special architectural or historic interest. Articles 4(1) and 4(2) of the

General Permitted Development Order 1995 allow Local Planning Authorities to make directions withdrawing all or some of the permitted development rights given under the Order. These have been found elsewhere to be an effective means of controlling the sort of piecemeal alterations that can seriously devalue the overall character or appearance of Conservation Areas.

Proposed management plan action - A detailed schedule of buildings in the Barbican Conservation Area that would benefit from the imposition of Article 4 Directions will be drawn up and submitted for consultation and Council approval within twelve months of the adoption of the completed appraisal and management plan.

Buildings at risk (BAR)
Buildings in disrepair or disuse have a particularly negative effect on the quality of Conservation Areas. The compilation of a register of buildings 'at risk' is a useful tool to focus attention on this problem and define the scale of the problem. This can help clarify the scale of resources necessary to bring these buildings back into good repair and, where appropriate, beneficial use, and can help prioritise action by English Heritage, local authorities, building preservation trusts, funding bodies, and all who can play a part in securing the future of these outstanding and irreplaceable parts of our heritage. The 2005 Plymouth BAR Register has already enabled Plymouth City Council to start to deal with some of the buildings in its own management, and it is hoped that this will also be the case for other buildings including those identified as 'at risk' within the Barbican Conservation Area.

Plymouth City Council has a target of removing 5% of properties from the BAR Register each year because their future has been secured. Opportunities for grant assistance and other support to achieve this aim will be explored.

Proposed management plan action – A strategy to address Plymouth City Council's target of removing 5% of buildings from the Buildings at Risk Register will be developed within twelve months of the adoption of the completed appraisal and management plan. It is envisaged that this will initially comprise advice and guidance on repairs and restoration in the form of leaflets and publications and through Plymouth City Council's website.

Opportunities to be considered within the Local Development Framework plan period (2006 – 2021)
The appraisal has identified a number of specific sites and areas within the Conservation Area that currently have either a neutral or negative effect on its overall character. With sensitive re-development or improved management these sites could contribute positively to the 'preservation or enhancement' of the Conservation Area. These 'opportunity' sites are identified below along with possible delivery mechanisms. These will include the positive management of Council-owned land, partnership working, internally as well as externally, and positive use of the development consents process including the use of Section 106 agreements to deliver opportunities. Many of these 'opportunity sites' are identified and addressed in the Sutton Harbour Area Action Plan (Submission version, September 2007).

a) **The flats at the junction of Vauxhall Street and Basket Ope do not contribute positively to the character or appearance of the Parade, which is one of the focal points of the Conservation Area.**
Proposed management plan action: As a key site within the conservation area, if redevelopment opportunities arise, any development proposal will be expected to make a positive contribution to the Conservation Area, and would be subject to full

consultation with tenants/residents. Proposals should be considered particularly against the provisions of Principles 1, 2, 4, 5 and 7 above.
Delivery: Through the positive use of the development consents process.

b) **Despite use for a range of water-based leisure activities including sailing, fishing, diving, and pleasure cruises, Commercial Wharf, Phoenix Wharf and Elphinstone Wharf lack character and vibrancy. They neither contribute positively to the Conservation Area nor reflect their historic uses which included the 17th century Lambhay naval victualling yard and later the Elphinstone Emigration Depot.**
Proposed management plan action: Sutton Harbour Area Action Plan Proposal SH1 proposes the comprehensive redevelopment of these sites. This is welcomed as an opportunity to enhance the Conservation Area, though any redevelopment proposals should be sensitive to the area's historic importance and character. In particular they should ensure that the Grade II Listed Phoenix Wharf and Mayflower Sailing Club are properly integrated into any new development, and should respect the setting of the Royal Citadel. Proposals should be considered against the provisions of Principles 1-5 & 7-8 above.
Delivery: Through partnership working with Sutton Harbour Company and other stakeholders, and through the positive use of the development consents process including the use of Section 106 agreements.

c) **North Quay and Sutton Wharf similarly lack character and vibrancy with large areas of the quaysides given over to car parking. This use creates a barrier to access to the waterside, and does not enhance the Conservation Area.**
Proposed management plan action: Sutton Harbour Area Action Plan Policy SH6 supports enhancement of these areas, including the removal of quayside structures that do not enhance the special interest of the Conservation Area; the relocation of car parking from the quay edges, and improvements to the public realm. These proposals are to be welcomed as an opportunity to preserve and enhance the Conservation Area, though any redevelopment proposals should be sensitive to the area's historic importance and character, and considered against the provisions of Principles 1-7 above.
Delivery: Through partnership working with Sutton Harbour Company and other stakeholders, and through the positive use of the development consents process including the use of Section 106 agreements.

d) **The southern end of Sutton Wharf supports a pier-like structure (Sutton Jetty) which projects into the harbour on stilts and contains a poor quality 1-2 storey commercial building. This adversely affects the otherwise attractive character of Vauxhall Quay, and of the wider harbourside. The removal or replacement of the building on Sutton Jetty would significantly improve the appearance of this prominent part of the Barbican Conservation Area. Completion of the harbourside walkway from Vauxhall Quay to Exchange Street would also be highly desirable as an enhancement of public enjoyment of the Conservation Area, though the impact on the listed harbour walls would need very careful consideration.**
Proposed management plan action: Sutton Harbour Area Action Plan Policy SH6 supports the completion of the waterside walkway with due regard for the historic interest of the listed quay walls. While it is considered unlikely that the building on Sutton Jetty will be replaced in the short to medium term, If and when proposals for the redevelopment of Sutton Jetty come forward, they will be expected to enhance the character of this important part of the Conservation Area. Proposals should be considered against the provisions of Principles 1-4 & 7 above.

Delivery: Through partnership working with Sutton Harbour Company and other stakeholders, and through the positive use of the development consents process including the use of Section 106 agreements.

e) **The Exchange Street car park was created from a World War II bombsite. Its continuing use as a car park does not contribute positively to the character or appearance of the Conservation Area, though it does provide enticing views of the harbour from Notte Street.**
Proposed management plan action: Opportunities should be taken through environmental enhancements to improve the appearance of this important site in the Conservation Area.
Delivery: Through the positive management of Plymouth City Council-owned land and through the positive use of the development consents process including the use of Section 106 agreements.

f) **The Parade is one of the focal points of the Conservation Area, and is characterised by its broad triangular expanse of granite setts and its open aspect. The extensive car parking that is allowed here currently compromises this character, and opportunities should be sought to rationalise this.**
Proposed management plan action: If and when parking provision on the Parade is reviewed, consideration should be given to its reduction or removal. It is expected that this would only take place as part of a review of car use and parking provision within the wider area.
Delivery: Through the positive management of Plymouth City Council-owned land, and internal and external partnership working.

g) **The Bretonside coach station and the 'ragged' edge to the Conservation Area on the north side of How Street form a most unsatisfactory boundary and setting for the northern side of the Conservation Area. Imaginative and sensitive redevelopment of this area should be considered a priority to improve the setting of the Conservation Area, and to establish a better physical and visual connection between the city and the Barbican.**
Proposed management plan action: Sutton Harbour Area Action Plan Proposal SH2 proposes the comprehensive redevelopment of this site. These proposals are to be welcomed as an opportunity to preserve and enhance the Conservation Area, though any redevelopment proposals should be sensitive to the area's historic importance and character. Proposals should be considered against the provisions of Principles 1-5 & 7-8 above.
Delivery: Through the positive management of Plymouth City Council-owned land, and partnership working with other stakeholders, and through the positive use of the development consents process including the use of Section 106 agreements

h) **Southside Street is one of the principal historic streets in the Conservation Area, but suffers from excessive traffic use, especially in the summer, and is also the only major street in the southern core of the Conservation Area that is not surfaced with granite setts.**
Proposed management plan action: As and when they arise, and subject to economic appraisal, opportunities should be taken to remove or reduce traffic along Southside Street and resurface with setts in those sections that have been tarmaced. It is expected that any proposal to remove or restrict car access to Southside Street would take place as part of a review of car use and parking provision within the wider area.
Delivery: Through the positive management of Plymouth City Council-owned land, and internal and external partnership working.

i) **The public toilets on Barbican Quay immediately south of the former Fishmarket are an intrusive and poorly designed block in a particularly high profile position.**
Proposed management plan action: Sutton Harbour Area Action Plan Policy SH6 supports the removal of quayside structures that do not enhance the special character of the harbour. Proposals to remove the toilet block and redevelop the site will be supported. Further enhancement of the surrounding public open space would probably be most desirable, but any proposals should be considered particularly against the provisions of Principles 1, 2, 4, 7 and 8 above.
Delivery: Through the positive management of Plymouth City Council-owned land, and partnership working with Sutton Harbour Company and other stakeholders, and through the positive use of the development consents process.

j) **The Conservation Area benefits from a specially designed Heritage Trail, which leads visitors on a point-to-point tour of heritage sites around the harbour. However this is not well advertised or signed, and the main 'Trail Room' is tucked away in an annexe to a commercial restaurant.**
Proposed management plan action: Sutton Harbour Area Action Plan Policy SH6 supports the improvement and enhancement of the Heritage Trail. Means of improving both the promotion and signage of the Trail should be explored as a positive contribution to improved understanding and appreciation of the Conservation Area.
Delivery: Through partnership working with the Sutton Harbour Partnership and other stakeholders.

Monitoring and review

Monitoring
An annual Conservation Areas Monitoring Report will be prepared. This will record progress on each of the main action areas and opportunities as identified in the management plan. This will be reported to the Historic Environment Champion, and will form part of Plymouth City Council's Local Development Framework Annual Monitoring Report. It is envisaged that the first Conservation Areas Monitoring Report will be produced at the end of 2007.

Review
The Conservation Area Appraisal and Management Plan will be reviewed every 3-5 years. This may result in a revision or expansion of the existing appraisal and management plan, and will include:

- *recording changes*
- *re-assessing the definition of special interest that warrants designation*
- *identifying any new issues affecting the Conservation Area, and revising the management plan accordingly.*

Reviews will, wherever possible, link with the review of the Sutton Harbour Area Action Plan so that development opportunities can be properly considered against the heritage interests of the Barbican Conservation Area.

The input of local conservation groups and other stakeholders in this process, and in the wider management of the historic environment, such as monitoring buildings at risk, will be welcomed. Plymouth City Council's Historic Environment Champion will take an active role in championing the importance of Plymouth's historic environment. Officers will regularly meet the Historic Environment Champion and these meetings will be used to monitor and review the Conservation Area management plan.

APPENDIX 1
Listed buildings within the Barbican Conservation Area

There are 105 individual and grouped listed buildings and structures within the Conservation Area. The name of each is given below together with its listing grade:

- 21-23 Bretonside (the King's Head) Grade II
- Mayflower Sailing Club, Phoenix Wharf Grade II
- Castle remains, Lambhay Street (also SAM) Grade II
- West Pier, The Barbican Grade II
- Sutton Harbour Quay Grade II
- No 6 The Barbican Grade II
- No 9 The Barbican (Island House) Grade II
- No 12 The Barbican Grade II
- No 13 The Barbican Grade II
- Dolphin Hotel, The Barbican Grade II
- Fish Market, The Barbican Grade II
- Two K6 telephone kiosks Grade II
- No 7 The Parade Grade II
- No 9 The Parade (Monsen ship stores 1847) Grade II
- 10 The Parade (Custom House) Grade II*
- Three Crowns PH, The Parade Grade II
- No 15 The Parade Grade II
- No 16 The Parade Grade II
- No 18 The Parade (Old Custom House) Grade II*
- No 24 The Parade Grade II
- The Parade (Barbican Gallery) Grade II
- 1-4 New St Grade II
- 12 New St Grade II
- 15 New St Grade II
- 16 New St Grade II
- 17 New St Grade II*
- 18 New St Grade II
- 22 New St Grade II
- 24-25 New St Grade II
- Bollards/steps in front of 23-24 New St Grade II
- 27 New St Grade II
- 31 New St Grade II
- 32 New St (Elizabethan House Museum) Grade II*
- 33 New St Grade II
- 34 New St Grade II*
- 35 New St Grade II
- 36 New St Grade II*
- 37-38 New St Grade II
- 39-40 New St Grade II
- 41-42 New St Grade II
- 43-44 New St Grade II
- 45–45A New St Grade II
- 47 New St Grade II
- 5 Southside Street Grade II
- 6 Southside Street Grade II

- 10 Southside Street Grade II
- 20-21 Southside Street Grade II
- 22 Southside Street Grade II
- 23-24 Southside Street Grade II
- 25-26 Southside Street Grade II
- 33-33A Southside Street Grade II
- 34 Southside Street (Navy PH) Grade II
- 38 Southside Street Grade II
- 39 Southside Street Grade II
- 43-44-45-45A Southside Street Grade II
- 51 Southside Street Grade II
- 52 Southside Street Grade II
- 53-53A Southside Street Grade II
- 54 Southside Street Grade II
- 60-61 Southside Street (Gin Distillery) Grade II*
- 1-4 Hoe Gardens Grade II
- 5-8 Hoe Gardens Grade II
- 3 Friars Lane (Trinity House) Grade II
- 1-9 Looe St Grade II
- 16-22 Looe St Grade II
- 27 Looe St Grade II
- 28 Looe St Grade II
- 29 Looe St Grade II
- 30 Looe St Grade II
- 31-32 Looe St (Minerva Inn No 31) Grade II
- 33 Looe St Grade II
- 36 Looe St Grade II*
- 37 Looe St Grade II
- 38 Looe St Grade II
- 40 Looe St entrance (Virginia House/settlement) Grade II
- 54 Vauxhall St Grade II
- 56 Vauxhall St (Monsen's warehouse) Grade II
- 82-84 Vauxhall St Grade II
- 94 Vauxhall St Grade II
- 115-131 Vauxhall St Grade II
- 140 Vauxhall St (former mortuary) Grade II
- Vauxhall Quay (Monsen's warehouse) Grade II
- Vauxhall Quay (Store) Grade II
- 50-54 Bretonside Grade II
- Granite Archway, Buckwell St Grade II
- 12 Buckwell St Grade II
- 1 St Andrews St Grade II
- 2 St Andrews St Grade II
- 3 St Andrews St Grade II
- 4 St Andrews St Grade II
- 5 St Andrews St Grade II
- 11 Whimple St Grade II
- 40-41 Stillman St Grade II
- St Andrew's Church Grade I
- Guildhall including Old Treasury building Grade II
- 18 Catherine Street (former Public Dispensary) Grade II

- Catherine Street Synagogue Grade II*
- Prysten House, Finewell Street Grade I
- Abbey Place Grade I
- Abbey Hall Grade II
- Merchant's House, St Andrew's Street Grade II*
- Sutton Wharf (No 5) warehouse Grade II
- Sutton Wharf warehouse Grade II
- 3-4 Quay Road (Ship PH) Grade II
- 7 Quay Road Grade II
- 8-9 Quay Road Grade II
- 1-15 How St Grade II
- 16-21 How St Grade II

APPENDIX 2
Buildings considered as making a positive contribution to the Barbican Conservation Area

- Treville St Board School, Bretonside
- Martins Gate, Bretonside
- 2-4 Bretonside
- 25-27 Bretonside
- 35-47 Bretonside
- 36 Bretonside
- 44 Bretonside
- 51-53 Bretonside
- 18 Buckwell Street
- Barbican Theatre, Castle Street
- 217-235 Citadel Road East
- Artic House, Higher Lane
- 6 Higher Lane
- 24 Hoe Street
- Hoegate House, Hoegate Street
- Warehouse, backing onto Distillery, Hoegate Street
- 7A Hoegate Street Offices, How Street
- Former St Saviour's Church hall, Lambhay Hill
- 31 Lambhay Street ('Fisherman's Arms')
- 20-21 Looe Street ('Porters')
- 25 Looe Street
- 58-59 Notte Street
- 60 Notte Street (the Notte Inn)
- Former St Theresa's mission church, Palace Street
- Palace Court Annexe, Palace Street
- 15-18 Southside Street
- 27-28 Southside Street
- 29-32 Southside Street
- 35-37 Southside Street
- 40 Southside Street
- 46-50 Southside Street
- 55 Southside Street (The Queens Arms PH)
- 16-18 St Andrews Street
- 1 Stokes Lane
- 7 Stokes Lane
- 11 The Parade
- 25 The Parade
- Vauxhall Street Flats
- 62 Vauxhall Street
- 134 Vauxhall Street
- 155 Vauxhall Street
- 7-10 Whimple Street

APPENDIX 3
Properties in the care of the Plymouth Barbican Association

- 29 Looe Street
- 32 Looe Street
- 33 Looe Street
- 36 Looe Street
- Batter Street car park
- 25 Parade
- 7 Stokes Lane
- 6 The Barbican
- 12 New Street
- 20 New Street
- 22 New Street
- 34-42 New Street
- Elizabethan Gardens

APPENDIX 4
Buildings on the Buildings at Risk Register

- Citadel Ope, The Barbican
- 235 Citadel Road East
- Railings, piers and walls, Citadel Road East
- Fisherman's Lock-ups, Commercial Wharf
- Warehouse, How Street
- Church Hall, Lambhay Hill
- Railings and bollards, Lambhay Hill
- Plymouth Castle (Scheduled Ancient Monument SM PY217)
- Mayflower Sailing Club, Madeira Road (Grade II Listed Building)
- Wall (with memorial plaques), Madeira Road
- 15 New Street (Grade II Listed Building)
- 32 New Street "Elizabethan House" (Grade II* Listed Building)
- 27 New Street (Grade II Listed Building)
- Highland Cottages, New Street
- 5-6 Southside Street
- 10 Southside Street
- 15 Southside Street
- 53A Southside Street
- West Pier, Sutton Harbour
- Quay Walls, Sutton Wharf
- 5 Sutton Wharf
- 82-84 Vauxhall Street (Grade II Listed Building)
- 155 Vauxhall Street