



DEVONPORT

CHARACTERISATION STUDY & MANAGEMENT PROPOSALS

JULY 2006

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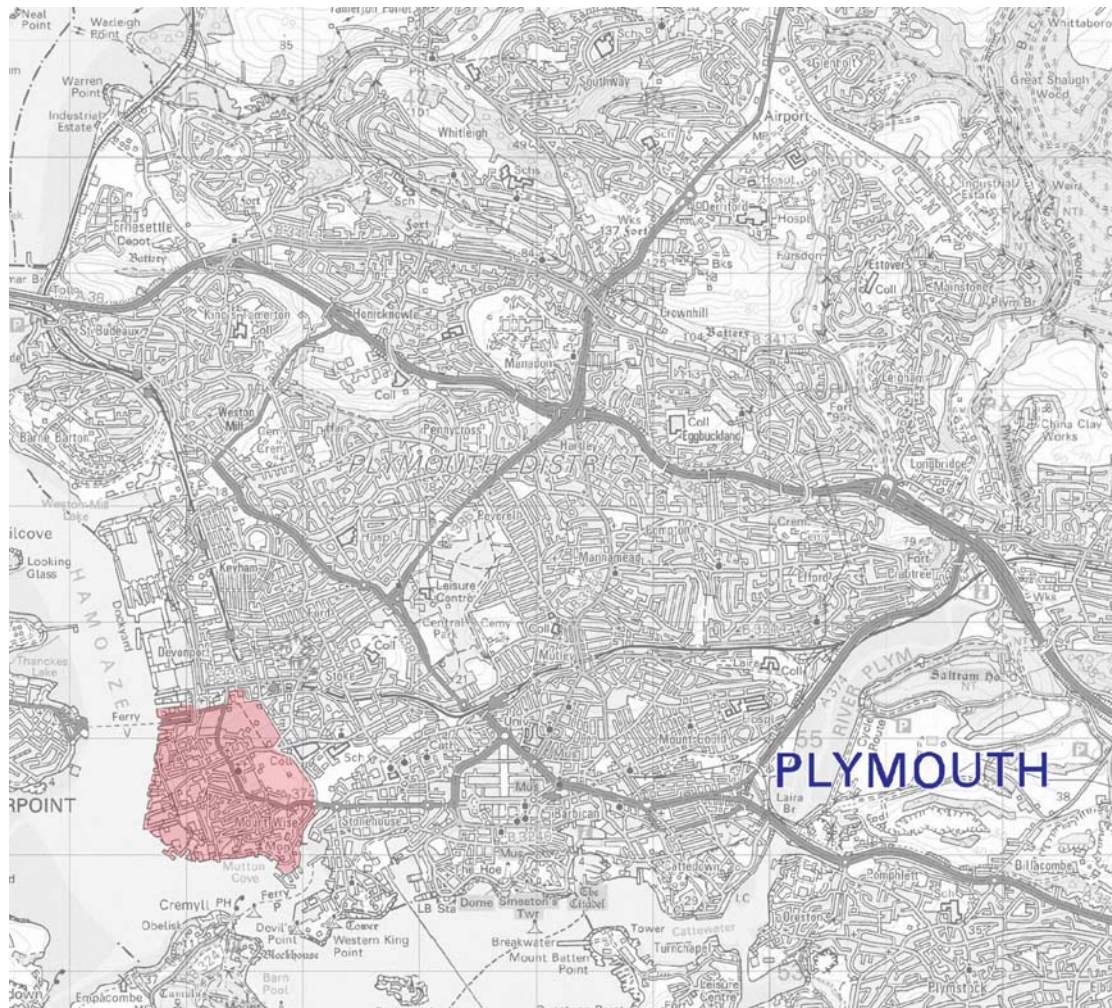
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DEVONPORT CHARACTERISATION STUDY

Introduction

The purpose of this Study is twofold. Firstly it is to provide the evidence base for the process of developing the preferred option stage of the Devonport Area Action Plan (AAP), and in particular the proposals and policies contained therein. The boundary of the study will follow the AAP boundary (below). Secondly it is designed to provide a review, appraisal and management plan for the Devonport Conservation Area, which will meet the requirements of Best Value Performance Indicator 219. BVPI 219 measures Local Authorities' performance in relation to the requirements of Sections 71 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.



Plan showing the location and size of the Devonport Action Plan Area.

This is a detailed historical map of Morrice Town, showing streets, buildings, and landmarks. The map includes labels for 'STEAM YARD', 'MORRICE TOWN', 'GOVERNMENT GROUNDS', and 'PORT'. It also features a legend for 'Gas Works' and 'The dotted line shows the old bed of Lake'. The map is oriented with North at the top.

Legend:

- Gas Works
- The dotted line shows the old bed of Lake

Key Features and Labels:

- STEAM YARD:** Located in the upper left, featuring 'NORTH BASIN' and 'SOUTH BASIN'.
- MORRICE TOWN:** The central urban area, with streets like 'BRUNSWICK ST', 'YORK ST', 'SLOKE TER', 'ORPHAN ST', 'Nelson St', 'Trafalgar Row', 'Waterloo St', 'St Michael's', 'Cumberland St', 'Duke St', 'Pembroke St', 'Crawford St', 'Prospect Row', 'Admiral St', 'Government St', 'Market St', 'Cumberland St', 'Duke St', 'Pembroke St', 'Crawford St', 'Prospect Row', 'Admiral St', 'Government St', 'Market St'.
- GOVERNMENT GROUNDS:** Large open areas, including 'GOVERNMENT GROUNDS' and 'GOVERNMENT GROUNDS'.
- PORT:** The lower right section, featuring 'Ordnance Office', 'Admiral's Office', 'Government Office', 'MOUNT WISE', 'HOUSE POOL'.
- Other Labels:** 'Officers' Houses', 'The Factory St', 'Moons Cove', 'Ship Canal', 'Canal', 'Gun Wharf', 'North Cannon', 'NEW BASIN', 'Mast Pond', 'MOUNT WISE', 'HOUSE POOL'.

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The study will apply characterisation techniques to the area in order to analyse and understand the process of evolution, which has produced the current urban form and movement patterns. These will provide the basis for the identification of areas of distinctive character, often derived from their past, but reflected also in their present form, appearance or use. Recommendations will be made for the overall good management of the Historic Environment within these areas, and for the Conservation Area, encompassing:

- o recommendations specific to each character area
- o recommendations for statutory and local listing, and scheduling
- o a review of the current Conservation Area boundary
- o resource implications, monitoring and review

Methodology

The study will build on the evidence base provided by the Plymouth Rapid Urban Character Study. Further primary and secondary sources will also be used, including a survey of the study area, desk-top research using published synthetic works, maps and images, and on-site analysis.

Policy Context

The Devonport Characterisation Study is set within the policy framework for the City as evidence base for the emerging **Local Development Framework (LDF)**. The LDF seeks to provide the overall strategic framework to guide Plymouth's long-term development up to 2016. In preparing the LDF there are a number of key documents, produced at a national, regional and local level that set the context and inform both the LDF and the Characterisation Study.

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

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

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

communities. The analysis within the Characterisation Study will help to identify opportunities for change and development within the historic townscape.

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

The Mackay Vision, the principles of which have been adopted by the City, sets aspirations and opportunities for the future, highlighting our strengths and weaknesses so that the right decisions can be made for the city to evolve.

Corporate Plan 2004-2007 The Characterisation Study is considered as strategic as it meets City of Plymouth strategic objectives. It is aligned to the Local Transport Plan and with the 'Corporate Plan' in the following key areas:

- A vibrant city centre
- Safer cleaner streets
- Investing in Sport and Leisure
- Healthy Communities
- Tackling Housing Conditions
- Improving Transport

Local Transport Plan 2006-2011 provides a strategic transport planning framework, setting out policies, objectives, strategies and a costed programme of works for the next five years, to be linked directly into the LDF and regeneration proposals.

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

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

Area Action Plans will set out the land use policies and proposals for the areas. They will provide a delivery framework and context for area based regeneration initiatives with aims, objectives and proposals that are specific to the individual AAPs. The Devonport Characterisation Study provides the primary evidence base for the incorporation of policies and proposals for the Historic Environment within the Devonport AAP.

The Characterisation Report has also been informed by other key documents including:

- The City Growth Strategy
- The Neighbourhood Renewal Strategy
- The Local Transport Plan 2006-2011
- City of Plymouth Local Plan (Adopted 1996)
- City of Plymouth Local Plan (1995-2011) First Deposit, 2001
- Plymouth Rapid Urban Character Study (2005)
- Sustainable Communities Neighbourhood Studies for Devonport (2005)
- Greenscape Strategy
- Plymouth Local Transport Strategy
- Devonport Development Framework (2003)

The Regeneration Context

Regeneration has been taking place in Devonport for a number of years. The Devonport Regeneration Community Partnership (DRCP), a body led by the local community with funding via the New Deal for Communities initiative, has embarked on an ambitious regeneration programme, set out in the DRCP Delivery Plan 'Devonport's People's Dreams' (2001). This is supported by a range of partners including Plymouth City Council (incorporating the Devonport Urban Village Office), English Partnerships, South West Regional Development Agency, and the Government Office for the South West. The New Deal for Communities programme has assisted for over 15 years and this continues with a particular emphasis on transforming the waterfront and areas where local communities would most benefit from regeneration proposals. Key sites being developed / under consideration include:

- Cornwall / Cannon Street – mixed tenure residential development currently under construction.
- Pottery Quay - mixed tenure residential scheme with community and commercial uses.
- James Street / Bennett Street – mixed tenure residential development currently under construction.
- Storage Enclave – MoD release of land has created the opportunity for up to 500 new homes and commercial uses in the centre of Devonport.
- Mount Wise – MoD release of land has created the opportunity for a new mix of uses within this area and to reintegrate Mount Wise into Devonport.

Urban Morphology

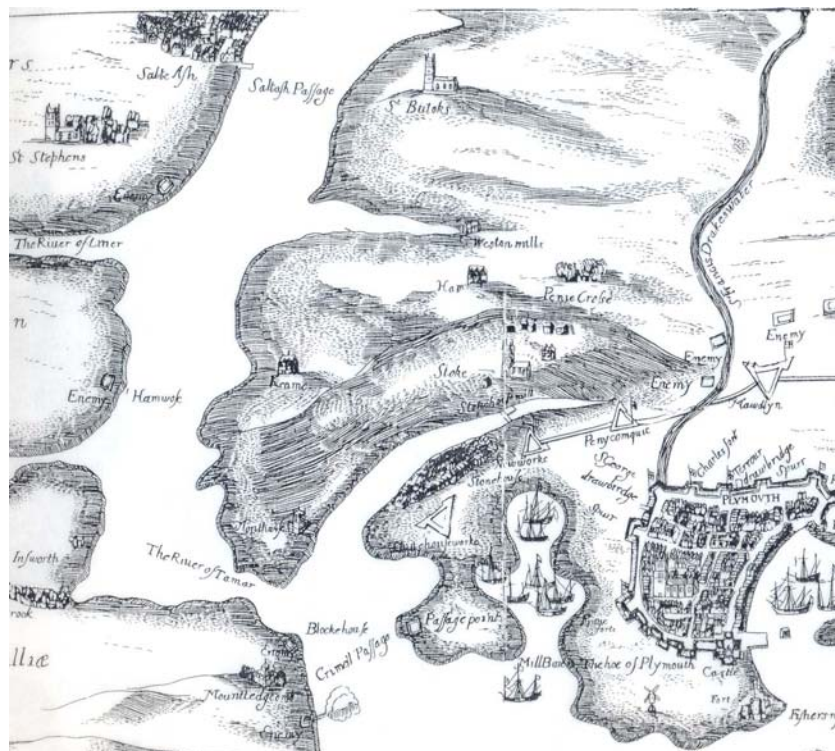
Within a period of just over two centuries, Devonport, originally known as Plymouth Dock, grew from a tiny community at North Corner in 1700 into a large County Borough with a population of over 84,000 at the time of its inclusion into the County Borough of Plymouth in 1914.

The rapid development of Devonport during this period can be attributed to the existence and expansion of the Dockyard. The result within Devonport is a remarkable and varied architectural legacy of considerable importance and interest. Despite the ravages of World War II, and subsequent post-war redevelopment, substantial elements of the historic town and dockyards remain today.

The main periods of evolution can be traced through a map-based study of the AAP area. This builds up a picture of how Devonport evolved. It enables us to place the surviving buildings, street patterns and historic uses and informs the potential archaeology.

Chronological Overview of the Historical Development of Devonport

Pre-1690 ~ Before Plymouth Dock (Devonport)



*'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 Seige: 1643' by Wenceslas Hollar.
(Plymouth Proprietary Library)*

Apart from the manor at 'Keame' (Keyham), and the construction of Sir Thomas Wise's 'proper house for his pleasure' in the early years of the 17th century at what subsequently became known as Mount Wise, there is no

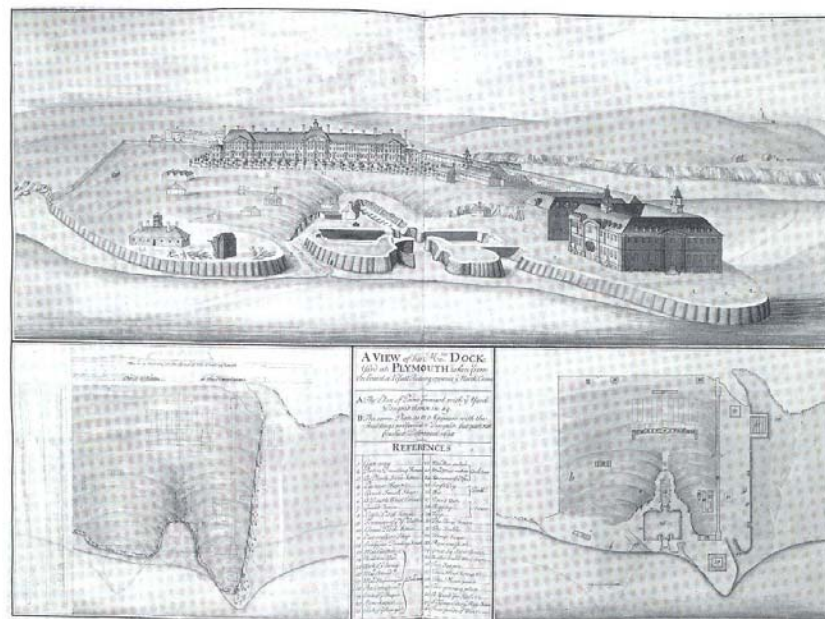
evidence of any significant development in the area that was to become Devonport before the start of the construction of the Dockyard.

1691 – c.1750 ~ Founding of the Naval Dockyard and Morice Yard

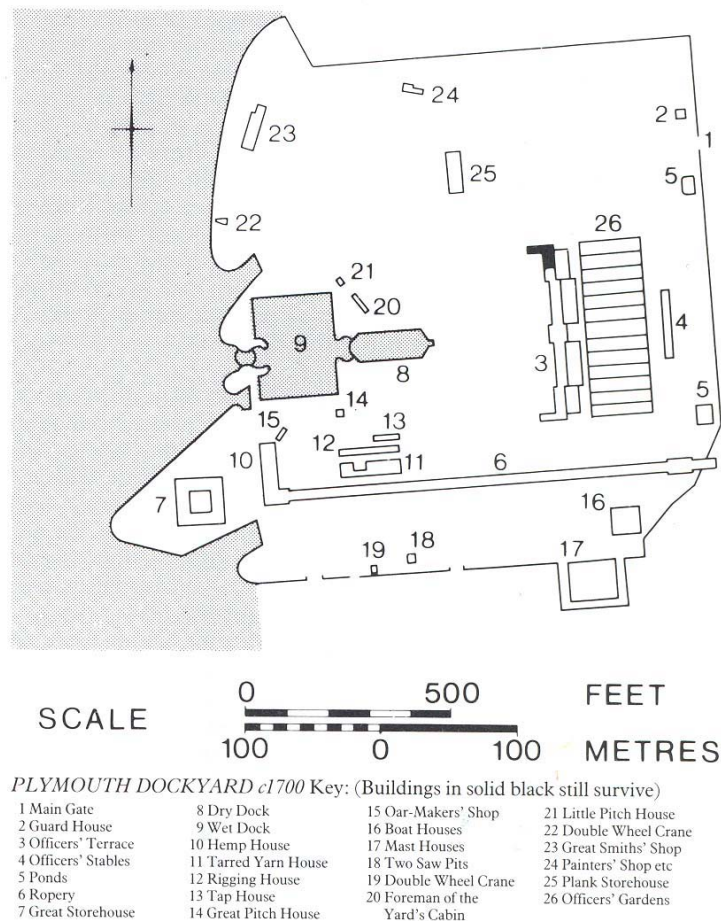
The First phase 1691 - c1720



*'Plymouth Sounde Catwater & Ham Ouse', 1695
(Lost Landscapes of Plymouth – maps, charts and plans to 1800 (p99) by Elizabeth Stuart)*



*Watercolour of HM Dockyard, Plymouth, 1698 for Edmund Dummer.
(New Maritime History of Devon, Vol 1 (p193) by Michael Duffy et al)*



*Sketch plan of Devonport Dockyard, c1700 by Jonathan Coad.
(New Maritime History of Devon, Vol 1 (p193) by Michael Duffy etc al)*

The construction of the first basin and dock for the new Royal Dockyard commenced in 1691. It was the only Royal Naval home yard built on an empty site to a single overall plan during the early 18th to the early 19th centuries. Its creators therefore had the opportunity to use the latest ideas in dockyard technology and planning.

The focus of every major dockyard was its dry dock, and documents record that on 30th December 1690 a contract was made with the Portsmouth mason Robert Waters to build a stone dock sufficient to accommodate up to a third rate ship of the line (66-80 guns). In front of the dry dock, an enclosed wet dock or basin was created in a natural inlet on the site of the present No 1 Dock and Basin. This protected the gates of the inner dry dock. On the advice of William III the dry dock was then enlarged to take a first-rate ship of the line (99-100 guns).

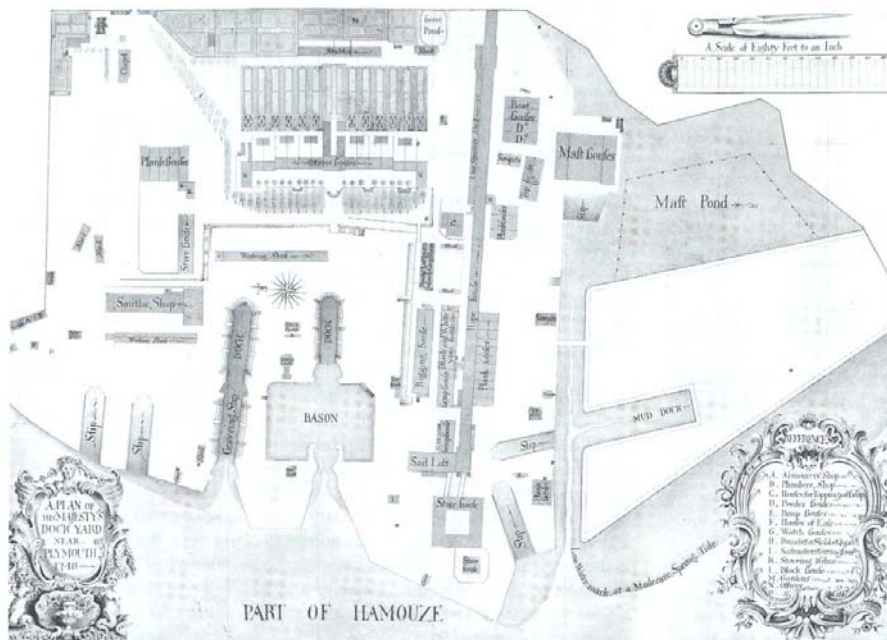
Key aspects of the early Dockyard included:

- o Buildings erected between 1693-98 included The Officer's Terrace, Ropery, Great Square Store, workshops, offices and storehouses. From the plan it is clear that whilst the dock was planned first, the yard was subsequently designed around it.

- o The dockyard was designed as a square around the dry dock and wet basin. The docks had a building or graving slip to each side and the river frontage was lined with wharves. Yard buildings formed the other three sides of the square, with those handling the heaviest materials closest to the wharves. These included the Ropery (the longest building with an underpass half way along), the Smithery, and to the southwest, Dummer's 'great square magazine,' the two-storey, principal storehouse. Masthouses and a mast pond were located southward with their separate wharf and double-wheeled crane.
- o The Terrace of 1692-96 formed the eastern side and dominated the area, being set at the edge of the cliff, 90ft above the docks. It was constructed for the 12 principal officers of the Dockyard with the Commissioner's house in the centre and small office wings at each end. The majority of this terrace was destroyed in 1942, but the two surviving houses are now known as Bonaventure House and are believed to have originally housed the Clerk of Cheques and the Surgeon. These houses are the oldest surviving buildings in a Royal Dockyard.

The second phase c1720 - c1750

'The need for major and expensive levelling operations was to be a problem with every expansion of naval facilities at Plymouth Dock.'



'A Plan of His Majesty's Dock Yard near Plymouth 1748'
(Lost Landscapes of Plymouth – maps, charts and plans to 1800 (p61 & 110) by Elizabeth Stuart)

From 1718, a repair and expansion programme for the yard commenced with the repair of the original dock. Between c1719-23, a new dock was built at the

head of the graving slip to the north of the old dock. New storehouses and plank-sheds were added.

In 1727 the Yard was expanded from 35 to 54 acres by renting more land to the south of the yard from Sir William Morice. This new land was developed as a timber ground and mast pond with new large mast and boathouses.

The War of the Austrian Succession (1739-48) and the Seven Years War (1756-63) necessitated increasing the size of the fleet. The dockyard continued to expand to accommodate this and in 1746 Plymouth, instead of Portsmouth, was established as the refitting dockyard for the Western Squadron. Expansion included the enlargement of the south jetty, rebuilding of the north dock (1740-43) and the conversion of the graving slip to a dock. The smithy was extended with four forges in 1748, and in 1758 a new dock to the north of the double dock was built, known as Union Dock.

The development of Morice Yard



Officer's Terrace, Morice Yard (Grade II)*
(Photograph by Jess Maslen)



Storehouse No 4, Morice Yard (Grade II)*
(Photograph by Jess Maslen)

In 1718 the Board of Ordnance (which was part of the War Department, not the Admiralty), moved the Gun Wharf from Sutton Pool to a site north of the Dockyard purchased from Sir William Morice. The site was then known as the Gun Wharf. Construction began in 1720, but extensive levelling of the site was required due to the uneven topography. A wharf and two semi-circular quays were formed on the foreshore. At right angles to the latter, two three storey storehouses were constructed with an open space for storing gun barrels, a nearby limekiln and forge. There was also a cooperage and other small stores. A terrace was built on the top of the promontory overlooking the centre of the yard for five senior officers. By 1724 the yard was fully operational.

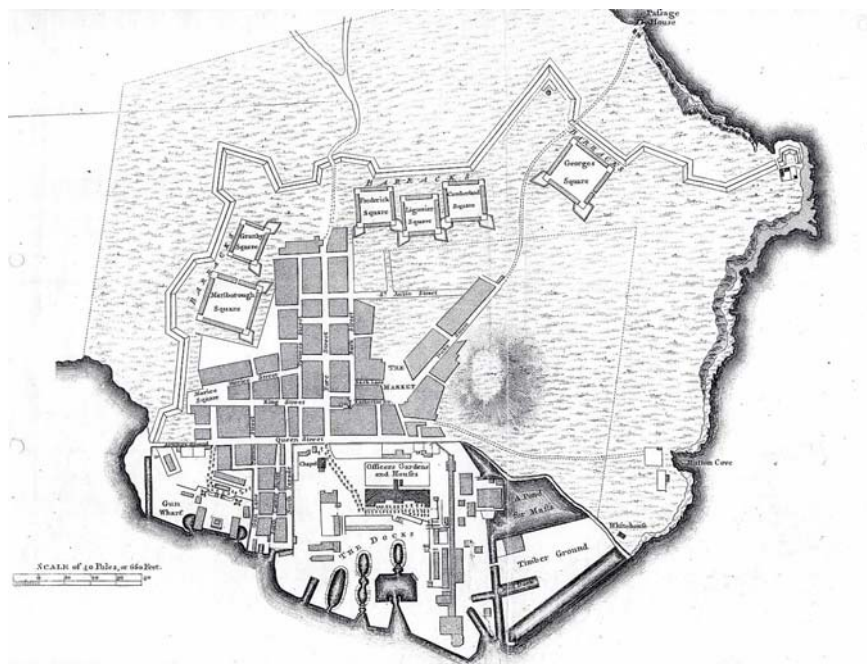
A key development was the new Powder Magazine built c1744, as the original was proving too small. It followed the traditional design for such structures with a double-skin walls and a barrel vault, and is noted for its brick pilasters and pediment on the main elevation.

During the 1770's, a number of other small buildings were added to the yard providing extra space for smiths and a furbisher, responsible for the maintenance of side arms. Adjacent to this a large carriage store was

constructed. Most of the original buildings and the layout survive, along with some 19th century additions. As a consequence, Morice Yard remains the best preserved and most complete of all the Georgian ordnance depots.

Morice Yard was not taken over by the Admiralty until 1937, and for most of its history was separated from South Yard by the small enclave of North Corner. It remained isolated until as late as 1963-64, when it was physically linked to the rest of the naval base by a bridge across the intervening public roads. This bridge link has had a dramatic visual effect on the area of Cornwall / Cannon Street (formerly North Corner) and views out to the Hamoaze.

The mid 18th – mid 19th centuries: from Sail to Steam



*'A Plan of Stoke Town and Plymouth Dock' by Benjamin Donn, 1765.
(Plymouth City Museum)
(Note: to orientate map to match other plans, rotate 90° to the right.)*

Between 1761 and 1780, the Dockyard continued to expand dramatically, so that the total area, now known as South Yard, grew to 70 acres. A Master Plan was drawn up by the Navy Board's two surveyors William Bately and Thomas Slade, with the individual buildings and engineering works designed by Dock Officers. Donn's map of 1765 (above) shows the limitations imposed on the Yard to the north and east by the new town of Plymouth Dock, and to the west by the river.

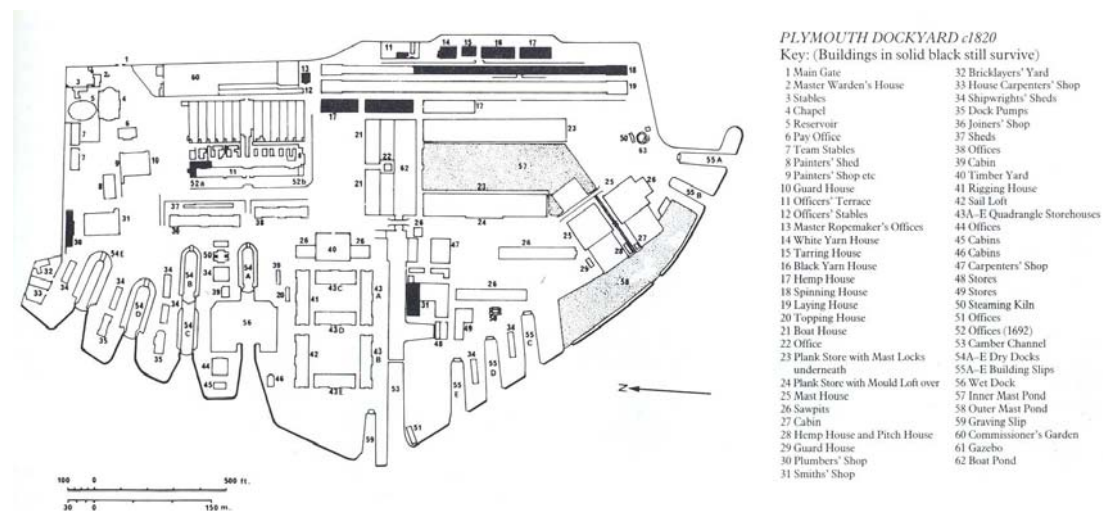
Key aspects of the expansion during this period included increasing the number of dry docks to five, building four new slips on the reclaimed land, building seven large storehouses, extending the Smithery, providing additional plank and boathouses and a large mast pond.

Work was generally finished by 1795 and fully complete by 1817. Both Plymouth and Portsmouth were then probably the best equipped dockyards in Europe. By the end of the 18th century, the waterfront was lined with dry docks and building shops and the interior of the yard massively built up with offices, stores and workshops, including the twin Ropery complex. Unfortunately, few buildings survived World War II intact.

Devonport Dockyard ~ 1800 onwards



*Oil on canvas painting of Plymouth Dockyard, 1798 by Nicholas Pocock.
(New Maritime History of Devon, Vol 1 (p222) by Michael Duffy etc al)*



*Sketch plan of Devonport Dockyard, c1820 by Jonathan Coad.
(New Maritime History of Devon, Vol 1 (p197) by Michael Duffy etc al)*

The South Yard continued to develop into the 19th century, with many of the slips and docks covered, as well as other piecemeal development. Between 1815-1914 the introduction of steam power required a new steam factory with two basins created in South Yard and three docks opening from the south basin. To accommodate yet further expansion, a new site of 40 acres was

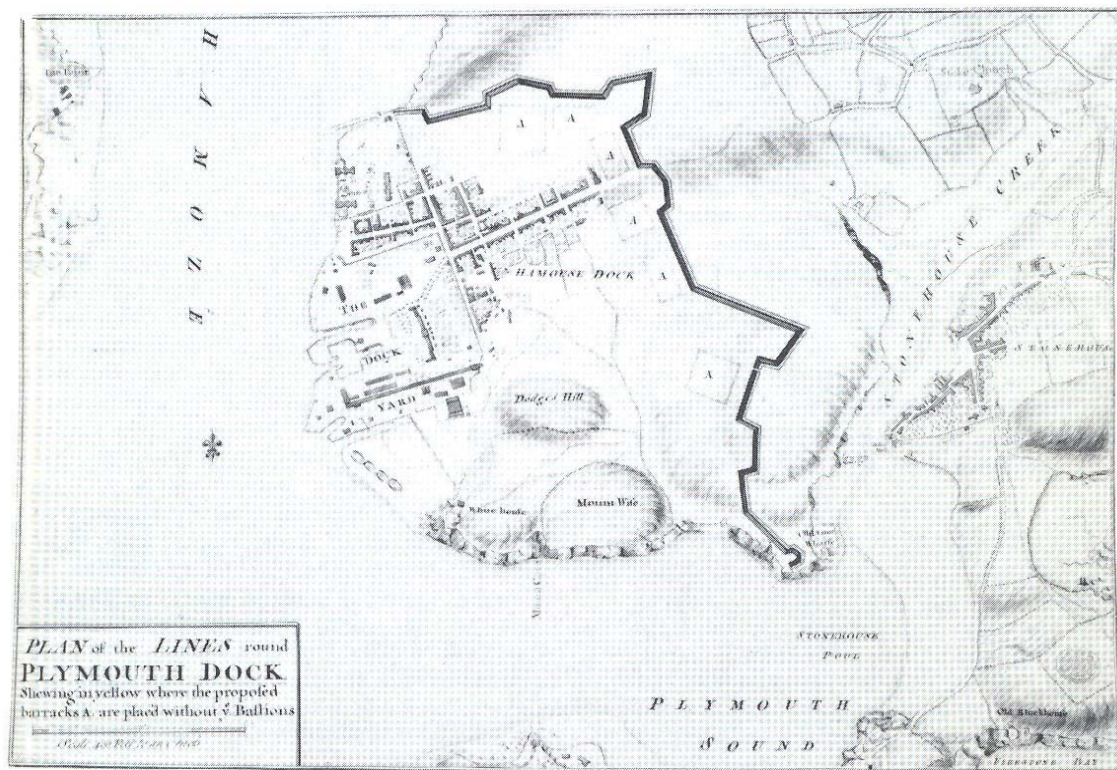
acquired at Keyham. Work began in 1844, and by 1853 two basins, three docks, a quadrangle and offices were in operation.

In 1854-56, an underground railway tunnel was built linking Morice Yard with North and South Yard. As the works cut into the hillside behind the old waterfront, the material removed was used to fill the space between the basins and also infill Keyham Creek, which originally reached nearly to Milehouse.

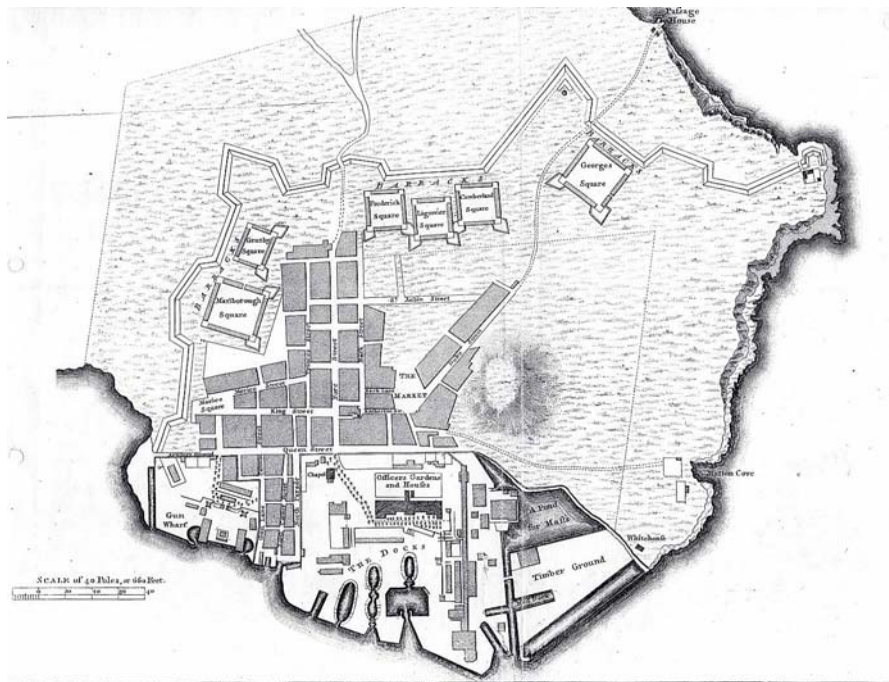
Development of the civilian town

'The history of the growth of Devonport is the history of the extension of government establishments connected with the town'. R.N. Worth (1870).

Map Regression



*'Plan of the Lines round Plymouth Docks', pre 1756
(Lost Landscapes of Plymouth – maps, charts and plans to 1800 (p115) by Elizabeth Stuart)*



'A Plan of Stoke Town and Plymouth Dock' by Benjamin Donn, 1765.
(Plymouth City Museum)



Part of the 'Plan of the Towns & Harbour of Plymouth, Stonehouse, Dock, Morice Town, Stoke and the environs', 1820 by S. Elliott. (Plymouth City Library)



Part of 'Map of Plymouth, Devonport, Stonehouse, Stoke, Morice Town & Ford' by W. H. Maddock, 1881. (Plymouth Central Library)



Ordnance Survey map, 1906. (Plymouth City Council)



Current Ordnance Survey map, 2006. (Plymouth City Council)

The Early Town

In 1691 there were just 54 workers in the Dockyard but by 1702 this number had risen dramatically to 499. Housing to accommodate the workers developed from c1700 at North Corner, and led to the rise of the town first known as Plymouth Dock. No remnants of this first period of domestic building survive in this area, which is now known as Cornwall / Cannon Street.

The development of the settlement can be traced through map regression (above). Successive town plans illustrate how fast the new town grew, particularly during the second half of the 18th century. The rapid development was facilitated by the fact that all of the properties were on 99 year (or 3 lives) leases, held firstly by the Morice and then St Aubyn families.

The earliest useful maps, from the mid-18th century, show the rapid expansion of the original settlement from North Corner around the NE corner of the dockyard and east along what became Fore Street. Donn's map of 1765 shows further expansion southwards and the beginning of the development of Duke Street as the principal route to Stonehouse. Fore Street, with the principal entry into the Dockyard at its western end, and as the principal early access through the Dock Lines to Plymouth, became the 'active high street' from the mid 18th century onwards. Development at the junction of Fore Street and Chapel Street was dense with terracing fronting Fore Street and outbuildings to the rear.

By the late 18th century, the settlement had expanded as far as Mount Wise to the South, with streets such as Pembroke Street, James Street and George Street forming part of the new late 18th-early 19th century grid. Only the prominent 'Windmill Hill,' later the site of the Guildhall and Monument, remained undeveloped. Some of the earliest public developments included churches, namely St Aubyn (1771-72) and St John (1797-99). The first Methodist Church appeared in Ker Street in 1786, followed by the one in Morice Square in 1811.

By now Dock virtually filled the area within the Lines, and with the start of the Torpoint Ferry in 1791, residential development also began at Morice Town behind the ferry landing area. A busy industrial and trading community developed adjacent to the ferry from the late 18th century, with wharves backed by coal yards, breweries and a pottery. The area is still called Pottery Quay.

By 1801 the town of Dock was bigger than both Plymouth and Stonehouse. By 1815 the idea of uniting the three towns of Dock, Stonehouse and Plymouth was being raised, and Union Street, a new thoroughfare planned by the London based architect John Foulston, was built across the Old Sourpool Marshes. In 1821-22 Foulston was commissioned to plan a new focal layout for the area around Ker Street. This was clearly a sign of Dock's growing wealth, and with elegant houses now lining the street and Foulston's Town Hall ('the Guildhall') and Egyptian House (a Classical and Mathematical School), this area became the civic heart of Devonport. Adjoining Ker Street to the north, Cumberland Street and Duke Street developed to provide a commercial and administrative area, closely linked to the market buildings and commercial activity along Fore Street (now within the 'Storage Enclave'). As

part of the later Victorian planning, Cumberland Gardens were laid out to provide an area of public open space at the entrance to this new centre.

All this culminated in 1823 with the petition to King George IV for the name 'Devonport'. In commemoration, money was raised to build Devonport Column to celebrate the new name. It created a new and prominent landmark deliberately visible both within the area and beyond to Stonehouse and Plymouth.

The Dock Lines

Development of the town was constantly restricted by military land on all sides; the dockyard to the west; Mount Wise to the south, and the Barracks and Dock Lines to the east.

The Dock Lines were started in 1756 following the outbreak of the Seven Years' War, with a ditch and rampart built around the dockyard, town, and its barracks. The ditch was deepened and the rampart reinforced 1779-80, and outlying redoubts built, including those at Mount Pleasant and Mount Wise in answer to invasion scares during the American War of Independence. Further strengthening work was undertaken between 1810-1816, and again between 1853-68, resulting in the great stone fortifications shown on the *Illustrated London News*' panorama of 1872 (see below).



*Panorama, 1872 from the Illustrated London News
(The Historic Defences of Plymouth (p11) by Andrew Pye and Freddy Woodward)*

To the north, Marlborough and Granby Squares became the Old and New Granby Barracks. In the late 19th century, a reservoir was built and the area remained in military use until after World War II.

Mount Wise

The building of the Royal Dockyard directly influenced the later history of Mount Wise. Fortifications were built at Mount Wise in the later 18th century to protect the immediate approaches to the Royal Dockyard from seaborne attack and to strengthen the southern end of the Dock Lines (this may have been the reason for the demolition of Mount Wise House). The main fortification was Mount Wise Redoubt, the octagonal gun battery constructed on top of the hill in 1778-79. Whilst all the internal buildings were demolished in the 1950's, (the Redoubt being obsolete from the beginning of 20th century), much of the fortification has survived, and parts have been reconstructed. Still visible remains include the brick footings of the original guardroom, magazine, and store; an octagonal signalling tower, three semi-circular gun emplacements, and a possible mortar pit.

In the early 1870's, five other gun batteries were constructed on Mount Wise. Glacis slopes, (artificial slopes providing wide and unobstructed fields of fire), were laid out in front of the Redoubt and batteries.

To the north west of Mount Wise, the plan of 1811 shows the Royal Laboratory. Constructed in 1805, little now remains apart from the large perimeter wall and main entrances. Built for the Board of Ordnance, it comprised a collection of widely spaced buildings for the manufacture of musket cartridges and other ammunition and explosive devices such as rockets, used by the Royal Navy. The complex was converted to barracks by 1834, and remained in military use well into the 20th century. The site is now covered with housing.

The establishment of Port Admirals at Portsmouth and Plymouth in the late 18th century resulted in the need for suitable accommodation. In 1808 the Admiralty Board acquired land at Mount Wise from the Board of Ordnance for a house for the Port Admiral. The prime position at was already occupied by Government House, built between 1789 and 1796 as a residence for the Governor of Plymouth, and the area to the north was occupied by a large parade ground, so the new Port Admiral's house, constructed 1808-1810, was built just to the west. A rather confusing re-naming of the two buildings occurred after 1934, when Government House ceased to be used by the successor to the Port Governor, and the house was passed to the Admiralty and renamed Admiralty House. The former Port Admiral's House was re-named Hamoaze House, and passed into the hands of the Royal Marines.

Towards the 20th century: Development of North Yard and changes to military requirements

In 1896 work began on a major extension of the Dockyard on a site of 114 acres to the north of the earlier 'Steam Yard'. This 'North Yard' was completed in 1907, and included two large basins and several docks. Devonport

Dockyard suffered extensive bombing in World War II, but after the war further development was undertaken incorporating a further 40 acres extending the Dockyard to, and incorporating, Weston Mill Creek.

The Dock Lines were redundant by the later 19th century, and there was a move towards more recreational uses for these areas. Mount Wise Park was laid out in 1893 when the borough of Devonport leased the glaciis slopes below the Redoubt from the War Department, despite the Redoubt and battery positions still remaining in military use. Similarly, below the park, public bathing places and recreational activities replaced the military and industrial areas.

Similarly, both the Brickfields and the area to the north-east (Devonport Park) became increasingly used by the public for recreational use, though both areas were again used for military training purposes by US troops in the lead-up to D-Day in 1944. Raglan Barracks remained in use throughout and was not redeveloped for housing until after the war.

Post War Devonport

Devonport changed dramatically after World War II, with the expansion of the Naval Base which included the incorporation of a large section of the central part of Devonport bounded approximately by Granby Street, Cumberland / Duke Street and Chapel Street to create the area now known as the 'Storage Enclave'. This took the heart from the town, segregating the community and shopping areas.

Devonport was also heavily bombed during the war, resulting in a substantial demolition and rebuilding programme, which continued from the 1950's through to the 1980's. Whilst housing tenure has been mixed, the development of highrise flats for social housing has dominated the townscape and produced a sense of 'ghettoisation'. The feeling of segregation has been exacerbated by insular housing and the new road pattern from Devonport Hill, along Chapel Street, Granby Way and Park Avenue.

The situation is now changing rapidly again, with the withdrawal of the military from a number of significant sites, including the Storage Enclave and Mount Wise. Other sites are being redeveloped for mixed housing as at North Corner and Pottery Quay, creating opportunities to re-establish Devonport as an area of sustainable neighbourhoods.

Characterisation

Understanding the historic growth of Devonport is a necessary step in identifying its character. Other factors also influence character however, and these are identified in the following series of maps. Together these elements define the overall character of the area.

This is then refined further into individual descriptions and urban design analyses of specific Character Areas, which are also analysed for their 'Heritage Value'. The latter is an essential part of understanding the extent to which an area's past has the potential to contribute positively to its future.

Maps:

- Geology
- Topography
- Figure ground
- Building age
- Building heights
- Land use / activity plan (including green space)
- General townscape analysis
- Statutory protection: listed buildings, scheduled ancient monuments and registered parks and gardens
- Buildings of townscape merit
- Buildings at Risk
- Archaeology
- Character areas

Geology

- The greater part of the underlying geology of Devonport is dominated by the mixed sedimentary shales that are common over most of the northern areas of the modern city. However the southernmost part of the area, primarily from Mount Wise through to Stonehouse, is characterised by the grey Devonian limestone belt that runs between Plymouth and Torbay.
- The existence of the local limestone has historically resulted in its being extensively used in the buildings, boundary walls and paving of Devonport. Surviving limestone buildings within South Yard and Morice Yard for example, demonstrate the common practice of combining limestone rubble with limestone ashlar dressings. The local limestone also provided a source of lime for building and agriculture, and there were numerous limekilns in the vicinity. Slate was also widely available. Quarrying for the local limestone has also affected the evolution of Devonport, as for example, can be readily seen in the exposed quarry face to Richmond Walk and on the east side of the Brickfields.
- Granite from nearby Dartmoor was used for architectural detailing and for setts and kerbs.

Topography

- The belt of Plymouth limestone at the southern end of Devonport rises steeply from the sea producing the eminently defensible bluffs of Mount Wise running from Mutton Cove around to Stonehouse Bridge and the southern edge of the Brickfields.
- The general topography then rises gently northwards from the limestone belt towards Devonport Park and Stoke in the east and to the southern edge of Morice Town approximately along the line of St Aubyn Road in the west, from where it drops steeply down towards Pottery Quay. The sea defines Devonport to the south and west, and the deep intrusion of Stonehouse Creek provides another barrier to the east.
- This topography has provided Devonport with some strong vistas, both into, and out of, the town. This has been put to conscious use in the past, with the construction of the Guildhall and Column reinforcing the separate identity of the town from one of the prominent local hills, but has also meant that some of the principal approaches, particularly from Keyham and Stonehouse, are steep and laborious.

Figure Ground

- This plan shows the relationship of the existing buildings to space. It is useful to note the contrast between the high density, tightly grained historic townscape and the post-war blocks. The latter appear to dominate on plan, being set within their own spaces, as opposed to fronting directly on to the street.
- The public realm dominates the eastern side of Devonport from Devonport Park in the north, through the Brickfields to Mount Wise and Mutton Cove in the south.
- Few buildings front the dominant north-south road pattern.

Building Ages

- The extent of the post-war development and survival of the pre-war settlement is clearly indicated on the plan.
- Although fragmented, clusters of historic building groups remain. For example, the group of three 19th century buildings and terraces at North Corner; the group of three early 19th century public buildings / structures by Foulston which now terminate the essentially post-war Ker Street; and the number of early to late 19th century terraces fronting George Street and Cumberland / Duke Street.
- The survival of these groups of buildings within the central area of Devonport, recognised through the existing Conservation Area boundary, helps reinforce understanding of the area's history and earlier plan form.
- Most of the original buildings and layout survive within Morice Yard, along with some 19th century additions. It remains the best preserved and most complete of all the Georgian Ordnance Depots.

Building Heights

- There is a mix of building heights throughout the area, although there is a predominance of 3-4 storeys. The post-war development of residential flats, some 5-6 storeys high, has enabled heights to match the historic terraces and achieve a comfortable relationship between the buildings and street.
- The post-war residential towers, most notably the three Devonport Towers on James Street, and Marlborough House on Granby Way, have little bearing on their context and the townscape structure in general, and they dominate the skyline.
- St Aubyn's Church Spire, Devonport Column and the Market Hall are all prominent historic landmarks. They assist with legibility in the area and are very important elements of the historic context.
- Areas of 1-2 storey development are clearly domestic in scale. In some areas this creates a poor relationship with the public realm and adjacent buildings.
- The variety of heights within South Yard and Morice Yard bear little relationship to the existing townscape, historic form and they compromise key views towards the water.

Land Use / Activity Plan (including green space)

- The Dockyard has always provided a barrier to movement and activity throughout Devonport. The incorporation of part of the historic town of Devonport into the 'Storage Enclave' after World War II, dramatically exacerbated this by virtually dividing the town in two.
- There is a limited mix of uses within the area, particularly within the extensive residential areas. These areas also suffer from a lack of mixed tenure and housing types.
- Outside of the Dockyard, the two main areas of activity at Marlborough Street and further south at Cumberland / Duke Street, are based on retail with limited evening activity. Marlborough Primary School is located in close proximity to the shopping area, but in contrast, Mount Wise School is isolated away from the local centre.
- Richmond Walk comprises a mix of uses, some of which do not relate to the waterfront setting.
- Areas in transition such as the Storage Enclave and Mount Wise, provide opportunities to integrate areas within Devonport both physically and in land use terms.
- While there are some areas of green space within Devonport adjacent to the areas of activity, the main areas of public green space lie within the 'green arc' to the east of Devonport.

General Townscape Analysis

This text should be read in conjunction with the key on the plan.

- **Main routes / barriers to pedestrian movement / negative legibility:** the A374 along Chapel Street whilst providing a strong north-south vehicular route, creates a major obstacle to east-west movement with few pedestrian routes across.
- **Major route for pedestrians / positive legibility:** few positive pedestrian routes exist within Devonport. The opportunity to create a strategic pedestrian and cycle network from Devonport Park to and along the Waterfront area has yet to be realised.
- **Key views to landmarks:** enhanced by topography, positive landmarks and key views, which help with legibility and visual connections within the area.
- **Panoramic views:** these are a positive characteristic of Devonport, particularly along the Waterfront.
- **City-wide landmarks:** Devonport's 'three towers', although not considered to be 'positive', are clearly visible from city-wide views and beyond.
- **Boundary of the Dockyard:** the historic walls have national and local importance and have helped shape the settlement of Devonport. They also act as a barrier to movement and activity throughout Devonport.
- **Poor frontage / barrier:** the boundary walls to the Storage Enclave create a poor frontage and physical boundary to the rest of Devonport. There are generally poor frontages along the main routes through the area.
- **Sites under development:** key sites, which provide an opportunity to create new areas of townscape to help reconnect areas of Devonport and re-establish a new 'heart' and focal area.
- **Nodes of activity:** refer to activity plan
- **Green spaces (public and private):** refer to activity plan

Statutory Protection: Listed Buildings, Scheduled Ancient Monuments and Registered Parks and Gardens

- The boundary of the existing Conservation Area encompasses one of the principal remaining pockets of the historic civilian town of Devonport as it developed in the 18th and 19th centuries.
- It includes the Grade I listed group of Foulston's civic buildings of 1821-3 in Ker Street, and to the north, some early 19th century terraces in the block bounded by Duke Street, Cumberland Street and George Street. At the southern end of George Street, a few simple early 19th century stuccoed terraces line form the approach to Mount Wise (see Buildings of Townscape Merit plan).
- The existing Conservation Area does not include Devonport's physical connection with the water, the very reason for its existence and development during the 18th and 19th centuries. This is most apparent in the detached official former naval residences at Mount Wise, set in a parkland setting against the backdrop of the Sound, adjacent to the present Conservation Area.
- Devonport Park is listed Grade II on the Register of Parks and Gardens of Special Historic Interest in England. It is an early example of a mid 19th century public park developed on land rented from the War Department. It contains a wealth of regionally and nationally important monuments and a planting design partly by F W Meyer of Veitch and Son (one of the leading and nationally important nursery firms of the 19th and early 20th century).
- South Yard contains four Scheduled Ancient Monuments, all associated with the early development of the Dock Yard: No. 1 Basin and No. 1 Dock (on the site of the 1690 dry and wet docks); No. 1 Slip (the oldest covered building slip in any Royal Dockyard, the slip dating from c1770 and the cover c1814); The Scrieve Board (a large covered slip dating from 1814-21); and the site of the West Ropery (built c.1743, now with only the foundations and cellars remaining after its destruction during World War II).

Buildings of Townscape Merit

These groups and individual buildings, as identified on the adjacent plan, are important not only because of their architectural merit and character, but also because of the positive contribution they make to their local area. They are concrete testaments to the history and former character of the area, and are a sustainable resource for future development.

The following key building groups have been identified:

- Picquet Barracks off Cumberland Road
- North Corner / Cornwall Beach
- 1930's naval buildings within Mount Wise
- 19th century terraces along George Street
- Structures within Devonport Park (including the Dock Lines)
- Early 19th century terraces along Richmond Walk
- Buildings within the Storage Enclave, Devonport Dockyard
- Selected buildings within Morice and South Yards, Devonport Dockyard
- Royal Fleet Club and attached buildings, Morice Square
- Buildings adjacent to the Cumberland Centre, Cumberland Road
- Late 19th century terrace along Duke Street

The following individual buildings have been identified:

- Detached 1920's cottage and boundary stone, Richmond Walk
- Mount Wise Pier, Richmond Walk
- Bristol Castle Public House, Duncan Street
- Devonport Playhouse, Fore Street
- Tower in Washbourne Close (part of the former hospital)
- Outbuildings attached to the Western Public House, Fore Street
- Pair of military cottages on Granby Road
- Pavilion within the Brickfields
- Public Toilets, George Street

Buildings at Risk

The reuse of historic buildings, particularly those at risk, is extremely important. It not only allows the retention of architecturally or historically important or significant buildings, but is a sustainable use of existing resources.

Within the existing Devonport Conservation Area, there are three areas where groups of buildings have been identified as being at risk. These are:

- Ker Street – Devonport Guildhall, Devonport Column, and Oddfellows Hall, are all Grade I listed and therefore of the greatest importance.
- Duke Street / Cumberland Street – not all of the buildings within this block are identified as ‘at risk’, but those identified are Grade II listed.
- George Street – again not all of the buildings are ‘at risk’, but those identified are mostly Grade II listed

Outside of the existing Conservation Area, other groups of buildings / structures at risk have been identified. These are:

- Devonport Park – this is a Grade II Registered Park & Garden containing some listed and unlisted structures at risk.
- Devonport Dockyard – Several buildings, one Grade II*, and parts of the Dockyard Wall have been identified as ‘at risk’.
- Mount Wise –the Redoubt itself and many of the walls and steps (Grade II listed) are at risk.
- Marlborough Street – several unlisted buildings have been identified within this street, which forms an important part of the townscape.

Archaeological Significance and Potential

Introduction

The study area corresponds largely with the land enclosed within the remodelled Devonport Dock Lines, the bastioned *enceinte* of the mid-19th century surrounding the Royal Dockyard. This circuit represents the final extent of the Dock Lines first constructed in the mid 18th century.

The entire study area, with the exception of Pottery Quay and the Brickfields, had previously been included in the area of archaeological interest defined in The City of Plymouth Local Plan First Alteration (adopted 1996). Our understanding of the archaeological resource of the area has improved since then, and the Brickfields will now be included in the area of archaeological potential on the basis of demonstrable survival of the below ground archaeological remains of the Devonport Dock Lines. Likewise, Pottery Quay has been re-assessed on the basis of a new study.

The main purpose of this section is to identify in broad terms where significant archaeological deposits may be present based on known survival, documentary, or cartographic evidence. The plan of significance is intended to be indicative rather than definitive, and future archaeological investigation will test and refine its value. Clearly, there is some overlap with the surviving and built historic environment although buildings *per se* are dealt with elsewhere in this document. Scheduled Monuments and significant listed structures are shown. Site locations for buried sites are approximate.

The Sites and Monuments Record for Plymouth (SMR) holds numerous references relating to the importance of Devonport as a defended naval dockyard and should be referred to for a more detailed study. Pye and Woodward's *The Historic Defences of Plymouth* (1996) provides comprehensive information on the Dock Lines. Papers by both Pye and Watts in *Resurgam!* (2000) provide excavation detail for Mount Wise.

Note: The nature of archaeological deposits is such that they may occur where archaeology has not previously been identified.

Sites and Areas of Significant Archaeological Potential

Note: The numbers in brackets in the following text relate to the plan.

South Yard

- The site of the original late 17th century Royal Dockyard. Identified by Coad (1998) as retaining archaeological evidence of earlier periods of the Dockyard, including the possibility that much of Dummer's original dry dock (1) of the 1690's may survive below ground - no late 17th dry-dock is known to survive elsewhere. Buildings, which were unsafe as a result of bombing, were demolished and tipped into the Inner Mast Pond (2) and Boat Pond. These two features will therefore contain historic fabric deriving from this exercise.
- The extent of South Yard is defined by its dockyard wall, much of which survives and is listed (exclusive of the Storage Enclave wall, which is much later in date). The South Yard includes a high number of listed buildings, some Grade I and II*, which are described in more detail in the South Yard Character Area.
- There are also four Scheduled Ancient Monuments within the Yard:
 - o No 1 Covered Slip (3): slip of c.1763 covered from c.1814, designed by Sir Robert Seppings. Oldest covered building slipway in any Royal Dockyard (SAM 660).
 - o West Ropery (4): mid 18th century, built as the Laying House (SAM 654).
 - o The Screeve Board (5): large covered slip, mould loft of c.1814-21. Only three timber examples survive in the Country (SAM 664).
 - o No 1 Basin and No 1 Dock (6): Dry docks and basin. 18th and 19th centuries with origins in 1690's. After Portsmouth, comprises the best group of 18th and 19th century naval docks in Britain (SAM 945).
- The South Yard will retain above and below ground evidence of the key periods in the evolution of the Royal Dockyard, considered by Coad (1998) to be 'arguably the finest and best planned of all of the Navy's Georgian dockyards'.

Morice Yard

- The New Gun Wharf (later called Morice Yard) was laid out for the Board of Ordnance in 1719-24 on land to the north of South Yard. The site of the Cavalier Battery of 1780 (7), it includes the western terminal of the Dock Lines and the north demi-bastion (8) of c1809 (partially still visible).
- The original Dockyard walls of the 18th century are listed together with their gateway. The walls were extended in the 1870's beyond the original Dock Lines, which had become redundant by that date. Morice

Yard provides evidence for the Dock Lines and other key periods in the Dockyard's evolution.

Devonport Park

- Devonport Park is included as an area of significant archaeological potential in its entirety, being almost entirely free of modern development. The park encompasses the above and below ground remains of the Dock Lines, with much of the walls of Marlborough and Granby Bastions (9 and 10 respectively) still visible together with associated elements such as the ditch, counterscarp wall, and the glacis slopes (artificially landscaped area created to provide a clear line of fire for ordnance) – see Pye and Woodward (1996). The Park is a Grade II Registered Historic Park and Garden.

Brickfields

- With the exception of the north-eastern corner of the Brickfields where quarrying has occurred, the entire area is included as an area of high archaeological potential. This is based on the recent (2003-5) as yet unpublished archaeological investigations, which have demonstrated the survival and good state of preservation of the early 19th century improvements to the original Dock Lines (11) and the mid-19th century Dock Line walls (12) together with associated features. The area encompassing the glacis is included as a significant element, although it is accepted that remodelling and levelling will have had an impact upon this feature of the defences.

Mount Wise

- Mount Wise retains above and below ground archaeological evidence of various phases of the Dock Lines, including an upstanding section of the 1850's rampart (13). Sections of the scarp wall and ditch belonging to the late 18th century batteries (14) remain above and below ground, facing out onto the Hamoaze. The undeveloped area of the Garrison cricket ground appears to lie above the course of a section of the Lines (15) perhaps of c1809. The remains of the late 18th century George's Square barracks (16) may survive to the south of Devonport Hill. A cave containing fossilised animal bone was also recorded in the grounds of Admiralty House in the 19th century (Chamberlain and Ray, 1994).
- Partly historic and partly new area of park, landscaped in the 19th century and again in the later 20th century. Archaeological investigations in 1994 failed to locate archaeological remains within the area of the new extension (1990's) to Mount Wise Park to the west of Mount Wise Redoubt.
- Mount Wise Redoubt (17) remains as a standing archaeological monument. The Redoubt was built on the site of Mount Wise mansion

(dating from around 1610), of which only the cellar survived the destruction of the Civil War. This was excavated along with the interior of the Redoubt (Watts, 2000). Elements of batteries 3 to 5 (late 18th century) are reported by Pye (2000) to survive. Battery No.5 has been fully recorded (Watts, 2000) and Battery No.3 partly recorded, although most of Battery No.4 is reported to have been demolished in 1904-7. Archaeological potential is restricted to the Redoubt and to those areas to the east where excavation has not taken place.

Pottery Quay

- Although the south-western corner of Pottery Quay has been significantly reduced to accommodate ferry vessels, the area has been assessed and found to retain remains of the Pottery Quay wall, probably dating from the late 18th century and is likely to preserve remains of the slipway (formerly Ferry Canal), which is part of the earliest development of the area (Exeter Archaeology 2002).

Areas of Uncertain Archaeological Potential

Mutton Cove and the Waterfront

- Mutton Cove harbour and pier walls of the 18th century survive and are listed, as are some other structures. Apart from this the below ground archaeological survival is uncertain due to the considerable redevelopment of Mutton Cove and Mount Wise waterfront during the course of the 20th century, although an earlier slip wall has been recorded at Mutton Cove (Watts, 2000).

Areas of Limited Archaeological Potential

Ker Street / Pembroke Street

- This area has some significant standing listed buildings, primarily of the 19th century. Below ground archaeological survival of earlier activity is likely to be limited due to 19th century and later development.

Cornwall Street / Marlborough Street

- Cornwall Street developed from the early 18th century, and provided a major civilian access to the waterfront between South Yard and Morice Yard. However, the archaeological potential here is likely to be limited due to later development.

Granby Island / Cumberland Block

- This area has largely been redeveloped with modern housing, but may retain some evidence of Old Granby Square Barracks and Marlborough

Square Barracks associated with the original Dock Lines. It still retains the standing mid-19th century Grade II Raglan Barracks gateway. Raglan Barracks were built to replace the 18th century barrack blocks of Frederick, Legonier, and Cumberland Squares on the same site. The site of these barracks is now occupied by modern housing.

Post-War Dockyard Extension ('Storage Enclave')

- This area originally developed as part of the civilian town in the late 18th century and 19th centuries. Much of the 19th century development was lost to bombing during World War II. As a result the area was largely cleared and in 1951 was requisitioned as a post-war dockyard extension known as the Storage Enclave. The archaeological potential is likely to be low due to the combination of 19th century housing, cellars, bombing and post-war development.

Quarried Areas (archaeological deposits removed by quarrying)

- Brickfield Quarry: north eastern section of the Brickfields recreation grounds adjacent to King Road.
- Richmond Walk quarries: area south of Stonehouse Bridge east of Mount Wise.

Character Areas

This general analysis of the character of Devonport has allowed the identification of a number of specific character areas. These are considered more closely in the next section, along with the issues and opportunities they present.

Character Areas

- Waterfront Area (Richmond Walk to Mutton Cove)
- Mount Wise
- South Yard, Devonport Dockyard
- Morice Yard, Devonport Dockyard
- Devonport Park
- Brickfields
- Granby Island through to Cumberland Block
- Cornwall Street to Marlborough Street area
- Ker Street, Pembroke Street, James Street and Bennett Street area
- Storage Enclave, Devonport Dockyard
- Pottery Quay

Waterfront Character Area (Richmond Walk to Mutton Cove)

Location and Topography

- This area is located on the southern edge of Devonport, and largely comprises the line taken by the late 18th century Richmond Walk along the waterfront from Mutton Cove to Stonehouse Bridge.
- This linear character area is bounded to the west by South Yard and its high boundary walls, and to the east by Stonehouse Bridge and Devonport Hill. The boundary walls of Mount Wise Park and the former MoD Mount Wise form the northern boundary. The location is fairly open in character to the Park, whilst segregated from the former MoD land by fencing, the survival of the Dock Lines, and the quarries and rock cut ditch towards Devonport Hill.

Historical Origins and Development

- Prior to the 18th century, historic maps show no development immediately beside the water, though it is likely that the natural harbour of Mutton Cove was used from early times. There were a few buildings there by the early 18th century, and from the late 18th century a thriving community developed until World War II with a mix of industrial, fishing related industries and housing. The Cremyll Ferry ran from the pier between 1750 and 1824.
- After the purchase by the Board of Ordnance of land at Mount Wise in 1759, the local inhabitants found that they no longer had unhindered access to the sea. As a consequence, the Duke of Richmond arranged in 1790 for the path to be built which became known as Richmond Walk along the length of the waterfront from Mutton Cove to Stonehouse Bridge.
- The first quay on the eastern part of Richmond Walk was built in 1784-9, and by 1834 the existing quays in that area were complete. A later railway link reinforced the largely industrial use, though for a period of time the railway was used to bring passengers to the Ocean Quay terminal (site of the Mayflower Marina) to meet the tenders of the LSW railway.
- The Admiralty also developed the waterfront in the 19th century. Surviving structures include Richmond Gate (dated 1847), a now ruined boathouse, Admiralty Steps and Mount Wise Hard. A stone at the bottom of the steps, known as Admirals Stairs, bears the date 1820. However, at the turn of 20th century the landing place was regarded as unsatisfactory and improvement works began in October 1912 – 1913.
- Further intensive development continued along the Mount Wise waterfront throughout the 19th and early 20th century, but after the area suffered extensive bombing during World War II, the area was extensively demolished and replaced by gardens and bathing pools.

Some industrial and commercial use continued after World War II but the area of Mutton Cove was cleared and converted to a park.

Activity: prevailing or former uses

- At its height in the late 19th century, Mutton Cove contained coal stores, a timber yard, smithy, boilermaker's yard and a steam powered flourmill, as well as boathouses, three pubs and a number of houses. The walls east of Mutton Cove and below Mount Wise are the remains of a former timber yard and sawmill. In the lower part of Mount Wise the local fishing industry thrived. Today, the cove is still used by local people though for recreational use of their boats rather than as a living. Fishing as a hobby is active by the quay.
- Activity along Richmond Walk has always been directly related to the water. The recently restored Mount Wise pools and children's play area provide a recreational use for the waterfront, which has its historic precedent in the late 19th / early 20th century.
- The area towards Stonehouse Bridge largely retains its industrial character, though the nature of this has changed over the years. A number of boatyards still survive however, though the more recent marina is indicative of changing patterns in water activity.

General Townscape Character and Movement (including building types)

- The area is characterised by its relationship and proximity to the water, and the stunning views out towards the Sound, Mount Edgcumbe and the Royal William Yard. Other key views include:
 - o Views along Richmond Walk towards Mount Wise
 - o Glimpses of the water and the Royal William Yard through the boatyards and marina
 - o Views from Mutton Cove towards the three towers and James Street
- The character area is united and defined by the water, the land use mix, the linear road and walkways, and the boundary walls of the former military enclave of Mount Wise to the north and west. However the sense of place changes through the area.
- Mutton Cove is a unique location and the sense of history is still striking, despite some recent alterations, namely the redevelopment of some of the outbuildings using materials such as concrete with plastic roofing, which have little in keeping with the area and local materials. The area is both open to the sea and the spaces around, whilst at the same time being overlooked and enclosed by the high boundary wall of South Yard and the looming bluff of Mount Wise. The slip and quay have survived, although the walls are partly rendered over. The car park suffers from clutter due to signage and poor surface treatment.

- The recently rebuilt bathing pools and playground have maintained the historic waterside recreational use and pedestrian access to the water. However, the modern white railings are bulky in form, have little relationship with the historic nature and appearance of the quay walls and are visually intrusive to the open panorama.
- Mount Wise is accessed by the fine granite gateway and steps of Richmond Gate, which forms an imposing entrance. However, the adjacent expanse of tarmac dilutes the special character of this space.
- Richmond Walk retains its historic sense of place defined by the boundary walls to Mount Wise to the north and the waterside to the south. Some historic surfacing remains, though the walk suffers from lack of maintenance, poor surfacing, and inappropriate boundary treatments such as barbed wire and fencing restricting access to the lower areas.
- The character of Richmond Walk changes significantly from where it turns north towards Devonport Hill. Industrial and warehousing uses predominate, and the road is busy with cars parked in every available space. There is a mix of single storey units, with minimal architectural or historic merit, which have a poor relationship with the street. Individual premises are defined by different boundary treatments with internal spaces crowded with outdoor storage. Within the industrial sites there is a mix of building types and condition, including the use of corrugated sheds.
- The railings and glimpses of water along the eastern side open up the view, though some uses such as the Mayflower Marina - bounded by a poorly raised rubble boundary with barbed wire and a poor frontage - break the connection and prevent public access along this stretch.
- Ocean Court dominates this space. Whilst it has an interesting form fronting the water, it creates a poor back onto Richmond Walk, turning its back and removing access to the waterfront. The space adjacent to the Court is used for parking with little pedestrian access or relationship with the historic slip.
- The northern entrance to Richmond Walk is poor and is formed by the junction of Devonport Hill and King's Road. The entrance is dominated by the road junction, with poor pedestrian access between the waterfront area and the Brickfields. The three-storey flats fronting Devonport Hill create a poor quality environment and entrance to Devonport.
- The sheds, which sit beneath Stonehouse Bridge in this prominent location, create an unsightly appearance and backdrop to this important structure.
- There is an historic pedestrian route connecting the waterfront to Devonport Hill and across the road to green space. Whilst creating linkages, the route is perceived as intimidating due to poor natural surveillance, the high walls of the Dock Lines, the quarry face to the

west and the concrete boundary walls to the east, both of which separate industrial sites.

Architectural and Historic Qualities of Buildings

There are 3 individual and grouped listed buildings / structures within this character area. The name of each is given below, and full details can be found in the Appendix:

- Mutton Cove Harbour and Pier: Grade II
- Landing Steps from Mount Wise: Grade II
- Stonehouse Creek Bridge: Grade II

The following buildings / structures are considered to be of townscape merit, and full details can be found in the Appendix:

- No's 15-18 Richmond Walk with limestone outbuildings
- The Cottage
- Rose Cottage
- Sheds within Mutton Cove
- Mount Wise Pier, Richmond Walk
- Boundary Stone, Richmond Walk

Local Details: building materials

- The area has a mix of materials due to the changing industrial uses, particularly post-war, including the use of corrugated iron, plastic, render, brick, stone, metal roofing, timber.
- However, despite the mix, the area is characterised by the use of grey Plymouth limestone, for example along the Dock Line walls to Mount Wise, and in the boundary walls along Richmond Walk. Quay walls and buildings such as the ruined boathouse and outbuildings to the terrace are built of dressed limestone. The quarry face and the stone have an important texture, which creates interest in the townscape.
- Other built detail includes the use of render and slate to the 19th century terrace and the use of render with slate roofs for individual pre-war buildings.

Public Realm / Spaces

- There is a large area of open green space immediately to the north of Mutton Cove with seating, and panoramic sea views. The walls provide a sense of intimacy overlooking Mutton Cove.
- A new public realm was created through the redevelopment of Mount Wise pools and a hard surface with play area. This is a practical space, though reliant on weather, and there are some concerns over the weathering of materials and potential vandalism.
- There is a key space by Ocean Court and slip. The area is currently used for car parking, though there is an opportunity to create a usable public space for vehicles and pedestrians with fine views.
- There are other green spaces throughout the area with a number of trees of townscape merit. However, these are limited, and apart from the green space by South Yard, the trees overlook the area and are confined to Mount Wise and the skyline to the quarry face rather than within it.

Negative / Neutral Factors

- Large numbers of wires and overhead cables, particularly in the more industrial areas, which is unsightly.
- The poor entrance to Richmond Walk.
- Poor access to the waterfront and pedestrian friendly areas of public space.

Summary of Significance

- Mutton Cove is a historic natural working harbour, which developed outside of military use.
- The layering of uses and land use are characteristic of the area, changing from industrial and marine related activities to recreational. This is clearly evidenced in the historic evolution of the area.
- Richmond Walk was created to meet the social needs of the community who needed access to the water.
- There are rich historical associations with the military through the proximity and imposing nature of South Yard and Mount Wise, and the legacy of structures and buildings, e.g. the landing steps to the pavilion and doorway, and the remains of the boatyard and timber landing stage.

Mount Wise Character Area

Location and Topography

- This area is located at the southern edge of Devonport. It occupies the limestone ridge overlooking the Hamoaze to the west and Mount Edgcumbe, Plymouth Sound and Stonehouse Pool to the south and southeast. It is an exposed location with stunning views over the water.
- Devonport Hill and Pembroke Street form the northern boundary, the boundaries to the east and south running to Richmond Walk, the quarries and the rock cut ditch on the south side of Devonport Hill. George Street forms part of the western edge with the surviving boundary walls fronting Prospect Row and Garrison Close and the boundary walls of South Yard.
- The area is essentially divided into the former MOD land to the east and Mount Wise Park and Redoubt to the south and west.

Historical Origins and Development

- Archaeological investigation found prehistoric activity within two cave sites, (adjacent to Admiralty House and in Richmond Walk quarry), though no evidence of human activity was found. During the medieval period, Mount Wise lay within the manor of Stoke Damerel, which was acquired by the Wise family in the 15th century.
- In the early years of the 17th century, Sir Thomas Wise built a house on the limestone ridge. This appears to have been destroyed during the Civil War and rebuilt sometime prior to 1667. Remains of the Mount Wise mansion have been located and excavated within and beneath Mount Wise Redoubt.
- Initially, the Naval Yards were only protected by a series of batteries set out along the coast. However, from the mid 18th century, the landward approaches were fortified and became known as the Dock Lines. These were extended in 1759 and again during the 1860's, while the land at Mount Wise was acquired by the Board of Ordnance.
- As part of the first major works, a series of redoubts was proposed and in 1778 work began on the Mount Wise Redoubt, which was substantially completed by 1779. As part of this work, a glacis slope was continued east beyond the Redoubt on which a series of batteries were located.
- Whilst the town of Dock expanded during the 1780's-90's, the military zone within Mount Wise became defined by an interior boundary wall (to the west of the 1930's buildings fronting onto Pembroke Street).
- Mount Wise also became the location of two main residences for the Governor and Port Admiral. In 1789, Government House, (now known

as Admiralty House), was built to the east of the Redoubt in a commanding position overlooking the Hamoaze. To the front (north), the residence overlooked a large open area towards the barracks at George Square, whilst at the rear (seaward) formal gardens were laid out. In 1808 Mount Wise House was constructed at the southern end of George Street for the Port Admiral. Later in the 1930's, the Port Admiral switched residences to the much larger Government House, (Admiralty House), and the Old Admiralty House was renamed Hamoaze House.

- In 1807 a landing stage was erected on the foreshore beneath Richmond Walk together with a later boathouse and more formal entrance gate and steps, (which now falls within the Waterfront / Richmond Walk character area).
- During the period 1809-1816, various improvements were made to the Lines. Between 1853-1868, works included a new bastion to the north of Old Gun Wharf, a deepening and strengthening of the work across the Old Gun Wharf, a realignment of the eastern Line south of Devonport Hill and new loop-holed walls flanking Devonport Hill Gate.
- During the 1870's George's Square Barracks were demolished and their site occupied by the Garrison Cricket Ground. A new, smaller barrack square for married soldiers was built to the west facing the Pembroke Street extension, which followed the line of the former interior boundary wall as it curved north to meet Devonport Hill.
- The present entrance from Devonport Hill was created during this time to run in a sweeping avenue around the west side of the cricket ground to the parade.
- As the Dock Lines became redundant, the section between Fore Street and Devonport Hill was demolished and infilled in 1882. At Mount Wise, Batteries 1 and 2 overlooking the glacis to the Redoubt were dismantled, and a new circular parade was set out in front of Admiralty House, and the interior boundary wall realigned to extend out over the former parade ground to define a formal area in front (south) of Admiralty House. The circular parade was enclosed during the 1930's and truncated on its east side by the erection of a number of tennis courts. Changing facilities were added to the east and northern areas of the public area. The cricket pitch consolidated the leisure function.
- HMS Vivid, Maillard House, Hildyard House and Raglan Cottage were constructed during 1938-1939 replacing the earlier block of married quarters, which were built over the former 18th century Barrack Square.
- Further development took place during World War II with the construction of the Maritime Headquarters (MHQ) in 1939-41 overlooking the Old Gun Wharf and a partly subterranean structure built into the ditch cutting across Old Gun Wharf promontory. This was followed by a network of tunnels excavated beneath the gardens to Admiralty (Government) House to provide additional facilities, dormitories and shelter. This became known as the Plymouth

Underground Extension (PUE) and was accessed within MHQ and from Richmond Walk, Hamoaze House and Blagdens Boat Yard.

- The PUE was abandoned in the 1950's, but MHQ continued in use and was slightly enlarged during the 1990's. All are now unoccupied and part of the PUE tunnels are sealed.
- Post-war development including additional domestic accommodation (Mount Wise Court) to provide welfare facilities etc. During World War II there had been a number of surface huts built around the site, and during the 1980's and 1990's new fences and a stone boundary wall to the west side of the site were erected.
- The MOD site has recently been sold to a private developer and applications for redevelopment will be forthcoming.
- To the west, Mount Wise Park was laid out in 1893 when the Borough of Devonport leased the glaciis slopes from the War Department, despite the Redoubt and battery positions still remaining in military use. The Scott Memorial commemorating the expedition of Captain Scott to the South Pole in 1912 dominates the eastern half of the park.
- The Redoubt was obsolete as a defensive structure by the beginning of the 20th century, although the internal buildings continued in use as naval living quarters until 1950 when they were demolished.
- To the northwest of Mount Wise, the plan of 1811 shows the Royal Laboratory. Constructed in 1805, little now remains apart from the large perimeter wall and main entrances. Built for the Board of Ordnance, it comprised a collection of widely spaced buildings for the manufacture of musket cartridges and other ammunition and explosive devices such as rockets, used by the Royal Navy. The complex was converted to barracks by 1834, and remained in military use well into the 20th century. The site is now covered with housing.

Activity: former and prevailing uses

- The character of Mount Wise is still significantly defined by its former major use, with military structures and buildings still prominent in its landscape, reflecting over three centuries of military, civic and administrative functions.
- The recreational use of Mount Wise Park, which is fully accessible to the public, sits in stark contrast to the enclosed Mount Wise military enclave, despite the location of a cricket pitch and sporting facilities within.

General Townscape Character and Movement (including building types)

- The topography plays a significant part in the character of Mount Wise with its cliff top location overlooking the Hamoaze to the south and the

rest of Devonport to the north. Within the park and in front of Admiralty House, the panoramic views across to Mount Edgcumbe and the Royal William Yard are stunning. The strategic location of this former military site is obvious and the relationship of Admiralty House and the mouth of the Hamoaze are key elements.

- The park is open in form with areas of tree planting.
- In contrast, the former military site of Mount Wise is enclosed and inaccessible to the general public, which creates a sense of isolation from its surroundings. All boundaries are well defined; from recent walling and security fencing, to the remains of the original late 18th century interior boundary wall to the west, and the Dock Lines defining the eastern side. In particular the Dock Lines, which partly defined the eastern side of the MoD site, use their natural cliff top location.
- The main entrance is off Devonport Hill with stone piers flanked by stone and brick walls along this road. As the formal access point to the MoD land, it is a key townscape feature and an important terminated view from Madden Road.
- The eastern approach to the site is dominated by the garrison cricket ground which is levelled and slightly embanked above the curving roadway on its west side, lined by mature trees and grass. This creates a positive sense of place to this area and a setting to Admiralty House.
- The central part of the site is characterised by hard standing, various low walls and historic fences, which enclose Admiralty House and the remnants of the parade ground. Whilst the house is an imposing well-ordered and proportioned building, the poor quality surfacing detracts from the grandeur of the space.
- The tennis courts set behind the wire mesh fencing raised on a low stone revetment also disrupt the symmetry of the layout. To the west, otherwise open and historic views across to the Scott Memorial, Hamoaze House and the Redoubt are obscured by the poor quality administrative block of 1967.
- From the rear of Admiralty House, the strategic location of Mount Wise can best be appreciated. Here the views out to the Hamoaze over terraced lawns are wonderful and uninterrupted, though the presence of the flat roof of the subterranean MHQ (approached via a gated enclosure off Richmond Walk) introduces a discordant element.
- In contrast, to the west of the approach road, the 1930's developments of Mount Wise Court and HMS Vivid are dominant features set either side of the more domestic scale residence of Hildyard House, situated within a fenced garden area.
- Maillard House to the rear of Mount Wise Court, an attractive 1930's building of townscape merit, together with hard standing areas and a range of dilapidated concrete garages contribute to the increasingly urban feel of this part of the site as its backs against the interior

boundary wall overlooked by the rear elevations of the terrace fronting George Street. A former entrance into the site from Pembroke Street has been blocked.

- Within Mount Wise Park, the last MoD buildings were demolished in the 1990's. Remains of some of the principal fortifications of the area have survived however, and the modern viewing platform overlies the remains of the redoubt of 1778. Other remains exist nearby.

Architectural and Historical Qualities of Buildings

There are 2 individual listed buildings / structures within this character area. The name of each is given below and full details can be found in the Appendix:

- Admiralty House (formerly Government House): Grade II
- Scott Memorial: Grade II

The following buildings are considered to be of townscape merit, and full details can be found in the Appendix:

All of these buildings were constructed in the 1930's as married quarters, forming an important interwar group of domestic buildings to serve the resident military personnel:

- HMS Vivid
- Maillard House
- Hildyard House
- Seymour House
- Cricket Ground Pavilion
- Mount Wise Redoubt and associated defences, Mount Wise

Public Realm / Spaces

- Both the cricket pitch within the former MoD complex and Mount Wise Park provide important and historic recreational spaces.
- The mature trees along the access road leading to Admiralty House create an attractive route and are important within the townscape. The trees on the slope towards the Redoubt provide a green backdrop to this landmark structure.
- The setting of Admiralty House, although not a publicly accessible open space, enhances the front (river) elevation of the building.

Negative / Neutral Factors

- The Welfare Club and squash court (single-storey and two-storey concrete structures) do not contribute positively to this area and are considered to be of neutral value.
- Mount Wise Court is intrusive as the architectural form and massing detract from the coherent style and massing of adjacent residential buildings.
- The administrative offices attached to Admiralty House, despite their symmetry, detract from the architecture and historic interest of the building. They are considered of negative value.
- The tennis courts appear to have truncated the east side of the circular parade and whilst providing a facility, they are intrusive to the overall character and appearance of this part of the site.

Summary of Significance

- Mount Wise is an integral part of the defences of Devonport Dockyard, and of the historic Dock Lines, a series of fortified works established between 1750 and 1765 to defend the town of Dock and the new Naval yards.
- MHQ and PUE are of historic interest and had an important military function of regional importance.
- The area contains buildings of landmark quality and architectural merit.
- The area contains sites of ecological value.
- It contains an important public open space together with stunning views over the Hamoaze.

South Yard Character Area

Location and Topography

- This area is located in the southwest corner of Devonport and occupies the waterfront facing the Hamoaze, looking out towards Mount Edgcumbe to the south and the Cornish coast to the west.
- As a functioning military base, the South Yard is enclosed by high boundary walls (a proportion of which are listed), with two main gates.
- From the northeast corner, the land drops sharply to the dock area, with a more gentle incline to the south leading to further dock areas and warehouses.

Historical Origin and Development

- Until the late 17th century this area was a greenfield site, although it is reputed that Raleigh was the first to realise the opportunities offered by the Hamoaze for dockyards and harbourage.
- In 1667, William Morice bought the Keyham estate from the Wise family. The Morice family held the lease of the land until 1857.
- There were no formal naval dock facilities at Plymouth until continuing wars with France necessitated a naval base in the west of England in the late 17th century.
- The Admiralty wanted a stone dock (one of the first of its kind), and Edward Dummer, the Assistant Surveyor to the Navy, was instructed to find a possible site for the building of a single dry dock.
- In 1690 Robert Waters of Portsmouth was given the contract to build a stone dock with Dummer planning and supervising the work.
- The site fixed upon was Point Froward, on the east side of the Hamoaze, primarily because the difficult passage into the Tamar from Plymouth Sound. This could be mastered by seamen familiar with its idiosyncrasies, but would provide a serious challenge to enemy fleets.
- Point Froward provided a natural bulwark to the south behind which it was possible to construct a dock inserted into a natural embayment in the coastline.
- In the period 1692-1698, a group of buildings was constructed around the dock with the stone dock built as a dry dock behind a west dock or basin. The rock that was excavated to insert the inner dock was used to reclaim the foreshore.

- The most prominent structure within the early yard was the Officers' Terrace, designed to overlook the dock and waterfront, and it remained the most imposing individual building within the Yard until its partial destruction in 1941.
- Between 1700-1781 a second phase of development occurred. Three major developments were carried out during this phase: the formalisation of slips, the creation of a timber ground, mud dock and mast pond, and the creation of a double dock and two large slips north of the original dock and basin.
- At the same time the Yard also rapidly filled with new or rebuilt structures including the Yard wall, which was rebuilt and redefined.
- A further phase of development continued between 1761-1822, and included very substantial engineering and other works. What was produced was one of the finest and best planned of all the major Georgian dockyards.
- The most important developments were in the southern part of the site and included: the extensive reclamation of the timber ground, the formal planning of a mast pond, the building of structures on ground heavily quarried out in a new extension of the yard, the construction of an outer mast pond, five new slips, a formalised camber channel, the setting out of new storage areas, a new smithery, and the extension and reorientation of the yard wall.
- The majority of the 17th century buildings and their additions by Point Froward were demolished at this time and the site was levelled almost to sea level, with a series of further structures being added between the Camber Channel and the original dry dock.
- The building of the Breakwater between 1811 and 1841 had a significant effect on the viability of the Dockyard.
- Following the development of the steam fleet and the building of North Yard in the mid 19th century, parts of the South Yard were substantially reorganised and refurbished. Changes included the gazebo built in 1822 to commemorate George III's visit, the resiting and rebuilding of No 1 Dock in 1834, the quarrying out of rock northwest of the Officers' Terrace to provide further level building space and a tunnel linking North Yard and South Yard, built 1854-1856.
- Further periods of redevelopment occurred with the rebuilding in 1863 of the double dock immediately north of the No 1 Dock and the creation of the Screeve Board over the three late 18th century slips.
- Throughout the remainder of the 19th century there was a continuing programme of refurbishment of the docks including the conversion of their terminals to accommodate the ramming prows of metal-clad warships.

- Further developments occurred during the Edwardian era with the building and refitting of the steel hulled battle cruisers. This included the rebuilding and lengthening in 1910 of No 3 Dock, the construction of No 3 building slip for the construction of Dreadnought class vessels in 1911, the infilling of the mast pond, the development of machine shops and plank stores on the site, and the creation in 1912 of a shallow dock.
- This vast collection of buildings and structures suffered enormous damage during World War II. By the end of 1942 85% of the buildings in South Yard had been either destroyed or heavily damaged.

Activity: prevailing or former uses

- South Yard has a long history of over 300 years as a working naval dockyard.
- However, the naval influence has lessened over the years as the Admiralty has attempted to streamline its resources, and as a consequence a number of the buildings are now rented to other companies. The 'Storage Enclave', taken into the South Yard from the civilian town after World War II, has now been returned to the people of Devonport with the aim of opening up this resource of land to the city for redevelopment.

General Townscape Character and Movement (including building types)

- This prime waterfront area is a well used, protected resource within the city of Plymouth.
- Throughout the Yard there are a number of exceptional views across the Hamoaze towards the Mount Edgcumbe estate and the Cornish coastline, but visual links within the Yard itself are poor.
- The whole area of South Yard is cut off from Devonport by the imposing and historic Dockyard wall, which has created a negative, albeit necessary, boundary.
- The Yard is exceptional for its number of historic structures, providing an impressive backdrop from the seaward side.
- Because of the rebuilding required after World War II, the South Yard is now dominated by a number of huge, modern warehouses. Significant historic buildings still remain however, most of which are listed.
- Of the older buildings, many are unused, but they are tied into the working dockyard via strong transport links to other parts of the yard. There is no specific core to the area and it is surrounded by a strong boundary, which very effectively encloses the section from any link with the rest of Devonport.

Architectural and Historic Qualities of Buildings

There are 30 individual and grouped listed buildings / structures within this character area. The name of each is given below and full details can be found in the Appendix:

- Perimeter Wall enclosing the north corner of South Yard: Grade II
- North Smithery (SO23): Grade II*
- Heavy Lifting Store (SO33): Grade II
- Terrace walls and associated steps and railings: Grade II
- Former Fire Station (SO32): Grade II
- Dockyard Museum (Former Pay Office, SO32): Grade II*
- Walls and railings around Reservoir: Grade II
- Officer's Terrace (SO59) and attached basement area railings, (also called Bonaventure House): Grade II*
- Former garden wall, piers and steps to Officer's Terrace: Grade II
- Retaining wall to the east side of the ramp leading to the Officer's Terrace: Grade II
- Master Ropemaker's Office (S97 and 98): Grade II
- Section of former perimeter wall to the east of the Master Ropemaker's Office: Grade II
- Joiners Shop (SO 95): Grade II
- Dockyard Wall extending from the east of the Ropery Complex to the east of No 1 Slip: Grade II
- Master Ropemaker's House (S103) and attached railings and garden wall: Grade II
- Walls, piers and steps extending approx 140m on east side of tarring house: Grade II
- White Yarn House (S135): Grade II*
- Tarring and Wheel House (S136) and Tarred Yarn House (S137): Grade II*
- Tarred Yarn Store (S138): Grade II*
- Spinning House (S132) and attached retaining walls: Grade I

- Railings, piers and gateway to Kings Hill Gazebo: Grade II*
- No 1 Covered Slip (S180): Grade II*
- Rose Cottage (S155): Grade II
- South Saw Mills (S128, 148, 149, 150): Grade II*
- Composite Shipbuilding Shed (S151): Grade II
- The Scrieve Board (S122): Grade II*
- Swing Bridge: Grade II
- No 1 Dock and Basin and No's 2, 3 and 4 Docks and associated bollards: Grade II*
- Main Dock Pumphouse (S87 and 89): Grade II
- Wall, piers and steps, approx 300m long parallel with the Spinning House: Grade II

There are 4 Scheduled Ancient Monuments within South Yard. A summary of each is given below, and full details can be found in the Appendix:

- (Site of) The West Ropery: SAM 654
- Slip No 1 (The Covered Slip): SAM 660
- The Scrieve Board: SAM 664
- No 1 Basin and No 1 Dock: SAM 945

The following buildings / structures are considered to be of townscape merit, and full details can be found in the Appendix:

- South Smithery, South Yard
Currently being considered for statutory listing at Grade II*.
- Police Office and Cells inside Fore Street Gate, South Yard
- Superintendent of Police Building (S035), inside Fore Street Gate, South Yard
- Storehouse No 7 (S109), SE of Dock No 1, South Yard
- Armourer's and Plumbers Shop, NW of North Smithery, South Yard
- Shops / Stores and Office, N of Dock No 4, South Yard

Local Details: building materials

- A number of areas of historic paving have survived and over a number of years a large amount of road cobbles and building stone from the dockyard area has been collected and saved, and could be available for any repair / replacement work.
- Many of the older buildings in the Yard have been left unused by the MoD, and so have retained much of their architectural detailing, though some are in poor condition. The majority of these buildings are built of limestone rubble and still retain original doors and windows.
- The walls that provide a boundary to the Yard are listed and are an important character feature of this area, as are the two gates, although both have lost architectural detailing.
- The Covered Slip and Scribe Board are both Scheduled Ancient Monuments and listed structures. Both are important buildings within the historic dockyard, but in both cases their external façades have been spoiled through the use of corrugated material and timber.
- There is an existing walkway that has been adapted from the original cable car passage on the boundary of South Yard next to the North Corner entrance, and this is paved with appropriate paving slabs.
- The two original staircases, which led from the dock area to the Officers' Terrace, still retain much of their detail. They, and the attached walls (made of roughly coursed local limestone with granite ashlar coping), form an important part of the landscape of the Yard, reflecting the original topography of the oldest part of Devonport Dockyard.
- Part of the original dockyard wall can still be seen to the east of the Master Ropemaker's Office, which is important because it marks the extent of the late 18th century dockyard.
- The garden and surrounding perimeter fence of the Turncock's Residence stands out as an important feature of this particular area of the dockyard, where the workplace meets the private space of an individual. It also forms part of the important ropemaking complex.

Public Realm / Spaces

- As MoD owned land, with security-sensitive work being carried out within its boundaries, this area does not have any public realm.
- There are a number of identifiable spaces within the dockyard, but because of the security aspect of the dockyard, these areas are not utilised except for either car parks or external workplaces.

Negative / Neutral Factors

- There are a number of open spaces within the South Yard but those that are not used for either car parks or external workspaces are not utilised as areas of leisure due to the security aspects of the dockyard.
- There are a number of extremely important, unused historic buildings within the yard that, if they are not put to some positive use soon, are at risk of neglect and decay.

Summary of Significance

- The South Yard is an active industrial / military environment. However, the MoD have generally shown themselves to be effective landlords, protecting the heritage of the dockyard wherever possible.
- There is a wealth of standing buildings reflecting the historic development of the dockyard, and it is likely that there is also significant archaeological (buried) potential in many areas.
- The inclusion of part of the historic town of Devonport within the 'Storage Enclave' after World War II, led to a substantial loss of historic street form. There may be a chance to restore this with the subsequent release of the Storage Enclave back to the city, although this will require a sympathetic attitude to the planning of any new development in order to retain the historic street layout and open up the vista from the Fore Street Gate to the Hamoaze beyond.
- The whole area is confined by historic walls, most of which are listed and will therefore be retained. These have both a positive and negative aspect to the area, protecting the historic area from vandalism, but creating a very strong boundary that divorces the area from the rest of Devonport.

Morice Yard Character Area

Location and Topography

- This area is located on the western side of Devonport and occupies the waterfront facing the Hamoaze, looking out towards the Cornish coast.
- High boundary walls, all of which are listed, bound the whole area of Morice Yard. There are three working gates, one of which leads into the neighbouring South Yard via a bridge bypassing North Corner.
- From the southeast corner, the land drops sharply to the west, with a steep drop to the dock area, and to the north a more gentle incline leading to the car parks, further dock areas and warehouses.

Historical Origin and Development

- The Ordnance Board rented a small part of South Yard as a gun wharf from 1696 until 1708, when they moved to Mount Wise. However, by 1717 the Mount Wise site had become too small. Further expansion was not possible however until another site was leased from Sir Nicholas Morice in 1719, just to the north of the existing dockyard, separated by the Cornwall Beach area.
- Development of the site began in 1720 with extensive levelling. A wharf and two quays were built on the foreshore, at right angles to which were built two storehouses for storing gun carriages, gunners' equipment and small arms, and a small powder magazine. On the top of the promontory, overlooking the yard with views across the Hamoaze, an officers' terrace was built. Building activity reached a peak in 1722, with the yard becoming partly operational by 1724.
- The location and layout of the yard, and the design of the original buildings were under the direction of Colonel Lilly, approved by Colonel Armstrong, and built by William Cowley, a London stonemason with the assistance of Abraham Curtis, who did all the carpentry and joinery. The works were carried out under the supervision of Andrew Jelfe.
- Although the storehouses were adequate, the powder magazine soon proved too small. By the 1730's ships' powder was also being stored in the Citadel, but this meant moving the powder through the town itself. Eventually a new, larger magazine was built to the south of the main building complex. It was built, as was typical of such structures, with double skin walls and a barrel vault.
- A number of small buildings were added in the 1770's, which provided workspace for the smiths and a furbisher, responsible for the maintenance of side arms.
- In 1771, the Board of Ordnance decided, because of the rapidly expanding dockyard, that the gun wharf and storehouses needed to be

enlarged in proportion with the growth of the Dockyard. Work began in 1775 on a new powder depot at Keyham.

- During the Revolutionary and Napoleonic wars (1780's-1815) a number of temporary buildings were erected, including an artillery hospital complete with nurses' quarters. Morice Yard was designated, along with that at Falmouth, the main supply depot for Wellington's army in Spain.
- Unlike South Yard, Morice Yard largely escaped damage during World War II, and remains today one of the best preserved and complete of all the Georgian ordnance depots.

Activity: prevailing or former uses

- Morice Yard has a long history, covering nearly 300 years, of providing support to the Royal Navy and Devonport Dockyard.
- The area, although still owned by the MoD, is now more diverse in its activities, with a number of the buildings leased to other companies.

General Townscape Character and Movement (including building types)

- This prime waterfront area is a well utilised, protected resource within the city of Plymouth
- Throughout the yard, and particularly at the south end and along the east side, there are a number of exceptional views across the Hamoaze towards the Cornish riverside, but visual links at the lower level of the yard, particularly at the north end, are poor.
- Morice Yard is cut off from Devonport by an imposing and historic wall, which creates a negative, albeit secure, boundary.
- An important character of the area is the layout of the yard with, at the south end, a raised shelf overlooking the rest of the yard and surmounted by the 1724 Officers' Terrace that provides an impressive backdrop from the seaward side.
- Despite the collection of historically significant buildings at the south end of the yard, most of which are listed, the rest of the yard tends to be dominated by a large number of modern warehouses that have been built with little consideration for the overall layout within the yard. There are, however, a couple of interesting warehouses to the north of the Powder Store, which may be worthy of townscape merit.
- The transport links within the Yard are straightforward with a particularly strong link between the car parks and the North Gate and the passage from the gate towards the bridge at North Corner.

- The MoD has made a positive contribution to how the historic buildings are used within the Yard. All are utilised, and alterations have been carried out in a sympathetic manner.

Architectural and Historic Qualities of Buildings

There are 14 individual and grouped listed buildings / structures within this character area. The name of each is given below and full details can be found in the Appendix:

- North Gate and attached Dockyard Walls, Morice Yard: Grade II
- Morice Gate, two Gatehouses (MO 39 and 65) and attached Dockyard Walls: Grade II*
- No 16 Store The Powder House (MO 42): Grade II*
- No 17 Store (MO 37): Grade II
- No 12 The Painted Canvas Store (MO 46): Grade II*
- No 8 Store (MO 55): Grade II
- No 6 Sail Loft (MO 61): Grade II
- No 5 Store Colour Loft (MO 56): Grade II
- No 4 Store (MO 70): Grade II*
- No 3 Store (MO 66): Grade II
- No 2 Store and Former Furbisher's Shop (MO 68): Grade II*
- Steps, dwarf walls, lamps and retaining wall to gardens fronting Officer's Terrace: Grade II*
- The Officer's Terrace (MO 63) and attached railings, rear walls and outbuildings: Grade II*
- Muster Bell: Grade II

The following buildings / structures are considered to be of townscape merit, and full details can be found in the Appendix:

- Warehouse to E of South Camber, Morice Yard
- Warehouse to E of North Camber, Morice Yard

Local Details: building materials

- The majority of the older buildings in the Yard are of Dunstone rubble or coursed limestone, and still retain many original architectural details. Alterations and repairs have been carried out sympathetically, and they continue to be utilised effectively.
- The walls that provide a boundary to the Yard are listed and are an important character feature of this area, as are the two gates, although North Gate appears to have lost its architectural detailing.
- There is a particularly striking staircase, built in 1722 that leads from the dock area to the Officers' Terrace. It forms an important part of the landscape, reflecting the original topography of the oldest part of the Yard.

Public Realm / Spaces

- Because of its nature as MoD-owned land, with security-sensitive work being carried out within its boundaries, this area does not have any public realm.
- There are a number of identifiable spaces within the dockyard, but because of the security aspect, these areas are not utilised except for either car parks or external workplaces.

Negative / Neutral Factors

- There are a number of large open spaces within the yard but all of these are used as car parking facilities. They appear to be adequate but the car park at the northeast end is lacking in clear layout.
- There is a strong boundary around the Yard created by the Dockyard wall. While necessary because of security requirements, it has a demonstrably negative effect on the surrounding area.

Summary of Significance

- While Morice Yard continues to be an active industrial / military environment, the MoD have generally shown themselves to be sensitive landlords, protecting the heritage of the dockyard wherever possible.
- There is a wealth of buildings that exemplify the historic development of the gun wharf.
- The historic walls, all of which are listed and will therefore to be retained, confine the whole area. These have both a positive and

negative effect, on the one hand protecting the historic buildings from vandalism and inappropriate redevelopment, but creating a very strong boundary that divorces the area from the rest of Devonport.

Devonport Park Character Area

Location and Topography

- Devonport Park is located between Devonport and Stoke. It is situated on the higher ground that rises on the west side of the Hamoaze. At its highest part the Park is 46m above sea-level, gently sloping off to the west and south with steeper slopes facing north.
- The park adjoins the Stoke Conservation Area but is detached from the Devonport Conservation Area, with which it has more historic, cultural and civic affinity.
- Topography plays a significant role in this character area. It is both positive in terms of providing important strategic views across Devonport towards the water, but negative by restricting permeability throughout.

Historical Origins and Development

- Historically the area was open land with small fields. Sheep grazed parts of the area as late as 1933.
- From 1739, this land formed part of the defensive curtain around the Dockyard, and was later incorporated into the '*glacis*' slopes of the Devonport Lines (great stone fortifications and trenches enclosing the Dockyard and defending it from landward attack). By 1765 large areas became part of Granby Bastion.
- From 1827 footpaths across the *glacis* suggest a growing pressure on this increasingly isolated area of green space by civilians living in the rapidly expanding towns of Devonport and Stoke.
- The result of increasing public access was the request by the Devonport Borough Council for a lease of the northern section of the area for public recreation, leading to the establishment of Devonport Park.
- Initial development was relatively modest. Lower Lodge was built in 1858 with a substantial cast iron and stone gateway. Devoid of trees until 1850's, small shrubberies were planted by 1867, including ornamental species.
- Over the next 30 years the introduction of park facilities such as the urinal, bandstand and seating, Napier Fountain (1863), Chatham Memorial (1859), the gardens around Lower Lodge and the popularity of the park suggest a greater sense of civic involvement and pride in what was termed in 1893 'The People's Park, Devonport'.

- In 1882 Granby Bastion and most of the Lines were demolished, the smaller admiralty reservoir fenced off, the boundary planted and the remaining area levelled, grassed over and walks laid out with seating. When the area was sold to the Borough Council in 1893, the Council were able to redesign the park and establish a greater range of facilities. F W Meyer was one of the designers employed for the park, working for the well known Veitch & Son.
- By 1892, the nursery area surrounding the Lodge was enclosed by a wall and railings densely planted with trees and shrubs and including two glasshouses, cultivation ground, and the Park Nursery identified in 1895. The circular Napier Fountain Garden had been extended to include the Galatea Monument (1871), planted as shrubbery and enclosed with a low wall and railings (shown as a hedge in late 19th century photographs).
- Changes to the park continued from the late 19th century onwards, including the division of the Napier Garden in 1907, and the extension of the northern boundaries of the Napier and Memorial Gardens with shrubberies.
- Paths were surfaced in gravel during the 19th and early 20th centuries but by 1908 asphalt was introduced creating a hard surfaced area around the Higher Lodge bandstand. In 1931 the paths were tar-sprayed and during this period the patterned drainage tiles were introduced along path edges replacing earlier stone channels, which still exist in places today.
- Through World War II Devonport Park played an important role, housing American troops, air-raid shelters, a Gas Cleansing Centre in case of the anticipated gas bombs, a barrage balloon station, and a water tank, and its park railings were sawn off for scrap. The park was closed to recreation.
- Post-war, the park was again restored for recreational use, though in 1957 Park Avenue was built to improve the road infrastructure, splitting the park in two.
- With the exception of a new shelter, there appears to have been a slow decline in the expenditure and consequently the condition of the park. The last park keeper and eight out of ten gardeners were removed in the late 1980's.
- Despite this the park is still very important to the local communities and new funding opportunities are being sought to revive the historic landscape while providing for today's needs.

Activity: prevailing or former uses

- The present day Park owes its origins as much as anything to the inclusion of the area within the *glacis* of the Devonport Lines, which preserved its open ground from the 19th century development which enveloped the adjacent areas of Stoke and Morice Town.
- Even when the Lower Park Lodge was proposed in 1856, the military role still predominated, as the Lodge had to be easily demolished for purposes of defence. The Admiralty and Army barracks continued to use the *glacis* as a training ground for military drills and sports.
- By 1933 there was a full range of facilities including tennis courts, putting and bowling greens, public lavatories, and the bandstand (dating from late 19th century). Higher Lodge also served refreshments.
- As the Park was closed during the war, its function once again took on a military role and the Gas Cleansing Unit, (now derelict), serves as a reminder of this use.
- The large rectangular play area and miniature cycle track were laid out in late 1930's and were in place by 1946.
- In 1989 Higher Lodge was leased out as a care home and the public facilities removed.
- Today, the Park contains a bowling green, tennis courts, football pitches, a children's park and basketball net. It is popular for dog walking and general recreation.
- Devonport Training Centre is based in the historic nursery area of the park and trains all levels of horticulture students.
- The Health Centre in the northern part of the park was built in 1930 and is now completely separate from the park.

General Townscape Character and Movement (including building types)

- A Conservation Plan is being prepared for the park by Nicholas Pearson Associates.
- The park is an important historic green space serving both Devonport and Stoke. It is characterised by its landscaped form, the topography and views out towards the water.
- Maintenance of the park has declined over the years, which has had a detrimental affect on the historic landscape, its features and use. Despite this, its continuing popularity still reflects the robust nature of the original design.
- Weaknesses of the landscape include:

- o Overgrown shrub borders, e.g. along Exmouth Road. Many of the shrubs and path junctions have become overgrown creating threatening spaces to park users.
- o Damage, graffiti and lack of maintenance to many key structures and built features such as the memorials, Lower Lodge, and the fountains.
- o Loss of key trees and shrubs together with irregular tree planting which impacts upon designed views, vistas and the design character of the different areas of the park landscape.
- o Damaged and missing railings.
- o Degraded and uneven path surfaces. Existing paths are made up of a number of surfaces principally tarmac and concrete. Some are in good condition but large sections of the tarmac paths have become cracked and disturbed by tree roots.
- o Poor quality play areas which are not overlooked.
- o Range of park furniture to a variety of designs creating a lack of unity in visual appearance that detracts from the historic character and significance of the park.
- o Poor signage for legibility and identification, and inadequate lighting.
- o The recreational facilities are scattered across the park and, apart from the bowling green, are in poor condition. There is no centralised meeting space and this does not help with orientation.
- o Pedestrian access into the park is poor, especially from the Devonport side, where the two major routes of Fore Street and Park Avenue divide the Park from the town. Durrant Close allows pedestrian access from the residential area of Devonport, but this route is indirect, not particularly well overlooked or accessible for all. Pedestrian access from Stoke is much better.
- o The impact of heavy traffic noise and pollution from Fore Street and Park Avenue impact significantly on the quiet enjoyment of the Park.
- While the roads and Devonport Lines create barriers, the partial removal of the park railings also removed a clear statement about the differences between park and road, and the different social behaviour expected in both. Perhaps this effect has reduced enjoyment of the park, and in many cases it is used merely as a through-route or short-cut.

- Except for the northern and western paths, most are gently sloped and follow desire lines; a survival of the park's 1856 design.
- Higher Lodge and the training centre share two of the main pedestrian / cycle routes with vehicular access. This creates conflict as the use of vehicles within the park is not expected.
- Park Avenue separates off the western end of the park creating a quite different visual character. Steps down to the road and exposed expanses of short grass reduce the accessibility and enjoyment of this area. This is the least used part of the park, but essential open ground with its views to the west. An Italianate shelter of some interest is partly derelict and subject to vandalism and graffiti.
- Interesting scattered pieces of architectural salvage from buildings bombed during the Second World War; including what is thought to be the Town Hall, and Widey Court, famous as the residence of Prince Maurice and King Charles during the Siege of Plymouth in the 1640's.

Architectural and Historic Qualities of Buildings

There are 3 individual listed buildings / structures within this character area. The name of each is given below and full details can be found in the Appendix:

- The Lower Lodge Lower Lodge: Grade II
(now on the Buildings at Risk Register)
- War Memorial: Grade II
(now on the Buildings at Risk Register)
- The HMS Doris Gun: Grade II
(now on the Buildings at Risk Register)

The Park itself is listed Grade II on the English Heritage Register of Parks and Gardens of Special Historic Interest (full details in Appendix).

There are no Scheduled Ancient Monuments, though surviving parts of the Devonport Lines are of great historic interest and merit conservation.

Although all structures are protected to a degree by being within the Registered Park, the following are considered to be of townscape merit, although many are also on the Buildings at Risk Register. Full details can be found in the Appendix:

- Higher Lodge
(now on the Buildings at Risk Register)
- Galatea Monument

- Napier Fountain (also known as the Sea Captains Memorial or the Royal Marines Memorial)
(now on the Buildings at Risk Register)
- Gate Piers at the parks eastern entrance
(now on the Buildings at Risk Register)
- Memorial Garden
- Sicilian Fountain

There is also a sealed air raid shelter recorded on the Sites and Monuments Record.

The Gas Cleansing Unit is a single storey red brick building dating from World War II. It is derelict and heavily vandalised, though was used as changing rooms until recently. Visually / architecturally it is difficult to value in townscape terms, though its intrinsic historic importance warrants careful consideration.

Local Details: building materials

- Use of local stone for the boundary walls, and surviving sections of cast iron railings.
- Dressed granite used for memorials and park features.
- Former gravel paths have been replaced by tarmac and concrete, though some drainage tiles survive.

Public Realm / Spaces

- The public realm is essential to character and function of the park.
- There are no tree preservation orders, or areas identified as of particular wildlife interest.
- Key spaces within the park are associated with active uses, e.g. the area encompassing the playground, bowling green and football pitches.

Negative / Neutral Factors

- The poor condition of the monuments and memorials, e.g. the Napier and Sicilian Fountains, both missing original features and derelict, even though they underwent restoration during the late 20th century. Many are now on the Buildings at Risk Register.
- Tarmac areas / pathways degrade the visual appearance of the park and need rationalising in areas.
- The original 1858 entrance gate piers remain but the gates and park railings are missing.
- The Lower Lodge is unoccupied and in need of urgent repair (now on the Buildings at Risk Register).
- There are visually obtrusive buildings within the nursery, and the car parking along the western boundary also detracts.
- The former Gas Cleansing Centre is unoccupied and derelict.
- The substation unit situated close to the Acre Place entrance (also hampered by car parking) is visually intrusive.
- The shelter foundation near Stopford Place is derelict and used as a bench platform.

Summary of Significance

- The character of Devonport Park still retains reflections of its military origins in the *glacis* of the Devonport Dock Lines. Sections of the Dock Lines that are still upstanding are of local, and potentially national importance.
- The Park's inclusion on the English Heritage Register of Parks and Gardens of Special Historic Interest identifies it as having historic significance on a national level. It is a good surviving example of an early Victorian public park, with a wealth of regionally and nationally important monuments, and an original planting design partly by F W Meyer of Veitch and Son, (one of the leading and nationally important nursery firms of the 19th and early 20th century). The monuments reflect the importance placed on the community's survival and the areas nautical and military history.
- It is a well documented park with extensive Council minutes charting its development from the 1850's onwards.
- As the earliest purpose-built public park in Plymouth, it is of significant historic importance to the people of Devonport, adjacent neighbourhoods, and to the wider city. It is a fundamental part of the history of Devonport and its community.

- It played an important role during World War II with a surviving Gas Cleansing Centre, considered to be a rare survival, and an air-raid shelter recorded on the Sites and Monuments Record to the southeast of the park.
- Several listed structures are integrated into the parks design, including the Doris Gun, (one of three surviving Boer War guns in the UK), two memorials and the Lower Lodge.

Brickfields Character Area

Location and Topography

- Brickfields is located to the east of Devonport and is bounded by Fore Street to the north, King's Road to the east, Devonport Hill and the Cumberland Centre to the south, and Madden Road following the western boundary.
- Brickfields forms part of the 'green arc' of Devonport, together with Devonport Park and Mount Wise.
- There are steep level changes within the site due to historic engineering works (not least the construction and eventual demolition of the Devonport Lines) and some more modern landfill.

Historical Origin and Development

- Before the mid-18th century, this area may have been used for the production of bricks for the developing dockyard and workers housing, hence the name.
- From the 1750's, the area formed part of the defensive system for the dockyard, with part of the 18th and 19th century Devonport Dock Lines running through the western part of the area. These originally comprised a bastioned enceinte built to protect the landward side of the Dockyard and the six barrack squares built in the 1750's.
- There were further major phases of improvement and new construction in 1778-83, 1810-16 and 1853-68, when a major realignment was undertaken and the defences strengthened.
- Nevertheless, the Lines were redundant by the end of the 19th century, and both the Brickfields and the area to the northwest (Devonport Park) became increasingly used for recreational purposes.
- During World War II the Brickfields were used as a location for US Naval Base training for the D-Day landings.
- The MoD continued to retain the Brickfields until the late 1990's when ownership was passed to Plymouth City Council to continue the sporting facilities. In September 2003, Plymouth Albion Rugby Club moved its home ground to the Brickfields and development is continuing to provide additional sports facilities for this use.

Activity: prevailing or former uses

- Formerly in military use, the Brickfields is now solely used for recreational purposes. Activities include:

- o A full-size floodlit all-weather pitch
 - o Six lane, full competition, athletics track
 - o Two grass football pitches and a junior grass football pitch
 - o Plymouth Albion Rugby Club ground with associated stands and changing rooms
 - o Large area for car parking
- This dramatic change in use, albeit historic, has affected the character of the area, necessitating landfill and more recent development to accommodate changing facilities, stands, lighting and so forth.
 - There is a children's nursery in the northwest corner of the area, and a single-storey building on the western boundary is used for community leisure use. Neither use relates directly to the Brickfields, and as a consequence they have been separated off from the main recreational area.

General Townscape Character and Movement (including building types)

- The character of the Brickfields is of a largely open green area with development related to its recreational use. In general, the skyline is unobstructed and is limited to lighting for the pitches, with trees on the higher ground. It has an open feel with visual connections across the site, most notably:
 - o northeast towards the former College of Further Education building
 - o southeast towards West Hoe and the Sound
 - o west to Raglan Gatehouse and Devonport Column beyond
 - o a panoramic view across the site from the higher ground adjacent to the Cumberland Centre
- Recreational use dominates, and despite the good visual connections, public access is restricted to recreational use. There are no pedestrian routes through the site, and one of the original main entrances opposite Devonport Park Lodge entrance, (and providing a direct pedestrian connection between the two), is no longer used and obscured by a bus shelter.
- Entrance points exist on Madden Road and Kings Road, the former more accessible by car, though neither offer an inviting entrance. The steep scarp on the King's Road side of the site creates both a visual and physical barrier.
- Recent developments on the western side of the area to provide stands for Plymouth Albion have created an enclosed feel to the site on Madden Road. Whilst creating definition to the street, the new stand is inward looking and produces a blank frontage onto Madden Road.

- While remnants of the historic low boundary walls, originally with railings, remain along Fore Street, boundary treatments generally, in the form of fencing, detract from the character of the Brickfields.
- Within the site, marked level changes create distinctive areas, and despite the openness, access is difficult in places.
- To the east the land slopes down towards King's Road and Stonehouse Bridge. This area is accessible with a pedestrian route connecting King's Road to Devonport Hill, and a 19th century pedestrian route links this greenspace with a route through to Richmond Walk. This area, physically separated from the recreational land to the west, is important for visual amenity.

Architectural and Historic Qualities of Buildings

There are no listed buildings within this area, but the following building is considered to be of townscape merit. Full details can be found in the Appendix:

- The Brickfields Pavilion

The Dock Lines also survive within the Brickfields but are buried, in contrast to the upstanding remains within Devonport Park. They are of great historic interest and merit conservation.

Local Details: building materials

- Low boundary walls to the Brickfields are constructed from dressed limestone. No railings or gates survive. Concrete paving to pavements with survival of granite kerbs.

Public Realm / Spaces/ Important Treescape

- There are a number of trees within this area though they are confined to the boundary along King's Road, and on the ridge line. They provide a strong visual presence within the townscape.

Negative/ Neutral Factors

- Except for the pavilion, the sports facilities / buildings and nursery / music zone are of neutral value in architectural and historic terms.
- The expanse of car park and the poor entrance into the Brickfields off Madden Road does not create a positive and legible entrance into the site. This is regarded as a negative feature.

- The high fencing along the boundaries detracts from the open nature, visual attractiveness and natural features of the green space, and is considered negative.

Summary of Significance

- The Dock Lines are of great historic significance, and recent investigations have indicated that they may survive well in parts of the area, albeit as buried archaeological remains.
- The current recreational use reflects the later historic use of the area. These uses have produced minimal intrusive development and retention of the green space.
- Forming part of the Devonport 'green arc', the Brickfields create a break between Devonport and the fringes of Stoke and Stonehouse.

Granby Island to Cumberland Block Character Area

Location and Topography

- This linear area is located in east Devonport, bounded by Devonport Hill, Cumberland Road, Chapel Street, and Park Avenue to the south and west, and by Devonport Park and the Brickfields to the north and east.
- Generally the area is fairly level, though the land rises gently towards Devonport Park to the north and the local rise around the Cumberland centre to the south.

Historical Origin and Development

- Set behind the Dock Lines, this area developed during the period c1750-1850. Three barrack blocks, Frederick, Legonier and Cumberland Squares, were built in the central area, with Marlborough Square and Granby Square (still there in 1830's) built to the north in the 1750's. Ordnance offices located to the south (in the area of the Cumberland Centre) are shown on plans of c1845. In the later 19th century, this southern area was redeveloped for a female hospital.
- As the town of Devonport developed, streets such as Granby Street and Princess Street ran east-west close to the barracks. There was no direct north-south route through this area except for the development of New Passage Hill to the west and the Military Road connecting the barrack blocks to the east (immediately behind the Dock Lines).
- C1854-58 the three central barracks joined to form Raglan Barracks, of which the gatehouse and wall sections, which led to the parade ground, survive today. Access was from the Military Road to the east and Barrack Street to the west. Raglan Barracks was a large barracks for 2,000 men in transit through Devonport. It survived until immediately after World War II, though in the 1970's it was developed into Raglan Barrack Flats and later into the 1980's Raglan Gardens housing. The high boundary walls of Raglan Barracks and its predecessor still survive, following the 'dog-leg' alignment of York Street, which runs behind Fore Street.
- To the north, Marlborough and Granby Squares became Old and New Granby Barracks. In the late 19th century, a reservoir was built (now the site of the football area within Devonport Park). This area appears to have remained in military use until after World War II. In addition a military prison, possibly within Old Granby Barracks, appears on plans of c1860-90's. In early 20th century the site contained a military rifle range and Granby Green, complete with tennis courts and grounds.
- Large scale post-war redevelopment to provide residential accommodation consisted mainly of flats with some two storey housing to the east. A Community Centre was built on the lower floor of the

former NAAFI and two military cottages survive, though there has been significant loss, particularly along the east-west streets.

- Fore Street (running east-west) was the principal entry into the Dockyard at its western end, and became the 'active high street' from the mid 18th onwards, with a tramline eventually running through. It intersected the military area and provided an important route through the Dock Lines. Development at the junction of Fore Street and Chapel Street was dense with terracing fronting Fore Street and outbuildings to the rear. The present vacant plot and adjacent petrol station was, in the 19th century, closely built up with properties - commercial on the ground floor with residential above. A cluster of buildings still survive here, including Devonport Playhouse (formerly a Methodist Church).
- The corner plot opposite was developed for a YMCA building (identified on a plan of c1906). This was later replaced by an Art Deco cinema (today a Bingo Hall).

Activity: prevailing or former uses

- Historically this was the 'military area' of the garrison town, and incorporated the barracks, military prison and associated uses.
- Fore Street was an important commercial centre, and included public houses, shops, the Methodist Hall (converted in 1988 to Devonport Theatre) and the 1930's Art Deco cinema (now a Bingo Hall). Today, commercial activity focuses on a car sales business, a garage, and a petrol station. The immediate area however retains a strong community activity with the community offices, public house, playhouse, St Aubyn's Church and St Joseph's Primary School.
- Post-war development was primarily to provide social housing within flats, though some early two-storey housing was built adjacent to the park (possibly former MoD). Later residential development was a mixture of flats and housing.
- Recently, one of the former barracks (Cumberland Block) was demolished for housing.
- The Cumberland Centre to the south provides for local health care and minor injuries.
- Apart from the uses around Fore Street and a public house to the north, there is no mix of uses within the individual housing blocks. However, the neighbourhood centres of both Cumberland Street / Duke Street and Marlborough Street are within walking distance of most housing.

General Townscape Character and Movement (including building types)

- Post-war development along Chapel Street to Cumberland Street provides limited frontage to the main route, and there is poor pedestrian access across to the Cumberland Street / Duke Street area in the south and towards Granby Green and Marlborough Street in the north.
- The main north-south routes of Park Avenue running through to Chapel Street and Cumberland Street provide an important strategic route through Devonport. However, it is car dominated creating a barrier to the east-west pedestrian routes. This lack of connectivity is exacerbated by the post-war planning, which broke up historic street patterns. Granby Street is an exception where a direct, tree lined pedestrian route is maintained. However, the environment is marred by car parking which dominates the public realm, and the poor pedestrian routes through to Devonport Park to the east and across Park Avenue to the west.
- The Art Deco Cinema (now Bingo Hall) provides a key landmark at the important junction of Fore Street and Chapel Street, when viewed from Cumberland Street. The vacant site on Fore Street provides opportunity to define space, but is currently fragmented. There is some commercial and community based activity along Fore Street, though the public realm does little to bring together uses or complement them.
- Views provide important visual connections within this area, particularly in places where physical permeability is restricted. Key views include:
 - o View along Military Road towards Raglan Barracks gatehouse
 - o View from Military Road towards Mount Wise, with the 1930's buildings prominent within the site
 - o View from St Aubyn's Church towards Devonport Market Hall within the Storage Enclave
 - o View through Granby Street towards the water
- The remnants of the boundary walls of the former military blocks within the northern residential area, e.g. St Nazaire Close, are an important historic survival, though marred by barbed wire, poor maintenance / extensions, and vandalism. They also serve to reinforce the block's limited permeability.
- The pedestrian access to Devonport Park by Granby Community Centre is a poor entrance space, car dominated, with overhead wires marring the skyline. The route round the back of the houses is poorly overlooked.
- York Street is an important survival of a historic rear lane. It retains some historic paving with tarmaced areas and limestone outbuildings, and forms an intimate space with the walls of Raglan Barracks dominating. Apart from some of the buildings being used as a garage, it is poorly overlooked.

- Military Road, though providing partial access for cars, retains a pedestrian route and important views providing linear connections throughout this area. Raglan Barracks Gatehouse, though underused and detached from the housing development behind, remains an important landmark (including visual connections across the Brickfields). Several areas of low boundary walls remain though the iron railings have been lost.

Architectural and Historic Qualities of Buildings

There are 5 listed buildings / structures within this character area. The name of each is given below and full details can be found in the Appendix:

- Blood Transfusion Centre and attached walls, steps and gatepiers, Cumberland Road: Grade II
- Main Gateway at Raglan Barracks, Military Road: Grade II
- Manor Office (Atkey Goodman Co & National Provincial), Chapel Street: Grade II
- Church of St Aubyn, including attached walls and walls to north, Chapel Street: Grade II*
- The Western Public House, Fore Street: Grade II

The following buildings / structures are considered to be of townscape merit, and full details can be found in the Appendix:

- No's 2-6 Fore Street, including The Devonport Playhouse
- Art Deco Cinema, corner of Fore Street and Chapel Street (now a Bingo Hall)
- A single-storey red brick building (c1900) and a two-storey rendered hospital building (c1930) within the Cumberland Centre complex.
- Pair of former military cottages on Granby Road

Local Details: building materials

- Grey limestone walls to the former Raglan Barracks and within residential developments to the north. Dressed limestone on St Aubyn's Church, Raglan Barracks Gatehouse and the outbuildings to rear of Fore Street. With boundary walls and the survival of granite setts and kerbs, it presents a strong use of this material in this area.

- There is a mix of materials used within the post-war flats: brick, cement renders and sheet roofing and slates.

Public Realm / Spaces

- There is an important space in front of the entrance to St Joseph's Primary School. This is used as an entrance / drop-off for children and marred at various periods of the day by car parking. Originally it formed the access to Raglan Barracks and was part of the pedestrian and vehicle route to Fore Street via York Street. The historic floor surface survives but there is an opportunity to make better use of the space as a pedestrian entrance and route, linked to the use of the Church and redevelopment of the Storage Enclave.
- St Joseph's Primary School provides an enclosed area of green space to the rear, although the boundary treatment is poor.
- The junction of Chapel Street and Fore Street is historically important as a large and central area of public realm. This has now been taken over by highways layout and vehicle use.
- Spaces within the development of post-war flats provides private and semiprivate hard surface play areas and parking spaces. However, lack of treescape together with the building materials used, make this area appear cold and austere.
- Treescape is limited throughout the area, though views allow glimpses towards Devonport Park and the Brickfields. There is a row of trees along Military Road, within the Cumberland Centre and along Granby Road.

Negative / Neutral Factors

- The architecture of the post-war development in the northern area is not considered to be of townscape value. Much of the development has built over the existing street patterns, and whilst some former military boundary walls have been retained, these are marred with barbed wire, lack of maintenance and vandalism, which acts to segregate the flats rather than celebrate past historic uses.
- Cars dominate the northern area, and large areas of potential pedestrian friendly public space are used for parking. There are areas of limited and well defined frontage to the public realm.
- Two notable vacant sites, which do not contribute positively to the street scene are the site at the junction of Fore Street and Chapel Street, and the site adjacent St Aubyn's Church. Both are currently used for car parking.

Summary of Significance

- From the 18th until the mid-20th century, the area developed to serve the military barracks immediately behind the Dock Lines. Remnants of this former use survives, e.g. Raglan Gatehouse and walls, Military Road, walls within the northern areas, military cottages, the ground floor of the NAFFI, and in name associations such as Granby Street.
- Raglan Gatehouse is one of the most impressive barrack entrances and guardhouses in England, and originally formed the opening into the parade square. Fowke, the designer, was among the leading army architects, most famous as the co-designer of the Albert Hall.
- The Church of St Aubyn on Chapel Street was the first new church built for the expanding Plymouth Dock. Its Grade II* listing reflects its national importance in historic and architectural terms. It is an important local landmark on a visual alignment with Devonport Market Hall. Together with the Manor Office, they are an important survival of the late 18th century development of the garrison town.
- The surviving group of buildings along Fore Street makes a significant contribution to the townscape through the variety of their architectural styles and dates. The Art Deco Cinema (now Bingo Hall) is an important landmark building in a key location.

Cornwall Street to Marlborough Street Character Area

Location and Topography

- This area forms the north and northwestern area of Devonport, bounded to the north by Morice Yard and the western part of Devonport Park (below Park Avenue) and to the east and south by Park Avenue, the Storage Enclave and South Yard.
- Within the character area, the land slopes down towards the River Tamar, with Cornwall Street / Canon Street (formerly North Corner) falling steeply away towards the water. Marlborough Street runs north towards the top of the rise overlooking Morice Yard, from which there are fine views towards the water and beyond to Cornwall.

Historical Origin and Development

- North Corner, now known as Cornwall Street / Cannon Street, saw the first period of domestic building within 'Devonport' to house the growing number of dock workers. Houses started to be built from about 1700, but no remnants survive from this early period.
- Historically it was a busy area for local traders, allowing major civilian access to the waterfront, and the ferry to Cornwall.
- The map regression shows the development of a grid street pattern with North Corner sat between the Dockyard to the south and Gun Wharf (Morice Yard) to the north. Queen Street ran along the eastern boundary providing a north-south connection through to Fore Street at its southern end. The Queen Street alignment exists today.
- At the northern end, Morice Square was developed with buildings defining a refined square by the late 18th century. By 1820, the square was connected to Morice Yard by Ordnance Street. Around the square, detailed plans show terraced housing with plot widths more generous than neighbouring streets and large rear gardens reflecting the social importance of this part of Devonport.
- Residential development was restricted by the military use of the adjacent areas, with the Dockyard and Morice Yard to the south and north, and the Dock Lines and barracks to the east. By the 1820's development was almost abutting the barracks and apart from Morice Square, every available piece of land was developed.
- Marlborough Street appears on a plan of c1830 connecting with Granby Street to the south.
- While early plans show a northern 'track' through the lines towards Morice Town, it is not until the 1860's that New Passage Hill was formed to create a direct north-south connection. The position and possible form of the barracks was also changed, and the imposing

Royal Albert Hospital and Eye Infirmary built on the northern boundary just within the Dock Lines. The towers of this hospital and part of the boundary walls survive within a 1980's housing development, though their identity has been lost.

- In the late 19th century, development utilised the rear of individual plots with the loss of the 18th century gardens. This suggests possible overcrowding, which was a consistent characteristic of the rest of Devonport.
- Although groups of terraces and a small number of individual buildings survive, (North Corner, Queen Street, and Marlborough Street), this area was severely bombed during the World War II. This resulted in land clearance and an extensive post-war rebuilding programme.
- c1957 Park Avenue was cut through Devonport Park to provide a main north-south route connecting through Cumberland Street and beyond to the city centre. As Fore Street was now partly 'lost' within the new 'Storage Enclave', Marlborough Street took on a greater commercial role and Granby Green was landscaped to provide recreational space for the residents of the post-war flats.

Activity: prevailing or former uses

- From 1700, North Corner developed as a working community with a mix of workers housing, mainly to support the dockyard.
- Within the wider area, the predominant use was housing and it is likely that this comprised a mix of tenure and size for both military officers, (e.g. around Morice Square), and for the dock workers.
- To support this community, plans show public houses from the late 18th century onwards, and churches such as St Paul's Church by Morice Square (shown on c1860 plan). It is also likely that the terraces contained corner shops to sustain the local communities.
- As the area developed, Marlborough Street combined ground floor commercial premises with residential above. After the war and the loss of Fore Street to the dockyard, Marlborough Street became the main local shopping centre for this part of Devonport. Its use continues today with a small supermarket, post office and collection of smaller shops.
- The Royal Albert Hospital and Eye Infirmary to the north of the area provided the main health care for the community. Today this has been replaced by the Cumberland Centre in the southern part of Devonport.
- Marlborough Primary School was built in the early 20th century and continues to serve the local community.

General Townscape Character and Movement (including building types)

- Over the years, the general townscape has declined and is characterised by poor quality architecture, buildings in need of repair, and a poor use of the public realm. The loss of historic buildings, features and spaces has been significant, leaving only fragments of the former townscape.
- The area is diverse in character, dominated by different periods of essentially residential development. The distinct post-war planning shows little regard to the former historic street pattern and segregates the townscape, despite the survival of historic street names and alignments. The residential developments appear insular turning their back on the public realm with limited permeability to other developments. Ordnance Street, for example, provides a southern frontage and has an inner courtyard for private space, yet its western boundary allows rear gardens to front Queen Street creating a blank facade to the public realm. Similarly Washbourne Close and Granby Green Flats create a semi-private space within their blocks yet fail to address the public realm. The former, set within the limestone boundary walls of the demolished Royal Albert Hospital, presents blank facades to the principal routes of Fore Street and St Aubyn Road. In some respects this reflects the historic separation between the Dockyard and the town, with the Dockyard walls terminating many views throughout the area and acting as a constant reminder of segregation.
- Marlborough Street as the commercial heart provides the focus for this area. The close proximity of Marlborough Primary School, together with Granby Green, creates an important local centre, yet pedestrian links are hindered by the extent of car parking, the road alignment and indirect pedestrian routes.
- Marlborough Street is a linear street with ground floor shops and commercial uses fronting a pedestrianised space. It is tired in appearance and whilst there are late 19th buildings of townscape value within the street, these are suffering from inappropriate alterations and lack of maintenance. The street alignment allows direct views towards Morice Yard and the Morice Yard chimney to the north and the Market Hall clock tower and Column to the south. These views are essential to provide connections to a fairly inward looking street. East-west connectivity is limited with only two routes, and the northern route, which connects Granby Green flats to Marlborough Street, is poorly overlooked. However, pedestrian access and views along Granby Place towards the water are more positive, creating an important connection to the west and down to Cornwall Beach. The lack of integration of post-war housing developments with the survival of late 19th century Marlborough Street is particularly noticeable with the backs of the Marlborough Street properties clearly visible and prominent in the townscape.
- Other key views within this area include:

- o view along Queen Street north towards North Yard and the prominent dockyard cranes and buildings
 - o view along Granby Way terminated by the Lugger Pub
 - o view along Park Avenue towards the Devonport Column
 - o views along Cannon Street and Cornwall Street to the water, though this is compromised by the flyover
- The Royal Fleet Club is a key landmark building within the townscape. Views from Park Avenue of this important corner encourage interest in the townscape and its former history.
 - Marlborough Street flats dominate the area and the skyline by virtue of their height and massing. They are completely out of scale with the rest of the townscape, and whilst recent improvements have enhanced the buildings façade, they are not considered a positive landmark. The car parking area around the flats does little to integrate the block more successfully with the townscape.

Architectural and Historic Qualities of Buildings

There is one listed building within this character area. Full details can be found in the Appendix:

- The Lugger Public House, Albany Street: Grade II

This building acts as an important end stop to the view along Granby Way and within this fragmented post-war townscape, adds townscape interest, and encouragement to continue around the corner.

The following buildings / structures are considered to be of townscape merit, and full details can be found in the Appendix:

- The Royal Fleet Club and No's 9 & 10 Morice Square (attached)
- Marlborough School
- The important group at North Corner, which includes The Swan Public House, The Steam Packet Inn, and the Piermasters House (all of these buildings are directly linked with the former use of the area and its waterside position, and are visually connected by the historic street pattern).
- Two and three-storey Victorian terraces within North Corner

Local Details: building materials

- The mix of building styles and ages has produced a wide range of building materials. Post-war development has created a predominance of brick, though the recent housing in Cornwall Street /Cannon Street has introduced timber as the main facing material.
- This contrasts with the pale grey local limestone of the dock walls and the surviving granite kerbstones and setts, most noticeable within North

Corner. Here there is a rich palette of materials combining stone with the rendered terracing and public houses, the 19th century brick building, and the timber cladding on the new development.

- Slate is widely used, and the 19th century terraces are generally rendered in grey or pale muted colours, together with surviving brick chimneys and decorative terracotta ridge tiles.
- PVCu has become the common material used for fenestration and to a lesser extent the doors. This usage extends to both pre and post-war developments. This has had a marked adverse impact on the character and appearance of these buildings.

Public Realm / Spaces

- There is a distinct lack of trees within this area apart from Granby Green, a single tree in Morice Square, and a row of trees fronting Park Avenue (close to Devonport Park). These relate visually to the change in townscape character on nearing the park. However, despite a landscape scheme implemented within Marlborough Street in the 1980's, the limited greenery does little to soften the hard surfaces throughout the public realm.
- In general the public realm is dominated by the road network and spaces used for car parking. Streets are not perceived as living spaces to be shared by vehicles and pedestrians. Development plots and the siting of buildings have created left over pieces of land, often grassed, which are not used, and lack any real purpose or sense of ownership.
- Granby Green itself, though a large and prominent green space within the area, is not used to its full potential, and acts largely as a shortcut to Marlborough Street from Chapel Street and Fore Street. The car park to the west and the road alignment surrounding the space, which is due to the Dockyard entrance, creates a volume of traffic and has segregated the area. In addition, there is a limited active frontage to Granby Green except for the post office and corner shops opposite the dockyard wall, which limits interaction, purpose and ownership.
- The survival of No's 9 and 10 Morice Square, which front the grassed area, give an impression of how Morice Square may have once looked. However the integrity and strength of this square has been lost in the surrounding public realm, which is dominated by car parking and the road network.
- The public realm at North Corner has the potential to be revitalised as a key public space. The group of 19th century buildings, including the Steam Packet Inn, together with the historic street pattern create a real sense of place. The intimacy of this space is created by the topography, street pattern and enclosed nature of the Dockyard walls. The bridge connecting South Yard to Morice Yard acts as a barrier to the water and views out, but if removed would restore this important visual and physical connection.

Negative / Neutral Factors

- Negative and neutral aspects of the townscape include:
 - o The poor quality of the post-war housing developments which fail to integrate into the former historic townscape due to their scale, massing, detail and materials, and the lack of frontage to the public realm.
 - o Poor quality of the public realm dominated by the road network and spaces used for car parking. Standard street lighting, lack of trees and poor quality hard surfacing dominate the townscape.
 - o Loss of historic fabric in the surviving 19th century terraces within North Corner and Marlborough Street areas.

Summary of Significance

- Location of the first housing for the dockyard workers at North Corner.
- Important group of 19th century buildings with historic streetscape at North Corner.
- Importance of Morice Square in the early formal planning of Devonport, and survival of the Royal Fleet Club together with the street name and association.
- Survival of the historic street pattern namely Marlborough Street, Ordnance Street, Queen Street.
- A number of key historic buildings, either statutorily listed or identified as of townscape value. Important for their historic association with the development of Devonport, architectural quality, and townscape value.

Ker Street, Pembroke Street, James Street & Bennett Street Character Area

Location and Topography

- This area is defined by Mount Wise to the south and east, the South Yard walls to the west and the Storage Enclave and Cumberland Road to the north.
- On approaching Devonport from Stonehouse, the row of Victorian terraces fronting Cumberland Street and Cumberland Gardens with the intersection of Cumberland, Ker, Duke and George Streets, form an important junction and entrance into this area.
- The current Devonport Conservation Area lies within this character area and encompasses the most significant historic buildings, both individual and grouped. These have left a remarkable and varied architectural legacy of the former Devonport.
- The topography plays a significant role in this character area. It is both positive in terms of providing important strategic views across Devonport, and negative by restricting permeability throughout.
- Ker Street and the Devonport Column sit at the highest point of the area with a marked drop on all sides. Otherwise the area falls fairly gently to the south before encountering the sharp limestone bluff of Mount Wise.

Historical Origin and Development

- Pre 1800's, this area had yet to be developed apart from Duke Street, which formed a connection between the market area (now within the Storage Enclave) and east towards Stonehouse. Late 18th century maps show 'Windmill Hill' (now Ker Street) as the highest point within this area, and possibly the site of a windmill.
- According to records, Dixon recommended that a Redoubt be constructed on Windmill Hill in January 1780 as an interior defence to the Dock Lines. The site is marked 'W' on his 1780 plan but there is no evidence that it was completed, nor does it appear on other contemporary or later sources.
- As the need for housing for the dock workers increased, the area expanded with streets such as Pembroke Street, James Street and George Street forming part of the new late 18th - early 19th century grid.
- In response to the growing wealth of the Dock, in c1820, John Foulston, a prominent London-based architect was commissioned to plan a new focal layout for the area around Ker Street. With elegant houses now lining the street and Foulston's Town Hall ('the Guildhall')

and the Egyptian House (a Classical and Mathematical School), this area became the civic heart of Devonport.

- The construction of Devonport Column in 1823, paid for by public subscription, commemorated the new town of Devonport and created a new and prominent landmark to be seen within the area and beyond to Stonehouse and the city centre.
- Adjoining Ker Street to the north, Cumberland Street and Duke Street developed to provide the commercial and administrative centre, closely linked to the market buildings and commercial activity along Fore Street (now within the Storage Enclave). As part of the Victorian planning, Cumberland Gardens were laid out to provide an area of public open space at the entrance to this new centre.
- Further development of the town was restricted on all sides by the Dockyard to the west, Mount Wise to the south and west, and Barracks and Dock Lines to the east.
- Destruction during World War II resulted in an extensive post-war rebuilding programme throughout Devonport. Foulston's legacy of the three civic buildings / structures sit in stark contrast to the resultant 1950's-1970's residential development that surrounds them.
- Residential development continued into the 1990's when the area immediately north of Mount Wise was redeveloped for housing. A plan of 1811 shows this area originally housed fortifications and the Royal Laboratory. Constructed in 1805, little now remains apart from the large perimeter wall and main entrances. Built for the Board of Ordnance, it comprised a collection of widely spaced buildings for the manufacture of musket cartridges and other ammunition and explosive devices such as rockets, used by the Royal Navy. The complex was converted to barracks by 1834, and remained in military use well into the 20th century. The site is now covered with housing.
- Today a number of post-war housing sites have been cleared for demolition and redevelopment; namely James Street / Bennett Street and Mount Street.

Activity: prevailing or former uses

- From the 1820's, the area developed as the civic, administrative and commercial centre for Devonport, the latter closely linked to the market area and Fore Street.
- The area was predominantly residential, though development was restricted due to the military uses to the south, east, and west. The military use has steadily declined throughout the 20th century however, with the result that much former military land, such as that at Mount Wise to the south, is now available for development.

- The civic functions within Ker Street (the Town Hall (Guildhall), the Egyptian House (Classical and Mathematical School, then Public Library), and the commercial activity along Duke Street and Cumberland Street were complimented by social activity with an infant school adjacent to the Column, and the Methodist Chapel sitting prominently on the corner of Duke Street / Cumberland Street. Whilst economic activity around this area has declined, the presence of public houses on prominent corner sites still exists.
- As the area expanded, the predominant use was residential, which has continued post-war. Although it is likely that historically many townhouses would have housed more than one family, the post-war development of blocks of flats for social housing has had a dramatic effect on the social dynamics of this area. The limited mix of housing types and tenure and the movement away from the historic mix of officer / middle class / workers housing, towards a predominance of social housing, has created an area no longer balanced in its social form.
- The commercial activity along Duke Street / Cumberland Street has declined over the years and now provides a limited retail focus with a mix of takeaways and local shops. Facilities that support residential communities are now limited with a library retained within the Guildhall and a dentist's practice along Cumberland Street.

General Townscape Character and Movement (including building types)

- The area is dominated by post-war redevelopment, the form and layout of which is characterised by large repeated residential blocks, for example in Pembroke Street. This has created a segregated urban form and lack of permeability throughout.
- Level changes exacerbate this segregation with areas of development, notably around the tower blocks and along Mount Street creating poor frontages and underused and poorly defined spaces.
- In these areas the townscape quality is poor, with areas being cleared for redevelopment, which gives the appearance of continuing decline. Tired building frontages, poor paving surfaces and a distinct lack of trees and greenery exacerbates this.
- However, the intrinsic historic and architectural quality can still be seen with fine vistas punctuated by landmark buildings in several places and a strong definition to the street. Examples include:
 - o Visual connection between Mount Wise and Ker Street.
 - o The vista from Cumberland Street to the Market Hall, a landmark feature with an elegant clock tower on the roof.
 - o The view along the north side of Ker Street remains a classic vista, and the Column remains the distinctive statement that it was originally intended to be.

- o The view down George Street with Mount Wise House forming an end stop.
- The prominence of landmark buildings and structures adds legibility on a local and city scale. The dominance of Devonport Column and the three towers on the skyline act to identify Devonport on a city scale.
- The survival of this street form and the group of Grade II listed buildings serve as a strong reminder and last remnant of what used to be a major part of the civic, commercial and administrative centre of Devonport. They continue to define the entrance to this area from Cumberland Street, and with the survival of George Street running south towards Mount Wise, the historic street layout and buildings represent fine examples of late Georgian / early Victorian town planning.
- The visual connections such as those between Mount Wise and Ker Street, and along George Street connecting Mount Wise to Chapel Street, assist permeability and legibility within this character area and its connections beyond. In contrast, restricted views resulting from post-war development accentuate the segregated character of the post-war blocks and the sense of confinement.
- Permeability is limited with few north–south pedestrian routes, particularly through the residential blocks. Existing routes, e.g. from Ker Street to James Street and south to Mount Street, are also hindered by topography, making accessibility difficult and routes indirect. Historic back streets retain some routes, though these are poorly overlooked and may be perceived as unsafe.
- Cumberland Street, which forms the northeast boundary, is the main vehicle route, and although it creates a strong connection, it also presents another barrier to pedestrian movement, despite a pedestrian underpass. Despite the junction and visual connection with George Street, the present road layout bypasses this area rather than connecting it. In addition, the boundary treatment around Cumberland Gardens and its uninviting appearance creates another barrier to movement, rather than an attractive publicly accessible open space.

Architectural and Historic Qualities of Buildings

There are 20 individual and grouped listed buildings / structures within this character area. The name of each is given below and full details can be found in the Appendix:

- Devonport Guildhall and walls, Ker Street: Grade I
(now on the Buildings at Risk Register)
- Devonport Column, Ker Street: Grade I
(now on the Buildings at Risk Register)
- Oddfellows Hall No's 122-124 Ker Street: Grade I

(now on the Buildings at Risk Register)

- Crown & Column Public House, Ker Street: Grade II
(now on the Buildings at Risk Register)
- No 2 Old Chapel Public House, Duke Street: Grade II
- No's 4-16 (evens), Duke Street: Grade II
- No's 18-20 Devonport Library, Duke Street: Grade II
(now on the Buildings at Risk Register)
- No 6 Cumberland Street: Grade II
(now on the Buildings at Risk Register)
- No 7 Cumberland Street: Grade II
(now on the Buildings at Risk Register)
- No's 8-14 (consecutive) Cumberland Street, including the Lord Beresford Public House (No 9): Grade II
(No 8 is now on the Buildings at Risk Register)
- No 15 Cumberland Street: Grade II
- No's 2, 4, 6 George Street: Grade II
- No 57 George Street: Grade II
(now on the Buildings at Risk Register)
- No 60 Pembroke Street (The Kings Arms Public House): Grade II
- No's 41-45 (consecutive) Chapel Street, including the Former Crown Hotel: Grade II
- Mount Wise House: Grade II
- Hamoaze House and attached forecourt railings: Grade II
- No's 1-2 Theatre Ope: Grade II
(now on the Buildings at Risk Register)
- No 3 The Shakespeare Public House, Theatre Ope: Grade II
- No's 4-5 Theatre Ope: Grade II

The following buildings / structures considered to be of townscape merit, and full details can be found in the Appendix:

- Picquet Barracks, off Cumberland Road

- George Street terraces towards Mount Wise
- Terraces fronting the western end of Duke Street
- The Bristol Castle Public House, Duncan Street

Local Details: building materials

- Areas of historic paving survive and these serve as a reminder of historic Devonport and add to the richness of parts of the townscape. These are of particular importance around the Guildhall, forming part of its setting, and around the entrance to Ker Street by Duke Street and south of Cumberland Gardens.
- Predominant use of render with slate roofs for early-late 19th century buildings. There is some loss of architectural detailing and replacing of timber windows with PVCu. The use of render has continued throughout most post-war redevelopment.
- The boundary walls to former and existing military establishments provide a strong characteristic within this area with their use of local limestone and sandstone.

Public Realm / Spaces

- Cumberland Gardens forms a key public open space and entrance into this area. Opportunities for enhancement should be explored.
- The public realm is generally dominated by street layouts, the prime example being Ker Street, where the generous street width, particularly at the junction with Duke Street, is car dominated despite being for access only.

Negative / Neutral Factors

- The post-war development is of little architectural quality or townscape value. The design in general is considered of neutral value whilst poor maintenance and vandalism create a negative appearance and character within the townscape.
- There are areas of underused space, notably around the tower blocks and on the poor frontage to Mount Street.
- The area around Devonport Column, created more recently as a viewing platform with play area beneath, is poorly overlooked and creates a poor setting for the Column.
- Underused area to the east of Prospect Row. This area, despite being re-landscaped, with the potential for useable public open space with

play facilities and community centre, is poorly overlooked from the surrounding residential developments and is suffering from vandalism.

- Mount Wise Primary School, while an important use within the area, has a poor relationship with the street scene on all sides.

Summary of Significance

- A large number of important groups of buildings, valued for their historic and architectural significance have survived, and inform the history and development of this area of Devonport. This is currently recognised through statutory listing, the identification of buildings of townscape merit, and the designation of the Conservation Area. The survival of these historic buildings helps reinforce the visual understanding of the area's previous history and earlier plan form.
- Together with the survival of the historic street form (including both main routes and rear lanes, with many of the latter retaining areas of historic paving), the historic fabric serves as a strong reminder and last remnant of what used to be the principal civic, commercial and administrative centre of Devonport. It continues to define the entrance to this area from Cumberland Street, and with the survival of George Street running south towards Mount Wise, the historic street layout and buildings represent fine examples of late Georgian / early Victorian town planning. Other associations survive in the street names. Curtis Street, for example, is named after a Korean War VC.
- Important historic views to landmark buildings such as the Column and Guildhall. Views to other landmarks such as St Aubyn's Church or through to Mount Wise, create visual connections between areas.

Storage Enclave Character Area

Location and Topography

- The storage enclave is located to the west of Chapel Street (A374) and immediately south of Granby Green and north of Duke Street. The site encompasses 7.3 hectares of land, and has recently been passed to English Partnerships by the MoD for redevelopment. The western boundary is formed by the new security fence separating this former MoD land from the remaining South Yard. The land proposed for redevelopment also includes a triangular area at the northern end of James Street.
- The land falls from the northeast to the southwest, though large areas of the site were terraced to create building platforms for the large warehouses. This has created distinct rather than gradual changes in levels.

Historical Origins and Development

- This area developed as a grid of streets as the town of Dock expanded southwards in the late 18th and early 19th centuries.
- Fore Street, running east-west, formed the principal entry into the dockyard at its western end, and was the principal early street. The original dockyard wall and Fore Street entrance (columns) survive. As the town expanded to the south in the later 18th and into the 19th centuries, a second primary route along Cumberland Street to Union Street developed to provide a direct link with Plymouth.
- The original Market Hall was built outside the Dockyard Fore Street gates in the 1750's; moved in the 1760's, and eventually a purpose built market building was constructed in 1852. Its clock tower was positioned to be clearly visible from the main approaches of Cumberland Street to the southeast and Tavistock Street - Marlborough Street to the north. Market Street was positioned to align with St Aubyn's Church on Chapel Street.
- By the late 19th century, connections with the wider area had been strengthened with the provision of the Corporation Tramway, aligned to run along Cumberland Street / Chapel Street / Fore Street, looping into St Aubyn's Street to provide access to Devonport Town Centre.
- Fore Street continued to be the commercial heart of Devonport with national names such as Burton's, Midland Bank and Marks & Spencer's built in the early 20th century.
- The area suffered heavily during World War II, and once cleared, was first used as an American military base.

- In 1951 the MoD, needing to extend the Naval Dockyard, requisitioned a large proportion of the commercial centre to create the South Yard Storage Enclave for warehousing. Only the market building and the principal group on Fore Street (the old High Street) survived. This left Devonport without a clear commercial centre and few facilities.
- The site currently houses a variety of storage-related buildings, now vacated.

Activity: prevailing or former uses

- Historically, this character area formed the commercial centre of Devonport with retail uses including the market, predominant on Fore Street.
- After its submergence within the Dockyard, the area was used for storage with the construction of large warehouses.
- Currently the area proposed for redevelopment is vacant and unused. Development proposals include residential, employment, community facilities and retail.

General Townscape Character and Movement (including building types)

- Remnants of the former commercial centre remain. The surviving Market Hall (Grade II listed) and the three later commercial buildings help to align and continue Fore Street.
- Other routes have been lost through the substantial redevelopment of the area, though the visual connections towards St Aubyn's Church, and the alignment of Cumberland Street with the Market Hall clock tower, remain strong.
- The area is contaminated due to post war uses and the level changes are noticeable.
- No movement currently exists within the storage enclave due to its present vacancy and changing ownership.
- The barrier along Chapel Street, which will be removed through redevelopment, creates a negative frontage to the street scene and prevents east-west movement in this area.

Architectural and Historic Qualities of Buildings

There is one listed building within this character area and full details can be found in the Appendix:

- Devonport Market Hall: Grade II

The following buildings / structures are considered to be of townscape merit, and full details can be found in the Appendix:

- Boundary Wall
- Fore Street buildings including the Midland Bank, Burton's and the Marks & Spencers Store.

Local Details: building materials

- The former market hall combines brickwork with ashlar and rubble stonework.
- The Fore Street pre-war buildings provide a rich palette of materials with render, brick, stonework and metal windows.

Public Realm / Spaces

- The site is being cleared for redevelopment. Areas of public realm have yet to be determined.

Negative / Neutral Factors

- As a now redundant site and in anticipation of redevelopment, the area is currently considered of neutral value.
- The existing vacant storage related buildings are considered to be of neutral value.

Summary of Significance

- The Market Hall remains a key landmark within Devonport.
- The surviving buildings on Fore Street together with views across the site to key buildings are significant. Redevelopment should be able to build on these remnants to 'stitch' the former storage enclave into the surrounding urban fabric and remove the severance created by the wall.

Pottery Quay Character Area

Location and Topography

- Pottery Quay is located to the northwest of Devonport, beside the Torpoint Ferry. It is physically isolated from the rest of Devonport by Morice Yard to the south. The River Tamar forms the western boundary, with New Passage Hill, formerly one of the main north-south traffic routes, along the eastern boundary.
- Pottery Quay is a fairly level site, though there is a significant change in levels between this area and Devonport to the south and Morice Town to the west. This is most noticeable in the relationship with Devonport Park, and accentuates the isolation of this character area from other parts of Devonport.

Historical Origin and Development

- Pottery Quay owes its name to the former pottery established c1791 by Mr Samuel Jinkin, though the first residential development for dock workers was begun c1726. The Torpoint Ferry was opened on 4th July 1791 to allow passengers, market goods and livestock to enter the Dockyard or the locality. By 1812 three canals had been cut and lined with wharves to accommodate the expanding needs of the Dockyard and its associated communities.
- Historic maps and street directories indicate Pottery Quay rapidly developed as a typical Victorian waterfront with light industry and cobbled streets, remnants of which survive. It would doubtless have been a very active area with its local industries and the movement generated by the adjacent entrance gate to the dockyard (North Gate, a mid Victorian Dock entrance down by the flats and now sealed), and the ferry.
- Pottery Quay flats were built in three stages from 1924 for Plymouth City Council as social housing. This followed the 1919 Housing Act that attempted to provide homes within working class areas. The red brick flats were built first, followed by the concrete buildings.
- Throughout World War II, Pottery Quay was at great risk because of its proximity to the Dockyard. Despite camouflaging buildings, one block was bombed and several others hit, resulting in some post-war rebuilding (John Street blocks).
- The general decline of the area during the post-war period was exacerbated by its location away from the main areas of settlement. The light industry declined leaving a tired housing development adjacent to the increasingly busy Torpoint Ferry. In the 1980's, eleven ferry queuing lanes were built outside the Pottery Quay flats and an overhead signal system introduced.

- In 2001, Plymouth City Council decided to demolish and rebuild the Pottery Quay Estate. The flats will be replaced by a mix of terraced housing and low-rise flats for rent or shared ownership. To the west, flats for private sale with some retail and office accommodation will be built. This is currently on-going.

Activity: prevailing or former uses

- From late 18th century onwards, Pottery Quay developed as a working community with a mix of workers' housing and light industry. To support this community, other buildings such as St Chad's Church and the Ferry Boat Inn (built in the early 19th century to support the passing ferry trade) were also constructed.
- Local industries included a malt house, a pottery kiln and several coal stores. A working sand blast was located on the quay after the coal industry began to decline. Adjacent to this was a corporation yard where lorries were kept.
- Historically, the waterfront had a number of uses including local industry, passenger / goods transport via the ferry, fishing, and leisure activities such as rowing. Today, a small number of moorings remain within the quay.
- Tamar Street also housed three breweries - Liscombe, Tamar and New Passage breweries, and these provided employment for local residents as well as supplying the local public houses such as the Ferry Boat Inn.
- Until the 1980's, the open area to the south of the flats was used in a number of ways. Originally an open field used for special occasions and activities, it became a car park for dockyard workers. Severe traffic problems in the late 1980's resulted in the creation of the existing traffic lanes and the complete segregation of the area from the flats. This change in activity and land uses has had a marked effect on the character of the area.
- The land being redeveloped for housing, whilst providing a small amount of office and retail use, does not include any provision for light industrial uses.

General Townscape Character and Movement (including building types)

- The housing land to the north has been cleared for redevelopment. While a new character and sense of place is being created, the wharf will be retained as a heritage asset and focus within the public realm. To combat rising water levels, the housing land will be raised significantly. This will affect the existing character of the area.
- Despite the former and new housing development, the character of the area is still strongly influenced by the adjacent industrial and military

uses within the Dockyard, with the enormous warship maintenance sheds to the immediate north dominating the skyline.

- The Dockyard walls and boundaries also create a marked sense of isolation, particularly for the housing development.
- The area is heavily affected by the circulation area / traffic lanes of the Torpoint Ferry, which create a busy and noisy environment, acting as a significant barrier to pedestrian movement. While there is a bus link to this area, there are no pedestrian links along the waterfront (due to present uses), and pedestrian movement east towards Devonport Park is restricted by the existing topography and the traffic dominated road system.
- A positive aspect of Pottery Quay are the views out to the Hamoaze and across the River Tamar to Cornwall.

Architectural and Historic Qualities of Buildings

There is one listed structure within this area, and full details can be found in the Appendix:

- North Gate and attached Dockyard Walls: Grade II

The current redevelopment has removed virtually all traces of the former settlement. This included the demolition of the Ferry Boat Inn, previously highlighted as a building of townscape merit.

The new development is designed in a contemporary manner, the intention being to create a new piece of townscape to 'modern standards'.

Local Details: building materials

- Traditional building materials such as limestone rubble survive within the wharf walls, and some cobbling survives within the streets.
- Morice Yard walls are constructed from limestone rubble and ashlar.
- The large expanse of tarmac covering the ferry circulation / queuing lanes dominates the area.

Public Realm / Spaces

- The public realm is dominated by the ferry circulation / queuing arrangements, with pedestrian movement and uses restricted to the north and south edges.

- Within the housing land, the wharf area provides public realm, to be enhanced through the redevelopment. Opportunities for reusing the wharf and waterfront should be explored.
- Public realm within the new development will be created particularly at the western end to maximise its waterside location and to enhance ground floor active uses.

Negative / Neutral Factors

- To the north as a site cleared for redevelopment, the area is currently considered of neutral value.
- The extensive tarmaced waiting area for the Torpoint Ferry is unattractive and negative in appearance. Whilst a practical necessity for waiting vehicles, the opportunity to create a public realm both for visiting pedestrians and residents has not been realised.

Summary of Significance

- Much of the significance of the area has been lost with the wholesale demolition for the new development, though the historic footprint of Pottery Quay still largely survives. The Torpoint Ferry, Dockyard walls and historic topography of the wider area retain something of their former significance.
- The area may retain some archaeological significance.

Opportunities and recommendations for the future management of the historic environment within Devonport

From the analysis, this section will make recommendations to address the issues and opportunities for each Character Area, and the future management of the historic environment of Devonport within the policy framework for the city.

Introduction

The analysis and characterisation of the historic environment within the Devonport Area Action Plan boundaries has identified the critical historic element of Devonport's character. Development which is informed and inspired by this analysis is much more likely to produce beneficial change. By respecting, reinforcing and enhancing the existing character, new development can be better integrated into the existing urban framework, be better focused, and ultimately more successful. Many previous examples where development has been imposed without any regard to historic context, particularly in the post-war period, demonstrate where this has not been the case.

The character of Devonport reflects its changing functions and prosperity over time; from the development of the Dockyard and housing for its workers from the late 18th century, through its confident expansion in the 19th century, to the effects of World War II and the post-war redevelopment.

This section will consider the following elements:

- A set of principles and general guidance to inform the management of the Historic Environment of Devonport, to be used in the preparation of policies and proposals within the Devonport Area Action Plan, and in the determination of planning applications. This will include:
 - o archaeological considerations
 - o protection and enhancement of the wider historic townscape
 - o recognition and protection of buildings which make a positive contribution to the existing townscape, including recommendations for statutory listing, scheduling and local listing, and the development of a Buildings at Risk strategy
- Consideration of an Enforcement strategy to address unauthorised works and consideration of both Article 4 (1) and Article 4(2) Directions specific to the existing and proposed Conservation Area.
- Review of the present Conservation Area boundary and recommendations for change.
- Recommendations (relating specifically to the historic environment) for each character area, to include public realm enhancement schemes.

- The need and process for community involvement and consultation.
- A consideration of the mechanism and resources needed to monitor, review and sustain the historic environment within Devonport.

Principles

The following principles and general guidance are generic to all character areas, including the existing Conservation Area and proposed extension. They focus on the issues and opportunities relating primarily to the historic environment and follow good urban design practice. It is not intended to reiterate the general urban design principles already set out in the Devonport Area Action Plan Preferred Options report and background information such as the Devonport Development Framework prepared by the Matrix Partnership.

Principle 1: Recognition that the archaeology of Devonport provides a valuable record of the evolution of the Dockyard and town. This recognition should lead to appropriate measures of protection being put in place.

The character study has identified significant archaeological sites and areas of known archaeology, and has identified areas with significant archaeological potential. This includes the Brickfields and Pottery Quay, which were not included in the Adopted 1996 City of Plymouth Local Plan Areas of Archaeological Interest. This judgement on 'significance' is not definitive and future archaeological investigation will test and refine its value.

The following recommendations are made for the future management of Devonport's archaeology,

- Analysis of Devonport's archaeology should inform proposals and policies within the emerging Devonport Area Action Plan, including the identification of both the Brickfields and Pottery Quay as areas of archaeological significance.
- Archaeology should be understood to refer not just to buried remains but also to historical sequences embodied in standing buildings and other structures.
- Archaeological remains are often complex and diverse and may date from more than one period. They should be recognised as a rich and valuable asset, sometimes providing the only way in which key aspects of historic development and character can be understood.
- The understanding and conservation of the archaeology of Devonport will be encouraged, with a focus on the presentation, interpretation and promotion of the area as an important historic part of Plymouth, e.g. through the tourism potential within South Yard, Devonport Park, and Mount Wise Park.

Principle 2: The existing townscape should be protected and enhanced where it makes a positive contribution to the character area.

The character analysis has identified areas and characteristics that make a positive contribution to Devonport's townscape. Respect for the area's past must be a vital ingredient in how Devonport is shaped in the future, and will be crucial in developing and enhancing a quality sense of place and civic pride. Principles to be followed in respect of the good management of the historic townscape will include:

- understanding and respecting the influence of the topography and location of the area
- evaluating and respecting the historic urban hierarchy in the formulation of development proposals, including undertaking a commitment to reinstating and reconnecting key components and linkages within the area
- identifying buildings of architectural and historic significance
- identifying important building lines and plot rhythms that reflect the structure of the historic townscape
- identifying important views, vistas and landmark buildings
- considering the value of the historic floorscape
- identifying important building groups and spaces
- understanding historic associations, including historic street names
- ensuring that development relates well in land use and physical terms to the characteristics of the site(s) and its context

Principle 3: Buildings which reflect the historical evolution of Devonport and make a positive contribution to the existing townscape will be given proper recognition and treated accordingly through the development process. Appropriate buildings will be recommended for statutory protection or inclusion on Plymouth City Council's Local List of Buildings of Townscape Merit.

- **The following buildings are considered to be potentially worthy of statutory protection:**
 - o Picquet Barracks, Cumberland Road
 - o South Smithery, South Yard, Devonport Dockyard
(currently under consideration by English Heritage for listing as Grade II*)
 - o Police Office and Cells, Fore Street Gate, South Yard, Devonport Dockyard

- o Mount Wise Redoubt and associated defences

See Appendix for photographs and descriptions.

- **The analysis of Devonport has identified buildings of townscape merit. From this and following the criteria for local listing, the following buildings are proposed for inclusion on Plymouth City Council's Local List:**

- o Pavilion, Brickfields
- o Piermasters House, Cornwall Beach
- o Steam Packet Inn, Cornwall Beach
- o The Swan Public House, Cornwall Beach
- o Single and two-storey buildings within the Cumberland Centre
- o Galatea Monument, Devonport Park
- o Gate piers (eastern entrance) and boundary walls, Devonport Park
- o Higher lodge, Devonport Park
- o Memorial Garden, Devonport Park
- o Napier Fountain (also known as the Sea Captains or Royal Marines Memorial), Devonport Park
- o Sicilian Fountain, Devonport Park
- o 87-101 Duke Street
- o Bristol Castle Public House, 6 Duncan Street
- o Devonport Playhouse, Fore Street
- o Outbuildings attached to The Western Public House, Fore Street
- o 59-75 (odd) and 90-100 (even) George Street
- o Public Toilets, George Street
- o Former military cottages, Granby Road
- o The Royal Fleet Club and No's 9-10 Morice Square (attached)
- o Shops, stores and office, Morice Yard Devonport Dockyard
- o Two warehouses, Morice Yard, Devonport Dockyard
- o Cricket Ground Pavilion, Mount Wise
- o Hildyard House, Mount Wise
- o HMS Vivid, Mount Wise
- o Maillard House, Mount Wise
- o Seymour House, Mount Wise
- o 15-18 Richmond Walk and outbuildings
- o MoD Boundary Stones, Richmond Walk
- o Mount Wise Pier, Richmond Walk
- o The Cottage, Richmond Walk
- o Armourer's and Plumbers Shop, South Yard Devonport Dockyard
- o Storehouse No. 7 (S109), South Yard, Devonport Dockyard
- o Superintendent of Police Building (S035), inside Fore Street Gate, South Yard, Devonport Dockyard
- o Burtons, Storage Enclave
- o Dockyard wall forming part of Storage Enclave
- o Midland Bank, Storage Enclave
- o Marks & Spencer's store, Storage Enclave
- o Tower at the entrance to Washbourne Close
- o Boundary Walls, York Street

See Appendix for photographs and descriptions.

The policy for protecting Locally Listed Buildings will be identified through the Local Development Framework.

Principle 4: The Buildings at Risk Register is designed to promote the retention and reuse of buildings and structures identified as of historic and / or architectural merit, which are considered to be 'at risk'. These include buildings of townscape merit, and those statutorily protected by listing and scheduling.

Within Devonport a number of buildings and structures both listed and of townscape merit, are included within the Buildings at Risk Register, (see Appendix for list). Identifying these buildings and structures will allow action to be prioritised to ensure they do not become wasted assets. However, consideration must be given to the level of resources required to undertake detailed surveys of these buildings prior to reuse, and to provide suitable advice and guidance to owners.

The following recommendations are made:

- That the buildings considered to be at risk within Devonport are monitored for change on a regular basis. This monitoring will include updating the photographic record and assessment, and allowing for a full survey of the area to be undertaken every 3-5 years. This will allow buildings to be added to or removed from the register as necessary.
- Opportunities for grant assistance towards the repair and restoration of Buildings at Risk, for example through either a Heritage Economic Regeneration Scheme (HERS) or Townscape Heritage Initiative (THI) Scheme will be considered. Funding from English Heritage for buildings listed as Grade II* or Grade I would also be explored.
- It will be essential to ensure that owners of properties on the Register are aware of, and understand, the effect their properties can have on the townscape of Devonport, and that attractive townscapes contribute to the economic, as well as the environmental, health of an area. Owners, residents and the general public will have greater pride in maintaining their properties if they understand the qualities and features which make them 'special'.
- To assist in this, advice and guidance on repairs and restoration should be provided to owners in the form of leaflets and publications available through the council's website. These will promote appropriate advice, good practice and other specialist guidance, including information on the use of appropriate materials and techniques.
- Subject to monitoring, the Local Planning Authority may consider using a number of statutory and non-statutory powers to protect the built environment, and help ensure that buildings are kept in good repair and in a viable use. These may include the use of Building Preservation Notices, Urgent Works Notices, Repairs Notices,

Dangerous Structures Notices, and informal contact, discussion and advice to encourage owners to undertake repairs.

Enforcement Strategy & Article 4 (1) and (2) Directions

One of the main threats to the quality of the Devonport Conservation Area is the gradual erosion of its character by cumulative alterations to listed and unlisted buildings.

Listed Building consent is required for works of alteration affecting the special character and/or appearance of Listed Buildings. However, unlisted buildings, which are single dwelling houses, enjoy the benefit of permitted development rights, which allow, for example, minor extensions, demolitions, replacement doors and windows. This means that some buildings are being altered to the detriment of their townscape quality, and important architectural features are being lost.

To address these issues, cases involving unauthorised works to Listed Buildings within Devonport will be prioritised, and enforcement undertaken as resources permit. This may be addressed on an individual or group/area basis. Unauthorised works to Scheduled Ancient Monuments will be reported to English Heritage and action may be taken by them under the provisions of the Ancient Monuments and Archaeological Areas Act 1979.

Articles 4(1) and 4(2) of the General Permitted Development Order allow Local Planning Authorities to make directions withdrawing all or some of the permitted development rights given under the Order. These have been found to be an effective means of controlling the sort of alterations that contribute to the piecemeal degeneration of buildings of townscape merit.

Article 4(1) Directions remove general permitted development rights to any area or building designated by the Local Authority, and have to be confirmed by the Secretary of State. Consideration will be given to applying this direction to any locally listed building lying outside a Conservation Area to remove permitted development rights allowing demolition. Article 4 (1) Directions will therefore be considered in the future when a new citywide Local List has been compiled.

The designation of Article 4(2) Directions has also been considered. These also remove permitted development rights, but apply only to those parts of dwelling houses and associated buildings or structures that front onto highways, waterways or open spaces. These Directions would bring specific types of alteration under planning control to ensure that improvement and modernisation of property is not done at the expense of the townscape merit of a building or area. It is proposed to impose Article 4(2) Directions throughout the Plymouth Conservation Areas, and it is proposed to include control of :

- the enlargement, improvement or other alteration of a dwelling house.
- any alteration to the roof of a dwellinghouse.
- the erection or construction of a porch outside any external door of a dwellinghouse.

- the provision within the curtilage of a dwellinghouse of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of a dwellinghouse as such, or the maintenance, improvement or other alteration of such a building or enclosure.
- the provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such.
- the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.
- the formation, laying out and construction of a means of access to a highway which is not a trunk road or classified road.
- the painting of any exterior of any building or work, excluding windows and doors and their frames, and rainwater goods.

Review of the existing Devonport Conservation Area and justification for consideration of a proposed extension

The existing Devonport Conservation Area was designated in July 1999. An appraisal was drafted in support of that proposal. As part of this characterisation work and appraisal of character areas (including the existing Conservation Area), a review of the current boundaries has been undertaken.

Southern Extension

- It is proposed to include Mount Wise Park and the adjacent former MoD land, due to their historic significance as an integral part of the defences of the Dockyard, including standing remains of the Dock Lines.
- The area contains nationally important buildings, structures and significant archaeology. Some of these buildings, such as Admiralty House, are landmark buildings and are of national importance.
- Mutton Cove, a natural harbour and once a thriving community from the late 18th century until World War II, is included for historic interest.
- To the west, the boundary wall of South Yard provides a strong edge to the Conservation Area. South Yard formed the earliest part of the dockyard dating from the 1690's.
- It is not recommended that areas within the Dockyard are included in the Devonport Conservation Area at present. The Dockyard has always been separate from the civilian town, and evolved in very different ways. Areas of the Dockyard may be considered separately for Conservation Area status in the future.

Devonport Park

- Devonport Park is an important example of a Victorian public park, and is already protected by virtue of being a Grade II Registered Historic

Park. It is considered that it would nevertheless benefit from the additional protection of Conservation Area status. This would also aid applications for funding from bodies such as the Heritage Lottery Fund. However, its location is such that it is not considered appropriate to amalgamate it into the existing Devonport Conservation Area, so it is proposed that it will be considered as part of the review of the Stoke Conservation Area.

Recommendations for Individual Character Areas, including Devonport Conservation Area and the proposed extension

In addition to the Conservation Area review recommendations, these are a series of other management recommendations for the character areas outlined below. They focus on the preservation and enhancement of the historic townscape, including individual features, views, public realm, treescape, buildings and structures. These aspirations will be achieved through the Development Consents process, grants and statutory designations, and may be undertaken by public companies, the private sector, the Devonport Regeneration Community Partnership (DRCP), or the local authority.

The recommendations are not exhaustive, but aim to highlight opportunities for the future management of Devonport, both within and beyond the Conservation Area. These opportunities will be considered as part of the evidence base for the Devonport Area Action Plan, and will be used as part of the funding led regeneration programmes.

Waterfront Character Area (Richmond Walk to Mutton Cove)

Recommendations	Method of Delivery
Consider recommendations for local listing, statutory listing and scheduling.	Recommendations to English Heritage and through LDF Policies.
Ensure new developments respect the surviving historic elements and patterns such as historic quay walls and boundary walls, historic surfaces, and structures of townscape merit.	Development Consents process and LDF policies.
Repair and retain the historic street surfaces and boundary walls, and use this opportunity to resurface areas along Richmond Walk. Include restoration of boundary walls at risk and replacement of inappropriate boundary treatments to Richmond Walk and commercial / industrial uses.	Development Consents process and heritage grants.

Preserve and / or enhance the views of the Waterfront, the wider setting, and backdrop of Mount Wise.	Development Consents process.
Maintain the existing mixed land use character of the area, its relationship with the water and historic associations. The enhancement and reuse of structures along the Waterfront are integral to this aim.	Development Consents process and LDF policies.
Preserve and enhance the historic character and physical legacy of Mutton Cove including quay walls, historic surfaces and outbuildings.	Heritage Grants and PCC maintenance.
Explore opportunities for improved connections between Richmond Walk and Mount Wise, including access to MHQ, subject to heritage sensitivities.	Development Consents process and heritage grants.
Consider opportunities to improve pedestrian access to and along the water's edge in conjunction with the creation of new areas of public space, for example by Ocean Court and the existing boatyard. Restore and maintain access to the pier.	Development Consents process and heritage grants.
Protect and enhance the historic pedestrian route between Richmond Walk and Devonport Hill. Explore opportunities to create natural surveillance and improved pedestrian links to the Brickfields.	Heritage Grants.
Improve the setting of Stonehouse Bridge and access to the Creek side. There are opportunities for interpretation here and along Richmond Walk to explain the evolution of the area.	Heritage Grants and PCC maintenance.
Restore and reuse the cottage on the site of Blagdon's boatyard and tidy the area up.	Development Consents process.
Opportunity for improved treescape throughout area.	Development Consents process and PCC maintenance.

Mount Wise Character Area

Recommendations	Method of Delivery
Consider recommendations for statutory listing, scheduling and local listing.	Recommendations to English Heritage and through LDF Policies.
Inclusion within the proposed extended Devonport Conservation Area.	Statutory process.
Explore the opportunity to create public access and improved linkages throughout Mount Wise to encourage greater integration of the area with Devonport.	Development Consents process and LDF Policies.
Retain and enhance key views and vistas throughout the area. Consider development opportunities to enhance and create new views.	Development Consents process.
Encourage restoration and reuse of historic buildings within new development proposals.	Development Consents process.
Protect and enhance the setting of Admiralty House.	Development Consents process.
Recognise and understand the archaeological importance of the area, ensuring that the principle of protecting this resource physically or by mitigation is followed.	LDF Policies and through the Development Consents process.
Through development opportunities, create new and improved areas of public open space, together with the restoration of historic surfaces and reinstatement of new floorscape with high quality materials.	Development Consents process.

South Yard Character Area

Recommendations	Method of Delivery
Consider recommendations for local listing, statutory listing and scheduling.	Recommendations to English Heritage and through LDF Policies.
Continued repair and restoration of the listed buildings and monuments	Tourism / Heritage Grants (eg. HLF) and Development Consents process.

within South Yard, with opportunities to find new and sustainable uses. This could include tourism related uses and include the Ropery and Tarring Stores.	
Consider opportunities for management and interpretation of the West Ropery, including the development of the public realm. This could be done in conjunction with future tourism related uses for the East Ropery.	Tourism / Heritage Grants (e.g. HLF).
Encourage the retention and reuse of buildings identified as making a positive contribution to the townscape, including those identified as being at risk.	Liaison with MoD, English Heritage and Development Consents process.
Ensure that new developments within historic character areas reflect and respect that character.	Liaison with MoD, English Heritage and Development Consents process.
Retain and restore historic road surfaces, including railway tracks, and the preservation of the footpath that runs up the side of the Yard.	Development Consents process and Heritage Grants.
Retain and enhance panoramic and key views throughout the Dockyard, in particular visual connections between clusters of historic buildings. Ensure that the surrounding areas are not adversely affected by the introduction of further huge modern warehouses that are prevalent in this area.	Development Consents process.
Repair and restoration of historic dockyard walls and entranceways.	MoD general maintenance, liaison with English Heritage and the Development Consents process.
Explore opportunities for improvement in the area in front of Bonaventure House and the western end of 'Fore Street Gate', fronted by the former Pay Office.	Liaison with MoD, English Heritage and Development Consents process.
Subject to sensitivities within South Yard, explore opportunities to release the area of the 'visitor centre', allowing public access to this area.	Liaison with MoD, English Heritage and Development Consents process.

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Morice Yard Character Area

Recommendations	
Consider recommendations for local listing, statutory listing and scheduling.	Recommendations to English Heritage and through LDF Policies.
Possible future consideration of historic areas of Morice Yard for Conservation Area designation.	This is not being undertaken as part of this appraisal due to problems with security, access and resource implications. This area will be subject to further careful analysis and consultation in the future.
Continued repair and restoration of listed buildings and monuments, including their setting within Morice Yard, with opportunities to find new and sustainable uses.	MoD general maintenance, liaison with English Heritage and the Development Consents process.
Encourage the retention and reuse of buildings, including their settings, identified as making a positive contribution to the townscape.	Liaison with the MoD, English Heritage and through the Development Consents process.
Retain and enhance panoramic and key views throughout the Yard.	Liaison with the MoD, English Heritage and through the Development Consents process.
Retain and restore the historic street surfaces, including railway tracks.	MoD general maintenance, liaison with English Heritage and the Development Consents process.
Repair and restore the historic Yard walls and entranceways. Ensure that the part of the wall that has been identified on the Buildings at Risk Register is improved and protected in an appropriate manner.	MoD general maintenance, liaison with English Heritage and the Development Consents process.
Consider opportunities for improvement including the setting of and 'courtyard' area framed by the original Gun Wharf buildings, and the large area to the northeast, currently used for car parking.	Liaison with the MoD, English Heritage and through the Development Consents process.

Long-term aspiration to reinstate access to Morice Yard and the Officers Terrace connecting through to Morice Square.	Liaison with the MoD, English Heritage and through the Development Consents process.
Ensure that the areas which have retained their historic character are protected from inappropriate development.	Liaison with the MoD, English Heritage and through the Development Consents process.

Devonport Park Character Area

Recommendations	Method of Delivery
Support the submission of the Heritage Lottery Fund bid for the restoration of the Park, together with a mechanism to ensure maintenance/management to sustain the Park through community ownership and responsibility. Restoration to include the reinstatement of the park railings; repair and restoration of park memorials and key spaces such as the rose garden; the restoration of the paths; and the restoration and replacement of park furniture, including the two 1930 / 1950's fluted concrete bins, to be restored and relocated to the 1930's Italianate Shelter.	Heritage Lottery Grants, PCC maintenance (in conjunction with the Garden History Society) and through the Development Consents process.
Explore the opportunities for greater / improved activity, e.g. through a café, central meeting area, improved play area and public toilets, to be balanced against the historic sensitivities of the Park.	Heritage Lottery Grants, PCC maintenance (in conjunction with the Garden History Society) and through the Development Consents process.
Recognise the historic importance of the former Gas Cleansing Centre. Unless a viable, appropriate and robust new use can be identified, the building should be removed and interpretation provided.	The historic value of this structure should be considered as part of the wider Devonport Park improvements.
Restore entranceways to create a better welcome with clearer path layout, e.g. from the east, and exclude parked cars from the gateways.	Heritage Lottery Grants, PCC maintenance (in conjunction with the Garden History Society) and through the Development Consents process.

As part of the Green Arc of recreational facilities, improve physical, visual and land use links with the sports facilities in the Brickfields and Mount Wise, including pedestrian and cycle routes.	LDF Policies and through the Development Consents process.
Recognise the importance of maintaining open views across the trading estate car park to allow views to the surviving Devonport Lines wall south of the park boundary.	Development Consents process.
Consideration of statutory protection/ local listing for important surviving historic elements of Devonport Park including: Higher Lodge, Napier Fountain, Sicilian Fountain, and the Galatea Monument.	Recommendations to English Heritage.

Brickfields Character Area

Recommendations	Method of Delivery
Consider recommendations for local listing, statutory listing and scheduling.	Recommendations to English Heritage and through LDF Policies.
Improve the frontage and relationship to Raglan/Madden Road, including the entrance into the Brickfields.	Development Consents process.
Repair and retain the historic street surfaces and boundary walls. Explore opportunities to reinstate historic railings and entranceways into the Brickfields.	Heritage Grants and through the Development Consents process.
Retain and enhance key views to landmarks and vistas throughout the area.	Development Consents process.
Recognise the archaeological importance of the Dock Lines within the area.	Recommendations to English Heritage and through LDF Policies.
Encourage pedestrian access through the Brickfields and beyond to both the Devonport Park and Richmond Walk areas, together with improved entrances.	Designated cycle route, see Local Transport Plan 2.

Granby Island to Cumberland Block Character Area

Recommendations	Method of Delivery
Consider recommendations for local listing, statutory listing and scheduling.	Recommendations to English Heritage and through LDF Policies.
Repair and restore Raglan Gatehouse and use the opportunity to find a new, sustainable use. Include the retention and restoration of the historic street surfaces and boundary walls.	Development Consents process.
Consider the potential and opportunities to improve the Fore Street/Chapel Street junction. Promote the reinstatement of the building line, active frontages, and the potential pedestrian route from York Street to Fore Street and beyond.	Development Consents process.
Continued sensitive restoration and repair of the Grade II* St Aubyn's Church. Careful assessment required should alternative uses be considered in the future.	Through the Development Consents process, with work commissioned by the Diocesan Advisory Committee in conjunction with English Heritage.
Promote treescape within the area along Fore Street and create new or improved areas of public open space through development opportunities.	Development Consents process.

Cornwall Street to Marlborough Street Character Area

Recommendations	Method of Delivery
Consider recommendations for local and statutory listing; e.g. 19 th century buildings within North Corner / Cornwall Beach.	Recommendations to English Heritage and through LDF Policies.
Through new development opportunities, reinstate street frontages, creating a clear definition between public and private spaces and better pedestrian connections.	LDF Policies and through the Development Consents process.
Retain glimpses and narrow views down streets towards the water and explore the opportunity to create new ones.	Development Consents process.

Consider opportunity to reinstate the civic quality of Morice Square with attractive landscape and clearly defined public space.	Development Consents process.
Explore opportunities to reinvigorate Granby Green as a key public green space through new active uses fronting the space and improved pedestrian access to and across the area.	LDF Policies and through the Development Consents process.
Repair and retain historic street surfaces, with improvements and restoration where appropriate.	Development Consents process and Heritage Grants.
Repair, restore, and encourage reuse of Buildings at Risk, e.g. in Marlborough Street, including the reinstatement of lost details and replacement of inappropriate materials.	Development Consents process and Heritage Grants.
Enhance the public space at North Corner/Cornwall Beach to include restoration and reuse of historic buildings, repair and retention of historic street surfaces, improved access to the water, restoration to the dockyard walls, and possible removal of dockyard link bridge.	LDF Policies and through the Development Consents process.
Explore the potential to enhance the original part of Marlborough Primary School building with an improved setting and usable public space to entrance, new boundary treatment and high quality redevelopment of the ancillary buildings.	Development Consents process and PCC maintenance.
Consider introduction of trees along the streets throughout the area.	Development Consents process.

Ker Street, Pembroke Street, James Street and Bennett Street Character Area

Recommendations	Method of Delivery
Consider recommendations for local and statutory listing.	Recommendations to English Heritage and through LDF Policies.

Improve linkages throughout the area, based on a thorough understanding of the opportunities presented by the former historic street pattern.	Development Consents process.
Sustain the mixed-use area of Cumberland/Duke Street and enhance through reinstatement of connections to the Market Hall and potential new developments within the Storage Enclave.	LDF Policies and Development Consents process.
Safeguard individual and groups of historic buildings, with opportunities to find new uses for key landmark groups.	Development Consents process.
Consider active enforcement against unauthorised works to listed buildings and buildings of townscape merit within the existing Conservation Area.	Development Consents process.
Consider opportunities to introduce street trees throughout the area with improvements to Cumberland Gardens.	Development Consents process and PCC maintenance.
Through development opportunities, create new and improved areas of public open space, e.g. area around Devonport Column, with the opportunity to repair the Column and reinstate public access.	Heritage Grants, PCC maintenance and through the Development Consents process (liaising with English Heritage).
Retain and enhance key views and vistas throughout the area. Create new views to aid legibility.	Development Consents process.

Storage Enclave Character Area

Recommendations	Method of Delivery
Consider recommendations for local listing, statutory listing and scheduling.	Recommendations to English Heritage.
Actively pursue the opportunity to put the heart back into Devonport and to reinstate Fore Street and connectivity in this area.	Development Consents process.
Utilise the opportunity to understand	Development Consents process.

and promote the surviving historic street pattern and key views as a basis for a new layout, which maximises the views to existing landmarks and creates new ones.	
The former Market Hall together with the pre-war commercial buildings along Fore Street provide opportunities for restoration and reuse within this new townscape.	Development Consents process.

Pottery Quay Character Area

Recommendations	Method of Delivery
Consider recommendations for local listing, statutory listing and scheduling.	Recommendations to English Heritage and through LDF Policies.
Retain and repair wharf walls and cobbling within streets, with the opportunity to create public spaces within the residential area.	Heritage Grants and through the Development Consents process.
Enhance the historic entrance to Morice Yard.	Heritage Grants and through the Development Consents process, in liaison with the MoD.

Community Involvement and Consultation

- The City Council is committed to involving the community in decisions about the future of the historic environment; in particular, the designation and management of Conservation Areas.
- The strategy for this consultation will accord with the Statement of Community Involvement set out in the Council's Local Development Framework, and will include consultation with key interest groups including English Heritage, Government Office South West, Devonport Regeneration Community Partnership and local conservation groups. Consultation may take the form of exhibitions, meetings, or other appropriate processes, including through the Plymouth City Council website.
- Recommendations for each character area will be taken forward to inform the policies and proposals in the Devonport AAP, and follow this consultation process and the Local Development Scheme timetable.

- Reviews of the Conservation Area boundary will follow the formal procedure as outlined in the Planning (Listed Buildings and Conservation Areas) Act 1990.

Resource Implications, Monitoring and Review

- It is recognised that the future management of the historic environment of Devonport, particularly within the Conservation Area, requires the commitment of sufficient resources. Where resources are limited, work will have to be prioritised, particularly enforcement related matters.
- Within Plymouth City Council, dedicated officers within the Planning and Regeneration Service are working corporately to take forward the management proposals and to ensure development control decisions are appropriate to the historic context. Developing team working to ensure the issues are widely understood within the authority is a particular objective, and close collaboration with other sections of the Authority, including officers working on heritage projects and management of council owned properties, will be a priority.
- It is recommended that changes in the appearance and condition of the Conservation Area within Devonport, and within the wider historic environment of the area, be monitored regularly. The input of local conservation groups in this process, and in the wider management of the historic environment, such as monitoring Buildings at Risk, is welcomed.
- All monitoring and storage of data will follow the criteria set by Plymouth City Council Historic Environment Record.
- A dated photographic record has been taken of the area during the appraisal process, including all listed buildings, scheduled ancient monuments, buildings recommended for local listing, key historic spaces, details and street surfaces.
- A review of the Conservation Area character appraisal and management plan will be undertaken every five years. This may result in a revision or expansion of the existing appraisal, and will include:
 - o recording changes
 - o re-assessing the definition of special interest that warrants designation
 - o identifying any further recommendations and revising the management plan
- The Council's Historic Environment Champion will take an active role in championing the importance of the City's historic environment. Officers will regularly meet the Historic Environment Champion and these meetings will be used to monitor and review the management plans.

Appendix

Listed Buildings within the Waterfront Character Area

1	740-1/64/147 Grade II	Mutton Cove Harbour and Pier, James Street	Harbour walls and pier walls. Probably late 18 th century, the pier probably early-mid 19 th century. Stone rubble with large blocks and dressed granite copings and steps; iron bollards and stanchions. Original harbour with retaining walls on 3 sides and a stone jetty returning for about 2/3 of the seaward side from the east plus a later T-plan stone pier projecting seaward east of this. Both harbour and pier have recessed flights of steps, the pier has many original cast-iron stanchions and a surface of granite setts.
2	740-1/54/159 Grade II	Landing Steps from Mount Wise Hard, Mount Wise	Double flight of landing steps to pavilion and doorway through defensive wall. 1820 and VR 1847 to keystone of doorway. Plymouth limestone rubble and limestone dressings; wooden frame weatherboarded pavilion with dry slate hipped roof. 2 curved flights of steps up to landing with pavilion on tall battered stone base, the pavilion in front of wide doorway spanned by an elliptical arch through a battered rubble wall. There is another (straight) flight of steps opposite this doorway on the other side of the Richmond Walk.
3	740-1/0/10068 Grade II	Stonehouse Creek Bridge	Bridge. 1767-9 by John Smeaton. Abutments raised c1828. Arch blocked, sluices installed and carriageway widened on north side 1966. Limestone rubble with freestone dressings; repaired in concrete. The south side has central round arch with moulded extrados, keystone and flanking rusticated piers. The arcading of the abutments is a result of a raising of the abutments and a widening of the bridge in about 1828. When the bridge was widened for dual carriageways in about 1966 the parapet was replaced by railings and the north side was buried in earth. Although altered Stonehouse Bridge is a good example of an 18 th century bridge by a major Georgian engineer.

Listed Buildings within the Mount Wise Character Area

1	740-1/54/157 Grade II	Admiralty House, Mount Wise	House. c1789-93. Plymouth limestone rubble with Plymouth limestone dressings including arches and 1st-floor sill string; dry slate hipped roofs behind moulded stone parapets; large ashlar end and rear stacks to central block. Large double-depth plan, overall L-shaped, including wing at right angles in front of right-hand side. Three-storey central block and two-storey flanking wings; symmetrical 3:3:3-window front plus wing on right. Windows get smaller to upper floors; many original hornless sashes with glazing bars, otherwise horned copies. The ground-floor windows of the central block are tripartite sashes under blind round arches, the other windows are under shallow segmental arches. Central stone bowed porch with central doorway and casements to sides; later wooden panelled lean-to porch in front. One of a group of buildings, detached from the naval base, which provided accommodation for senior officers
2	740-1/54/162 Grade II	Scott Memorial, Mount Wise	Memorial obelisk with statue. 1913, by Albert H Hodge. Dressed stone and bronze. Square on plan. Monument with stepped and moulded base with bronze panel to each of the 4 sides; tapered obelisk with moulded entablature and stepped cap surmounted by a bronze winged figure. The bronze reliefs depict aspects of Scott's journey to the South Pole in 1912.

Listed Buildings within the South Yard Character Area

1	740-1/96/886 Grade II	Perimeter wall enclosing the north corner of the South Yard	Perimeter wall. Late 18 th century. Limestone rubble. Tall wall with interval buttress pilasters extends approx. 200m NE from the entrance to Morice Yard, returning for approx. 110m to the SE and broken by the former entrance to the yard which has wickets in ashlar sections with arched heads.
2	740-1/95/203 Grade II*	North Smithery (SO23), South Yard	Smithery, disused. Designed 1808 by Sir Samuel Bentham, Inspector

			General, extended 1847, cut by railway 1879, extension demolished mid 20 th century. Roughly coursed Dunstone rubble with limestone ashlar dressings; truncated brick chimney to SE corner and corrugated sheet hipped valley roof; internal cast-iron columns. Rectangular plan with central line of columns to valley, and spaces to W and E for forges.
3	740-1/95/205 Grade II	Heavy Lifting Store (SO33), South Yard	Workshop, now store. C1840. Coursed Dunstone rubble with ground-floor granite and first-floor granite and limestone dressings; gabled corrugated iron roof. Rectangular plan.
4	740-1/95/231 Grade II	Terrace walls and associated steps and railings, South Yard	Terrace retaining walls, and associated railings and steps. 1760's, N section cut back and rebuilt mid 19 th century. Roughly coursed local limestone with granite ashlar coping. Retaining walls to W side of ramp leading up to Officers' Terrace. Wall extends approx. 180m, and has a central flight of steps in 3 sections and another at the N end; returns to the E then extends 120m to N; 18 th century section has iron railings with column newels and semi-circular arched arcading.
5	740-1/95/204 Grade II	Former Fire Station (SO32), South Yard	Fire station, now canteen and offices. 1851. Squared limestone rubble with granite plinth and sills, limestone dressings, ridge stacks and slate roof. 3 parallel rectangular blocks, the outer ones set forward.
6	740-1/95/208 Grade II*	Dockyard Museum (former Pay Office) (SO32), South Yard	Pay office and guardhouse, now museum. C1780. Roughly coursed limestone rubble with tooled ashlar dressings, a different limestone for the top floor, and hipped Welsh slate roof; truncated stacks. T-plan with central rear wing.
7	740-1/96/216 Grade II	Walls and railings around reservoir, South Yard	Walls and railings surrounding reservoir. Dated 1843. Granite ashlar and cast-iron. Triangular reservoir lined with granite and railings with urn finials.
8	740-1/95/222 Grade II*	Officer's Terrace (SO59) and attached basement area railings (also called Bonaventure House), South Yard	Officers' terrace of 12 houses and offices, now offices. 1692-1696, by Edmund Drummer, Surveyor to the Navy Board, altered early 19 th century, partly destroyed c1942. Rendered brick with stone dressings, lateral and party wall stacks and hipped slate roof. Double-depth plan.
9	740-1/97/888	Former garden wall, piers	Garden wall, piers and steps. 1690's.

	Grade II	and steps to Officer's Terrace, South Yard	Brick wall with ashlar dressings. Wall extends approx. 90m; rusticated ashlar piers mark the centre of the former terrace and the position of the Commissioner's House (demolished), and a double flight of steps at the SE end mark the end of the terrace.
10	740-1/97/887 Grade II	Retaining wall to the east side of the ramp leading to the Officer's Terrace, South Yard	Retaining wall with steps and railings. Late 18 th - early 19 th century. Limestone rubble retaining wall with granite steps and coping. Raking retaining wall extends approx. 120m from W of the Officers' Terrace to the bottom of the ramp, with a double flight of steps with iron railings and urn finials, formerly aligned with the Commissioner's House (demolished), and a single flight marking the lower end of the former Terrace, and returning to the NE for approx. 100m.
11	740-1/98/207 Grade II	Master Ropemaker's Office (S97 and 98), South Yard	Master Ropemaker's Office; later engine house, school, now disused. C1816, extended c1868. Plymouth limestone, 1816 building is of rubble, 1868 is of squared and coursed stone, with ashlar dressings, cast-iron columns and slate roof. Single-depth plan.
12	740-1/98/885 Grade II	Section of former perimeter wall to the east of the Master Ropemaker's Office, South Yard	Perimeter wall. Late 18 th century. Limestone rubble. Tall coped wall with interval buttress pilasters extends approx. 60m NNW-SSE to the E of the Master Ropemaker's Office.
13	740-1/98/211 Grade II	Joiner's Shop (SO95) (also known as Upholstery Shop), South Yard	Hemp house, with mould loft, latterly joiner's shop. 1766-73, roof damaged c1941. Limestone rubble and dressings with slate roof. Open plan.
14	740-1/98/209 Grade II	Dockyard wall extending from east of Ropery Complex to east of No 1 Slip, South Yard	Dockyard wall. 1763-71. Limestone rubble. Tall wall with moulded coping extends approx. 500m from E of the entrance to the No. 1 Covered Slip to N of the Master Ropemaker's House.
15	740-1/98/223 Grade II	Master Ropemaker's House (S103) and attached railings and garden wall (includes Turncock's House, No 2 East Avenue), South Yard	House; later school, now office. 1772-3. Coursed limestone rubble with limestone dressings, lateral stacks to E and S, and hipped slate roof. Single-depth plan, N office, with double-depth rooms to S, and S attached service wing.
16	740-1/98/233 Grade II	Walls, piers and steps extending approx 140m on east side of Tarring House, South Yard	Wall and steps. 1763-71. Limestone rubble and ashlar. Low capped wall has round, capped end piers and central flight of steps down to the Tarring and Wheel House.

17	740-1/98/224 Grade II*	White Yarn House (S135), South Yard	White Yarn house. 1763. Limestone rubble and dressings with slate roof. Rectangular open plan.
18	740-1/98/230 Grade II*	Tarring and Wheel House (S136) and Tarred Yarn House (S137), South Yard	Tarring and wheel house and tarred yarn house. 1763. Limestone rubble and dressings with a slate roof. Rectangular open plan.
19	740-1/98/229 Grade II*	Tarred Yarn Store (S138), South Yard	Tarred yarn store. Dated 1769 on hoppers. Limestone rubble and dressings with slate roof. Rectangular open plan.
20	740-1/98/227 Grade I	Spinning House (S132) and attached retaining walls, South Yard	Spinning house in ropery; now store. 1763-71; rebuilt after fire 1812-17 by Edward Holl, architect to the Navy Board; partly destroyed 1941. Limestone rubble and dressings, rendered ends, and slate roof, with a fireproof internal iron frame. Rectangular open plan.
21	740-1/98/212 Grade II*	Railings, piers and gateway to King's Hill Gazebo, South Yard	Railings, piers and gateway. 1822. Cast and wrought iron. A pair of inverted muzzle-loading cannon inscribed GR form gate piers, linked by an overthrow with a gilded finial, decorative gate with curved sides and central oval, and with wrought-iron railings each side, which extend approx 10m up the path to the Gazebo, and surrounding a central fountain on top.
22	740-1/98/215 Grade II*	No 1 Covered Slip (S180), South Yard	Slip and slip cover. 1770s slip, cover 1814 designed by Sir Robert Seppings. Timber frame with metal sheet mansard roof, and limestone and granite slip. Apsidal aisled plan. Open E gable formed by one of the frames, the S side open below the roof, the N side butts against the Dockyard retaining wall. The slip has raking sides and curved end with two steps, with the entrance opening into the river.
23	740-1/97/201 Grade II	Rose Cottage (S155), South Yard	Overseers' office. 1850-60. Snecked limestone ashlar; hipped slate roof with ashlar ridge stack. 2-room plan, each with separate entry.
24	740-1/97/225 Grade II*	South Saw Mills (S128, 148, 149, 150), South Yard	Saw mills, disused. C1856-59, probably designed by Col G T Greene, RE, Director of the Admiralty Works Department; sawing machinery by James Horn, steam engine by Easton and Amos. Limestone ashlar with corrugated sheet roof, fireproof iron internal frame.
25	740-1/97/206 Grade II	Composite Shipbuilding Shed (S151), South Yard	Shipbuilding shed, now store. 1879-81, N gable rebuilt c1990. Cast-iron frame with timber and corrugated

			iron panelling and sheet roof. Rectangular plan with E aisle.
26	740-1/97/232 Grade II*	The Scribe Board (S122), South Yard	Covered slip, mould loft, now pattern shop. 1814-1821, by Sir Robert Seppings, RN. Timber frame with corrugated iron sides and metal sheet hipped roof. Apsidal plan. Gabled end faces the river, the sides clad with corrugated sheet overhung by the roof, and backing against the Composite shipbuilding shed.
27	740-1/97/228 Grade II	Swing Bridge, South Yard	Swing bridge. Dated 1838. Cast-iron and granite. Two equal halves of 4 cross-braced ribs spanned by a timber walkway forming a segmental arch; the outer ribs have a dated key, with 'HORSLEY IRONWORKS / NEAR BIRMINGHAM' cast on the sides. Abutments projecting each side with banded rustication support each bridge on bearing, with a cogged wheel, manually turned by handles.
28	740-1/95/217 Grade II*	No 1 Dock and Basin and No's 2, 3 and 4 Docks and associated bollards, South Yard	Dry docks and basin. 18th and 19 th century, with origins in 1690's. Granite and limestone ashlar. Planned facing west towards Hamoaze, with No. 4 dock to north and No. 1 dock and basin to south. All docks of conventional form with altars stepped towards centre and slides for materials; basin walls bounded into pier heads at entrance and have steps for pedestrian traffic.
29	740-1/97/214 Grade II	Main Dock Pumphouse (S87 and 89), South Yard	Hydraulic pumping station. Dated 1851, possibly by William Scamp, R. E. Limestone ashlar in alternate thick and thin courses with granite dressings and leaded roof. Engine house with square accumulator tower at S end.
30	740-1/98/234 Grade II	Wall, piers and steps approx 300m long parallel with the Spinning House, South Yard	Wall and end piers. 1763-1771. Rubble with ashlar piers. Capped retaining wall to cobbled roadway is ramped up to N square pier, with an archway underneath, and a central path through from the archway in the Tarring and Wheel House.

Scheduled Ancient Monuments within the South Yard Character Area

1	SAM 654	The West Ropery (Site of), South Yard	Built circa 1743 as the Laying House. 360m long. Bombed in the war so that only foundations and cellars remain. Cellars are brick vaulted and stone faced and were used for tar
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			storage in connection with the Ropery. Some 44 cellars remain intact, access being from a lower road on the west side of the building.
2	SAM 660	Slip No 1 (The Covered Slip), South Yard	The oldest covered building slip in any Royal Dockyard, dating from c1814. Has been altered very little, though the slipway was relaid in 1941. The roof is supported on a double line of 23 trussed wooden pillars. The total length is 52.2m. At the north end the roof is apsidal to accommodate bowsprits. Lead covering to roof has been recently renewed. Still in use for its original purpose. (Report dated 16/06/1989).
3	SAM 664	The Screeve Board, South Yard	A large covered slip, probably dating from the 1830's. Overall length, 87m, width 31m. Built entirely of wood but with later corrugated cladding on the outside. The slip is now floored over. (Report dated 16/06/1989).
4	SAM 945	No 1 Basin and No 1 Dock, South Yard	No. 1 Dock on site of 1690 dry dock; although of 19th century date, it retains the 1690 form. Stepped, stone dock with metal gates. No. 1 Basin on site of 1690 wet dock, but rebuilt in 19 th century. Both are good small examples of their type. (Report dated 17/11/1989).

Listed Buildings within the Morice Yard Character Area

1	740-1/94/191 Grade II	North gate and attached Dockyard Walls, Morice Yard	Gateway and attached dock walls. 1870s. Limestone ashlar gateway, with rubble and ashlar walls, Gateway has a pair of massive, rusticated square piers with round-arch doorways with VR in wrought-iron open fanlights, set in rectangular recesses and leading to brick vaulted through passages, a thin string and moulded cap with stepped base to ball finials.
2	740-1/95/183 Grade II*	Morice Gate, two Gatehouses (MO 39 and 65) and attached Dockyard Walls, Morice Yard	Gateway, attached dockyard walls, and pair of houses, now guard houses. 1720-1724, by Andrew Jelf, Clerk or Works, to layout by Colonel C Lilly, for the Board of Ordnance
3	740-1/95/189 Grade II*	No 16 Store the Powder House (MO 42), Morice Yard	Powder magazine, now store. 1744. Coursed rubble with brick dressings, vaulted roof not visible. Rectangular single-depth plan.
4	740-1/95/190 Grade II	No 17 Store (MO 37), Morice Yard	Ordnance store. 1740-50. Dunstone brown rubble, English bond brick, with hipped slate roof. Single-depth plan

5	740-1/95/188 Grade II*	No 12 The Painted Canvas Store (MO 46), Morice Yard	House, now store. Date 1777 on hopper, altered mid 20 th century. Limestone ashlar with rubble sides and rear corrugated sheet roof. Single-depth plan.
6	740-1/95/182 Grade II	No 8 Store (MO 55), Morice Yard	Stores. 1722, altered mid 20 th century, laid out by Colonel Lilly, with Andrew Jelf, Clerk of Works, for the Board of Ordnance. Dunstone rubble with granite dressings, rendered top storey and W gable, and slate roof. Rectangular open plan.
7	740-1/95/193 Grade II	No 6 Sail Loft (MO 61), Morice Yard	Store and sail loft. 1840-50. Squared and coursed limestone with granite dressings and a hipped slate roof. Rectangular plan.
8	740-1/95/187 Grade II	No 5 Store Colour Loft (MO 56), Morice Yard	Store. 1840-50. Limestone ashlar with granite dressings and slate roof, hipped to the W end. Rectangular 2-cell plan with central through passage with stair.
9	740-1/95/186 Grade II*	No 4 Store (MO 70), Morice Yard	Ordnance store. 1722, dated 1723 on hopper, laid out by Colonel C Lilley, Andrew Jelf, Clerk of Works, for the Board of Ordnance. Dunstone rubble with granite dressings and rendered W end, with hipped slate roof with flat leaded top. Rectangular open plan.
10	740-1/95/185 Grade II	No 3 Store (MO 66), Morice Yard	Storehouse. 1840-1855, altered mid 20 th century. Squared coursed limestone, granite dressings and hipped slate roof. Open plan.
11	740-1/95/184 Grade II*	No 2 Store and Former Furbisher's Shop (MO 68), Morice Yard	Carriage store and furbisher's shop, disused. C1776, probably by Major Dixon. Dunstone brown rubble with SW lateral stack; W block of squared limestone dressings to W block with rear stack, and slate hipped roofs. Open 4-cell plan store with W furbisher's shop a single-depth 2-cell plan.
12	740-1/95/192 Grade II*	Steps, dwarf walls, lamps and retaining wall to gardens fronting Officer's Terrace, Morice Yard	Retaining wall, steps and dwarf wall with 4 lamps. 1722, laid out by Col. C Lilly, for the Board of Ordnance, built by Andrew Cowley, of London. Rubble and granite with iron railings and lamps. A symmetrical plan of steps with central path to wall fronting Officer's Terrace. Partly cut back into solid rock by the excavation of the lower part of the Yard, forming two opposing flights of steps with iron railings. At the top, a granite path formerly with iron railings leads to the low wall fronting the Officer's Terrace, with cannon balls to the top of a low flight of stairs, and 4 gas lamps, 2 with open-cats-iron latticework standards

			and lamps with glided crown finials and tow with moulded cast-iron shafts.
13	740-1/95/194 Grade II*	The Officer's Terrace (MO 63) and attached railings, rear walls and outbuildings, Morice Yard	Terrace of 5 houses and stables, now houses and offices. 1720-24, laid out by Colonel C Lilly, with Andrew Jelf, Clerk of Works, for the Board of Ordnance. Dunstone rubble with brick party wall stacks and slate roof. Baroque style.
14	740-1/95/900 Grade II	Muster Bell, Morice Yard	Muster bell. Mid 19 th century. Iron. Tall tapering shaft with 4 guy wires, a round capital and a bell, rotated by a spoked wheel.

Listed Buildings within the Devonport Park Character Area

1	740-1/54/10010 Grade II	Lower Lodge, Devonport Park	Park Lodge 1858-9; by Alfred Norman; extended later 19 th or early 20 th century. Polychrome buff-coloured brick with blue brick dressings. Clay plain tile roof with tile-hung gable-ends with ornate pierced bargeboards and glazed tile friezes. Brick lateral stack with tall diagonally-set shafts. 2-room plan with central entrance, and single storey service wing at rear. Picturesque style. One-storey and attic. Symmetrical west front has central triangular arch doorway with glazed double doors, narrow side-lights and large gabled porch on slender brick piers, with ornate bargeboards, moulded soffit and glazed tile frieze with inscription. The deep eaves are supported on brackets, and the north and south gable ends are jettied out on moulded joist ends and brackets: under the gables there are small canted oriels on moulded corbels. North and south gables have friezes of glazed tiles. Single-storey brick service wing at rear.
2	740-1/41/137 Grade II	War Memorial, Devonport Park	War memorial. c1920 to those who died in World War I and later to those who died in World War II. Dressed granite column surmounted by lantern cross on stepped and moulded cruciform-plan plinth on a stepped square-on-plan base with splayed corners. Mourning figure with wreath to bottom of column and inscribed panel with relief lettering under a coat of arms to the plinth. The octagonal lantern has a moulded base and cornice and the openings have

			cusped tracery; moulded cap above surmounted by a chamfered Latin cross.
3	740-1/0/10061 Grade II	HMS Doris Memorial Gun, Devonport Park	Boer War memorial. Erected 1904; by Harry Hems. Polished granite plinth on base, rectangular on plan with white marble inscription panels bordered by cable moulding chamfered arris at top inscribed with the words 'Ready-Aye-Ready'. Surmounted by the field gun brought from the Boer War. It was erected as a memorial to the crew of HMS Doris who died fighting in South Africa alongside the army at the Battle of Paardeberg. This field gun was captured from the Boers and dragged the distance of 800 miles back to their ship HMS Doris. In 1901 HMS Doris returned to Devonport to a heroic welcome and the crew decided there should be a memorial to the sailors who died in the battle. The memorial was unveiled in 1904 by Admiral E.H. Seymour. It is said that the exploit was the origin of the Royal Navy field gun trials. HMS Doris Memorial Gun is a most unusual Boer War memorial.

Listing Description for Devonport Park

Ref No: GD 3451

Grade II

Historical Development

Devonport, known until 1824 as Dock, developed in the 18th century around the naval dockyards and naval buildings on Mount Wise. In the early 19th century the town was provided with new civic buildings by the Plymouth architect, John Foulston. Development of the town was restrained by fortifications, including the 'Devonport Lines', which were originally constructed in 1756 and expanded in 1783 and 1810. By 1857 the War Department expressed concern to Devonport Corporation at the extent of public trespass on the defensive earthworks. The Corporation took the view however that limited public access was desirable, and in its response referred to the example of The Hoe (qv) (Minutes, August 1857). The Corporation requested the lease of the *glacis* between Tavistock Road and the road leading from Marlborough Street to Keyham Works, 'for the purpose of healthful recreation by the public' (ibid). A lease was conceded by the War Department, and in October 1857 the Town Clerk enquired when planting could begin on the *glacis* (Minutes, 28 October 1857); the following month the Clerk produced plans for the lodge and the general layout of the park (Minutes, 11 November 1857). Work began on laying out the park, with authorisation being given for the purchase of a fountain and four 'bases' in April 1858 (Minutes). Accounts published in November 1859 indicate that iron hurdles were supplied by Uphill of Birmingham, while iron gates, railings, vases and other, unspecified items supplied by the Coalbrook Dale Co cost £172 2s 0d. The architect

responsible for designing the lodge and other park structures was Alfred Norman of Plymouth, with Messrs Arnold & Son and George Perkins being responsible for the construction work. The Plymouth Seed Company supplied plants.

In late 1859 a local resident, Thomas Hawker, challenged the legality of paying for the park through the rates in the courts. This appears to have delayed progress with construction of the park, which was to continue sporadically for a further thirty years (*Guide to the Three Towns*, 1874). In 1861 the Mayor of Devonport discussed the question of planting the park with the local nurseryman, William Ponty. A fountain commemorating Admiral Sir Charles Napier was erected adjacent to the entrance lodge in 1863. By 1874 the park was sufficiently developed with 'walks, trees, shrubs, arbours, seats, etc' to afford a 'splendid recreation ground and fine promenade, with a beautiful view of the surrounding scenery'; it was also the venue for the annual military review held on the Queen's birthday (*ibid*). Further developments were made c1900 when a refreshment pavilion with elaborate cast-iron verandahs was constructed and an adjacent area laid out as a flower garden; the path pattern within the park was also considerably developed, and a new bandstand constructed (OS 1895, 1914).

These features were laid out under the supervision of F W Meyer (d 1906), landscape gardener to Robert Veitch & Son of Exeter, who was also responsible for designing parks at Poole (qv) and Wellington, Somerset (qv) (*Gardeners' Chronicle*, 1906). A gun captured during the Boer War was placed near the refreshment pavilion, while c1920 a war memorial was constructed near the eastern boundary. In the late 20th century the Refreshment Pavilion and its immediate surroundings were sold and converted into an old people's home, and the late 19th century bandstand was demolished.

Today (2002), Devonport Park remains in municipal ownership.

Location, Area, Boundaries, Landform and Setting

Devonport Park is situated c 0.5km north-east of the centre of Devonport. The c18ha site is adjoined to the east by Exmouth Road, and to the south-east by Fore Street. To the south-west the park is adjoined by late 20th century domestic properties situated off Granby Street, which occupy the site of the Old Granby Barracks. The western boundary is formed by New Passage Hill, while to the north-west the park is bounded by the A374, Ferry Road. The northern boundary is formed by a mid 20th century school and Milne Place. The boundaries are marked by a variety of metal railings of various dates, together with low stone walls which formerly supported railings. The park is crossed from north to south by the mid 20th century A374, Park Avenue, which is open to the site. The site occupies the levelled summit of a hill, from which the ground drops steeply to the north, west, and south, allowing wide views west across the Tamar, north across Morice Town and the docks, and south-east towards the centre of Plymouth.

Entrances and Approaches

The principal entrance to Devonport Park is from Fore Street to the south, at a point c 50m west of its junction with Devonport Road. The entrance is flanked by low stone walls surmounted by hoop-topped railings which are supported by tall, pyramid capped stone piers. A pair of similar, taller piers flanks the carriage

entrance which is itself adjoined by two pedestrian entrances; all these entrances lack their original iron gates. To the east of the entrance stands a picturesque single-storey lodge constructed in polychrome brick with a tiled roof and projecting tile-hung gable above the entrance porch. Above the entrance is a commemorative inscription dated 1858. The lodge is set within its own gardens, which are separated from the park by low stone walls surmounted by simple iron fences. The lodge was built to the design of Alfred Norman in 1858.

Three entrances are situated on the eastern boundary of the park. The south-east entrance is adjacent to the junction of Exmouth Road and Devonport Road, the east entrance is from Exmouth Road at a point opposite its junction with Stopford Place, while the north-east entrance is situated at the junction of Exmouth Road and Milne Place. Of these entrances, that to the north-east retains a pair of rusticated stone piers which formerly supported gates. A south-west entrance leads into the park from Fore Street at a point c 100m west of the principal entrance, while there are informal entrances from the unfenced Park Avenue which crosses the site from north to south. A north-west entrance gives access to the site from the junction of Ferry Road and New Passage Hill, and a west entrance enters the site from New Passage Hill at a point c100m north-north-east of its junction with St Aubyn Road.

Gardens and Pleasure Grounds

Immediately west of the principal entrance, an area enclosed by low iron fencing and containing a painted terracotta fountain is entered from the drive by a low wrought-iron gate. The fountain is approached by a cobbled path, which leads to a paved area surrounding a raised circular basin from which rises a pedestal supporting a *tazza* and a figure of a boy holding a fish. The fountain was given in memory of Admiral Sir Charles Napier (d1860) by seamen and marines based at Plymouth and erected in 1863. From the principal entrance a broad tarmac walk rises c30m north before dividing to encircle a flower garden, from which it is separated by low metal railings set on granite copings. The garden is entered by a low, ornamental wrought-iron gate placed aligned with the walk ascending from the principal entrance, and is laid out with lawns on which are arranged large, picturesquely weathered rocks together with several pedestals formed from artificial stone. Specimen trees and ornamental shrubs surround a classical stone urn set on a square pedestal with a commemorative inscription, which forms the focal point of the garden. A guidebook of 1874 commented on the 'tastefully laid out flower gardens, in which are fountains and figures, a rockery and other pleasing embellishments' (*Guide to the Three Towns*, 1874). The entrance, lodge, Napier fountain, and flower garden form part of the mid 19th century layout of the park (OS 1895).

Beyond the flower garden, walks ascend north-east and north-west. The north-east walk is partly lined by an avenue of mature limes, and leads c200m north-east to reach the east entrance. A circular shelter shown to the east of this walk on the 1914 OS map does not survive, nor does the mid 19th century bandstand which also stood to the east of the avenue. The walk itself appears to have formed part of the mid C19 design for the park. The north-west walk ascends c190m to reach an elliptical walk laid out round the levelled summit of the hill. The north-west walk also appears to have formed part of the mid 19th century design for the park, but the elliptical walk, which may have been intended to form a cycle track (as at Poole Park, Dorset qv) dates from Meyer's alterations of c1900 (OS 1895, 1914). The area enclosed within the elliptical walk is laid to grass planted with groups of specimen trees and ornamental shrubs, and is crossed by several straight walks. Towards the centre of this area is the site of the late 19th century bandstand, to the east of which is an early

20th century bowling green with a 1920's single-storey pavilion under a hipped roof on its west side (OS 1933). At the eastern end of the area enclosed by the elliptical walk stands a fine early 20th century granite war memorial in the form of a *lanterne-des-morts* raised on a stepped base. The memorial is placed aligned with the east entrance, forming a focal point when viewed from Stopford Place to the east of the park. From the elliptical walk a tree lined walk descends c220m south to reach a flight of stone steps which descends to the south-west entrance from Fore Street; this walk pre-dates Meyer's alterations to the park (OS 1895,1914).

To the south-west of the elliptical walk, a further elliptical-shaped area enclosed by *Escallonia* hedges comprises a rose garden laid out with radiating segmental beds cut in grass, with a central raised, stone-kerbed pool surrounded by a gravel edging. To the south-west, overlooking the rose garden, is a substantial two-storey refreshment pavilion (today, 2002, converted for use as an old people's home) with elaborate cast-iron verandahs and balconies, and a central ornamental gable and weathervane. The refreshment pavilion and rose garden formed part of Meyer's late 19th or early 20th century alterations to the park (OS 1895, 1914). Immediately north-west of the rose garden, a Boer War gun stands on a carved granite pedestal inset with plaques bearing commemorative inscriptions. The gun is placed within an enclosure formed by 20th century hoop-topped railings. A late 20th century children's play area is situated to the west of the Boer War memorial, while to the south-west of the play area is a group of 20th century football pitches which occupy the site of the 19th century reservoirs (OS 1895, 1914, 1933). A tree-lined walk leads west from the elliptical walk to reach Park Avenue. It continues beyond Park Avenue, extending parallel to the south-west boundary of the site, to reach the entrance leading from New Passage Hill. The land to the west of Park Avenue, which was cut across the park in the mid 20th century, slopes steeply west towards the River Tamar, and is laid out with scattered specimen trees planted in mown grass. There are extensive views across the river from the area west of Park Avenue, and also from the area to the east of Park Avenue and west of the central elliptical walk. The land to the west of Park Avenue formed part of the mid 19th century park (OS 1895).

The ground to the north of the elliptical walk slopes down to the north, and is laid out with a slightly curved walk extending from the south-west to the north-east entrance, and several straight walks running from the northern boundary of the park to converge at approximately the mid-point of the north side of the elliptical walk. This area is planted with groups of specimen trees and shrubs, and has extensive views north across Morice Town. Some 50m south-west of the north-east entrance, a derelict mid 20th century toilet block or changing room of brick construction stands in an area of mixed shrubbery.

As originally laid out in 1857-8 the park appears to have had an area of ornamental gardens concentrated around the lodge and north of the principal entrance; these correspond to the surviving flower garden and the area around the Napier fountain. A series of straight radiating walks ascended to the summit of the site, which was crossed by further, straight, partly tree-lined walks (OS 1895). The main elements of this design survive today (2002), together with a series of new, predominantly curvilinear walks, introduced by Meyer c1900 (OS 1914). The refreshment pavilion and the associated rose garden also survive from Meyer's improvements.

Other Lands

An extensive nursery and depot is situated at the south-east corner of the park, immediately east of the lodge. This area contains several glasshouses, sheds, and

other structures. The nursery is screened from the park by evergreen hedges. A smaller nursery or service yard is shown at the south-east corner of the park in 1895 (OS), but by 1914 it had expanded to cover its present area (OS).

***Listed Buildings within the Granby Island to Cumberland Block
Character Area***

1	740-1/54/132 Grade II	Blood Transfusion Centre and attached walls, steps and gate-piers, Cumberland Road	Part of the former Raglan Barracks, now part of hospital complex. Early 19 th century. Plymouth limestone ashlar; asbestos slate hipped roof behind parapet with moulded entablature. Rectangular plan. Single-storey; 5 bays to front and 3 bays to right-hand return. Ashlar piers with impost string to recessed panels within round arches with horned copy sashes with glazing bars and fanlight heads (blind openings to left and right of right-hand return). Rubble wall with dressed coping to forecourt raised pavement and flanking steps linked to rubble wall and pair of square ashlar gate-piers with squat pyramid caps and linking rubble wall with dressed coping to similar pair of gate-piers plus further rubble wall.
2	740-1/54/156 Grade II	Main Gateway at Raglan Barracks (barracks not included), Military Road	Entrance gateway with flanking guard houses to former barracks (former barracks not included). 1853-56 by Captain Fowke RE, for the Admiralty Works Department. Dressed Plymouth limestone brought to course and freestone dressings; roof hidden behind parapet with moulded entablature. Classical style. Rectangular plan of central through-arch with guard houses off. Single-storey; 9-window range. Central square clock tower with face to each side and moulded cornice; narrower bellcote above with moulded corner pilasters and round-arched opening to each side with rusticated voussoirs; moulded cornice and small dome surmounted by weather vane. Central vaulted carriageway flanked by lower vaulted pedestrian passages. Identical inner and outer elevations each with central round archway, and flanking pedestrian arches with inscribed panels over, fronted by a pedimented tetrastyle Tuscan portico on pedestals and with Royal Arms to pediment. Lodge at either side has plinth, 3 windows with plain architraves and consoles to plain hoods. One of the most impressive barracks entrances and guard houses in England, forming the opening into the parade square. Raglan was a large barracks for 2,000 men in transit through Devonport. Fowke was among the leading

			army architects, most famous as the designer of the Albert Hall, and this is an impressive example of military architecture.
3	740-1/54/130 Grade II	Manor Office (Atkey Goodman & Co. & National Provincial), Chapel Street	Large house and attached houses, now offices. Late 18 th century. Painted brick with pilasters to principal left-hand return front; rendered brick road front with stuccoed rusticated pilasters flanking house fronts and mid-floor string; slatehanging to right-hand return; dry slate roof with dentilled eaves cornice continued to central triangular pediment, the attached houses with mansard roof with 3 gabled roof dormers. Overall L-shaped double-depth plan. Three-storeys; 1:2:1-bay principal front with plinth, string and flat arches. Road front is two-storeys plus attic; overall 3-window range with 1-window-range house on the left and symmetrical 2-window front house on the right. Main front has restored sashes, some with glazing bars, the larger of the 2 attached houses and the dormers have late 19 th century 4-pane horned sashes, otherwise 20 th century windows. Larger house to road frontage has 20 th century door plus plain overlight, doorway of other house now a window. Interior not inspected but former list description notes: ground-floor room with panelled dado, panelled doors and a dentilled cornice, and an altered staircase with plain balusters and column newels.
4	740-1/54/129 Grade II*	Church of St Aubyn including attached walls & walls to north & south, Chapel Street	Anglican church, formerly a proprietary chapel. 1771, the 1st new church for the expanding docks; chancel 1885. Plymouth limestone rubble plus ashlar tower and other limestone dressings including truncated spire over tower parapet with shaped and panelled gables to and turned corner vase finials all over a moulded cornice; dry slate roof with moulded stone eaves and front verges which are part of a triangular pediment except that the tower breaks forward in the centre. Classical style. Rectangular plan with nave and galleried aisles under one roof and chancel projecting in the centre of the east end. Two-storey elevations. Symmetrical 2-window pedimented front end with projecting 2 stage central tower. The truncated tower rises above the pediment and has square clockface to upper stage, moulded string dividing stages over blind oculus with stepped keys and round-arched doorway with impost string and stepped keyblock; panelled doors and plain fanlight. Similar keyblocks to the other openings including round-arched windows to 1st-floor

			left and right over flat-arched ground-floor windows, the left-hand window converted to doorway, the other window blocked; also blocked are round-arched doorways immediately flanking tower. Elliptical arches over segmental arches to the 5-window-range side elevations. Internally, barrel-vaulted nave with moulded cornices, aisles with half king-post trusses and arcades with panelled oak plinths to Tuscan columns and entablature; gallery front with fielded mahogany panels and pairs of fielded-panelled doors at west end of aisles to gallery staircases. Gallery pews not inspected. Fittings include late 19 th century square-ended oak pews and octagonal oak pulpit. Coloured late 19 th century glass to east window, otherwise plain leaded windows with rectangular panes. Low rubble forecourt wall with dressed coping and tall rubble walls to north and south with dressed coping and rusticated stone piers.
5	740-1/54/140 Grade II	The Western Public House, Fore Street	Public house on street corner. Mid-late 19 th century. Stucco; dry slate roof hipped at the front end behind stuccoed parapet with moulded entablature with heavy cornice; brick end stack on left and stack over apex of hip; many old pots. Deep rectangular plan with canted entrance bay on the street corner. Three-storeys; left-hand return and street front are 3:1:2 bays. Plinth, channelled rustication and voussoirs to ground floor, rusticated end and Tuscan end pilasters and giant pilasters above plus giant window architraves. Original 4-pane hornless sashes to 1st floor, horned copies above. Ground floor also has horned sashes; tripartite windows to left-hand return and central doorway with remains of pediment; also doorway to splayed corner and to centre of street front; panelled doors and plain glazed overlights.

***Listed Buildings within the Cornwall Street to Marlborough Street
Character Area***

1	740-1/54/153 Grade II	The Lugg Public House, Albany Street	Public house on street corner. Early-mid 19 th century. Stucco on rubble; dry slate roof, hipped on the corner; brick end stack on left, stuccoed lateral stack to front on right. L-shaped plan. Three-storeys; 3-window range with blind windows on the right plus 2-window range to right-hand return. 12-pane horned sashes with glazing bars, presumably copied from hornless originals. Clasp street corner is late 19 th
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			century shopfront which has pilasters with consoles, restored panelled stall riser and moulded entablature to fascia. 20 th century porch to left of shopfront has similar stall riser and moulded entablature. Interior of main bar has original tall boarded and grained dado and 2 blocked chimneypieces; old embossed wallpaper above and similar paper to ceiling.
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Listed Buildings within the Ker Street, Pembroke Street, James Street and Bennett Street Character Area

1	740-1/54/151 Grade I	Devonport Guildhall and attached walls, Ker Street	Guildhall. 1821-22 by John Foulston. Stucco. Rectangular plan plus transepts towards rear; designed to resemble an ancient Greek temple. Single storey; tetrastyle Greek Doric portico with fluted columns on stylobate; entablature with dentils and a stepped parapet surmounted by Britannia. Within the portico are more steps up to a central tapered doorway with eared architrave and a moulded entablature; pair of 5-panel doors. Side walls each with 5 windows and a pedimented transept. Windows nearest front are blind, the others have late 19 th century paired round-arched traceried lights. Interior of main hall has plaster cornice decoration. Stuccoed and coped courtyard walls at either side are ramped up towards the front and with doorways with pairs of panelled doors at the front end. Part of an important group of civic structures by Foulston, some of the most remarkable of their date in the country.
2	740-1/54/150 Grade I	Devonport Column, Ker Street	Commemorative column. 1824 by John Foulston. Granite fluted Greek Doric column surmounted by railed platform with flagpole, the column standing on a panelled plinth set on a high stepped granite ashlar platform approached by steps. To south side is a cast-iron plaque with crown and inscribed: 'Devonport, January 1st 1824'. This monument commemorates the change of name from Plymouth Dock to Devonport and the Charter of the Borough. Part of an important group of civic structures by Foulston, some of the most remarkable for their date in the country.
3	740-1/54/148 Grade I	Oddfellows Hall, 122-124 Ker Street	Hall. 1823 by John Foulston. Stucco; roof hidden by parapet; stuccoed end stacks. Egyptian style. Rectangular plan. Two-storeys; symmetrical 3-bay front with tapered roll-moulded architraves framing each bay in the shape of a pylon. Coved

			hoods surmount the side bays and there are similar but smaller hoods above the 1st-floor windows. Tripartite windows to ground floor single lights above; original patterned glazing. Central recessed porch is flanked by 2 Egyptian columns. The porch is approached by a flight of stone steps and there is pergola-like wrought-iron basket-arched frame in front of the porch. This building is unique in the Plymouth district; probably its nearest rival is the Egyptian House in Chapel Street, Penzance. Part of an important group of civic structures by Foulston, some of the most remarkable for their date in the country.
4	740-1/54/149 Grade II	Crown and Column Public House, Ker Street	Public house. Early 19 th century. Stucco; hipped slate roof with stuccoed stack on the left. Double-depth plan. Three-storeys; 3-window-range front. Original hornless sashes with glazing bars to tall 1st-floor openings and to square 2nd-floor openings. Stucco detail includes plinth, impost string to round-arched ground-floor openings at left and centre, sill bands and moulded hoods on consoles above 1st-floor windows. Spoked fanlights to arched openings including wider doorway on the left; entablature with moulded cornice over right-hand opening. Part of a fine group of buildings in the centre of Devonport.
5	740-1/54/145 Grade II	No 2 Old Chapel Public House, Duke Street	Former nonconformist (Unitarian chapel). 1790; converted to public house in 1801. Stone rubble with brick dressings but probably originally stuccoed; bitumen-grouted slate roofs with slightly-projecting eaves and moulded wooden pediment to front end of main roof and to porch roof. Rectangular aisle-less plan, presumably originally with galleries; small 20 th century flat-roofed single-storey extension to part of left-hand return. Two-storey elevations: 3 windows to left-hand side and 2 windows to entrance front. Round 1st-floor windows with glazing bars and pivot-opening centres. There is a blind oval formerly dated 1801 to the main pediment and a spoked glazed lunette to the porch pediment with a 1790 date plaque under; blocked ground-floor windows: 2 flanking wide central doorway of porch and 1 visible to left-hand return; 20 th century panelled doors. Interior remodelled 20 th century.
6	740-1/54/138 Grade II	No's 4-16 Duke Street	Planned terrace of houses. Mid 19 th century. Stucco with probable slate or asbestos roofs behind stuccoed parapet with moulded entablature; brick end stacks. Double-depth plan. Three-storeys; overall regular 12-window range with plinth, end

			pilasters and moulded hoods to 1st floor. No's 4 and 6 have their original 12-pane hornless sashes, otherwise late 20th century windows; ground-floor openings boarded up. Shopfronts inserted to No's 6-14; original moulded entablature with consoles to No's 14 and 16. Part of a good group in the centre of Devonport.
7	740-1/54/139 Grade II	No's 18 and 20, Duke Street	Library incorporating the former Devonport Mechanics Institute. Library 1849-50, institute 1843-44. Stucco walls and slate roofs where visible; moulded stuccoed end stacks to library. Fairly deep plan; library is Italianate style. Three-storeys; 3-bay library front with wider central bay with tripartite windows; 4-window-range institute elevation on the left, its main symmetrical 5-window front to left-hand return. Library has full eaves entablature with modillions and consoles above giant upper floors with faceted quoins. All windows have glazing bars and flanking pilasters; squat 1st-floor openings with consoles, moulded mid-floor string; central Venetian window to [galleried] 2nd floor and flanking round-arched windows, all with moulded entablature and keyblocks. Full width Doric entablature with triglyphs above ground floor which has channelled rustication, vermiculated quoins and jambs, moulded sill string, dropped sill jambs over plinth, and blind windows. Institute has plinth, 1st-floor sill string and modillion eaves cornice. Original hornless sashes to upper floors. Ground floor has pilastered and pedimented doorway to centre of main front. Interior of library has large hall with gallery carried on slender turned stanchions and projecting front on console brackets; bulging cast-iron balustrade; coved ceiling cornice and round-arched niches to end walls. Part of a fine group of civic buildings.
8	740-1/54/133 Grade II	No 6 Cumberland Street	House with later shop in planned terrace. c1880. Stucco with heavy moulded parapet cornice; asbestos slate roof with 2 roof dormers; deep brick end stacks. Double-depth plan. Three-storeys; 2-window range with original 12-pane hornless sashes; taller 1st-floor openings. Ground floor has late 19th century full-width moulded entablature over transomed double shopfront with splayed central entrance with glazed door plus overlight. Blocked doorway left of shopfront.
9	740-1/54/134 Grade II	No 7 Cumberland Street	House between 2 planned terraces. c1830. Stucco with much architectural detail; roof hidden behind parapet with squat triangular pediment; brick end stacks. Double-depth

			plan. Three-storeys; 3-bay front with pediment over giant Corinthian pilasters. Wider central bay with segmental arches to slightly recessed tripartite windows boarded over; flanking bays with round-arched niches with large vases to 1st floor and boarded-up 2nd-floor windows with panelled aprons under sills. Ground floor has channelled rustication flanking doorway on the left and shopfront boarded up on the right. A bold commercial design, part of a planned group in Cumberland Street and George Street
10	740-1/54/135 Grade II	No's 8-14 (cons), including The Lord Beresford Public House (No 9), Cumberland Street	Planned terrace of 7 houses with later shops and a public house. c1830. Stucco with probable slate or asbestos slate roofs mostly hidden behind stuccoed parapets with moulded entablature; old attic dormers except for large 20 th century loft window to No 13 (6th from left) rendered brick end stacks. Double-depth plan. Three-storeys plus attics; overall regular 14-window range. Original hornless sashes with glazing bars except to No's 11 and 13 and to 2nd floor of No 10. No's 8-10 have their original rusticated end pilasters and these survive to ground floor between the shops. No's 9-14 have their original panelled window pilasters, some of these to 1st floor rise through the moulded hoods, and sill brackets. Except for No's 9 and 10 there is a possibly original moulded cornice above the fascia of the shops. No 9 has good late 19 th century double shopfront with round-arched lights. The others with old shopfronts have had varying degrees of alteration. No 12 has had a late 19 th century shopfront removed and a smaller window opening inserted. No 11 has a crude 20 th century shopfront; those of No's 10 and 14 are also 20 th century.
11	740-1/54/136 Grade II	No 15 Cumberland Street	House at end of planned terrace. c1830. Stucco; roof hidden behind parapet with simple moulded entablature; brick stack on the left. Double-depth plan. Three-storeys; 3-bay front with wider central bay. Bays of upper floors with flanking giant pilasters; original tripartite hornless sashes to central bay, 1st-floor sash under segmental arch; flanking bays with round-arched niches and recessed aprons; tall blind window openings with relief aprons above. Ground floor has plinth and channelled rustication; doorway on the left, 20 th century shop window to central bay and blind window on the right.
12	740-1/54/141 Grade II	No's 2, 4, 6 George Street	Planned terrace of 3 houses fronting the end of a tapered block of planned terraces;

			2 later shops. Early-mid 19 th century. Stucco; mansard roofs: slate roof to No.4, others replaced with asbestos slate 3:2:3 dormers behind modillion parapet cornice; stuccoed and brick end stacks on stuccoed copings. Double-depth plan. Three-storeys; 3:2:3-window range. Original hornless sashes with glazing bars to 2nd floor of end houses, otherwise altered sashes or later windows; those to right-hand house within original architraves. Rusticated giant pilasters to upper floors flanking central house and plain end pilasters. Mid or late 19 th century moulded entablature over shopfronts to centre and right, the right-hand shop altered in the 20 th century, the other mostly boarded up. The other house (No.6) has 2 boarded-up sashes to ground floor.
13	740-1/54/179 Grade II	No's 1 and 2 Theatre Ope	Planned pair of houses on a street corner. Mid-late 19 th century. Stucco; slate or asbestos slate roof mostly hidden behind a parapet with moulded entablature; 2 stuccoed axial stacks. Double-depth plan. Three-storeys; overall 5-window range to Theatre Ope with the symmetrical 3-window front of No 2 on the left; similar symmetrical front of No 1 is to right-hand return facing George Street. Late 19 th century 4-pane horned sashes, the ground floor with channelled rustication and segmental arches; 1st-floor sill string and moulded architraves with tall keys to moulded hoods and simpler architraves with rounded upper corners to 2nd floor over bracketed sills. Doorway central to each front has a broken segmental pediment on consoles and original panelled doors. Included for group value, prominently sited near to listed buildings in Chapel Street and George Street.
14	740-1/54/181 Grade II	No 3 The Shakespeare Public House, Theatre Ope	Public house. c1870-80. Stucco; slate or asbestos slate hipped roof behind heavily-moulded parapet entablature; stuccoed lateral stack with moulded cornice near centre of front. Shallow double-depth plan with entrance to splayed corner. Three-storeys; 2:1:4-window 1st-floor range including left-hand return. Late 19 th century 4-pane horned sashes; channelled rustication and segmental arches to ground floor (right) string above; moulded 1st-floor architraves with tall keys rising to moulded hoods; simpler 2nd-floor architraves with rounded upper corners and sill brackets. Corner shopfront has full-width moulded entablature over 1:1:2:1 bays divided by pilasters; there are doorways with overlights

			and panelled doors to 2nd from left and to right-hand bays; the shop windows are transomed and have margin lights over panelled stall risers.
15	740-1/54/180 Grade II	No's 4 and 5 Theatre Ope	Terrace of 2 pairs of houses, probably married quarters to barracks. Mid-late 19 th century. Plymouth limestone brought to course; asbestos slate roof with sprocketed eaves; tall rendered axial stacks. Shallow-depth plan. Two-storeys; pair of symmetrical 5-window fronts with central doorways. 12-pane hornless sashes; doorways with overlights and 4-panel doors. Principally included for its complete frontage, which is prominently situated close to a good group of 19 th century buildings.
16	740-1/54/128 Grade II	No's 41-45 (Consecutive) Former Crown Hotel, Chapel Street	Planned terrace of houses with corner public house. Original public house sign with relief lettering: 'CROWN HOTEL 1880'. Stucco with stucco detail; dry slate mansard roof behind balustraded parapet with heavy moulded cornice; pedimented mansard dormers, 1 to each bay, most with original sashes; tall stuccoed axial and end stacks, most with moulded entablature and old clay pots. Double-depth corner-site plan with canted corner / pub-entrance bay. Three-storeys plus attic; 10 bays to Chapel Street elevation, 5 bays to Cumberland Street elevation and 1 bay to canted corner. Original 4-pane hornless sashes, most of the ground-floor openings boarded up. The corner bay has pub sign over canted oriel window with moulded cornice and corbelled apron, over tall overlight and pair of panelled doors. The other bays have segmental arched openings with moulded architraves to 1st floor and openings with pilasters, consoles and alternate triangular and segmental pediments to 1st floor. Ground floor has 5:1:3 bays of public house, with moulded entablature over tall shop windows and doorways divided by pilasters to greater number of bays and with carriage entrance to 2nd principal bay. Above ground floor of houses is a moulded string: right of public house fascia there is 1 bay with blocked doorway, a house with segmental-arched doorway on its right, last used as part of pub, and a pair of houses on the right with pair of pilastered doorways with stepped entablature and segmental-arched window openings. A late but high quality design in the stucco tradition, which groups with listed houses in Cumberland Street and George Street.
17	740-1/54/146	No 60 The Kings Arms	Public house on street corner. Late 19 th

	Grade II	Public House, Pembroke Street	century. Polychrome brick with dressed stone, terracotta and glazed tile detail; roof hidden behind coped parapet with moulded cornices and turned balustrades above windows; turret on corner with heavy moulded cornice above bracketed frieze and tower to right of return with steep pyramidal copper roof and finial behind a balustraded parapet with moulded cornice; at least 1 brick stack. Long rectangular plan with canted corner bay. Three-storeys plus octagonal corner turret, with keyed round-arched windows with octagonal angle mullions (above 2-storey oriel), and tower with Diocletian windows to upper stage. Road frontage to George Street and longer return into Pembroke Street is 1:1:5:1 bays. Corner bay has 3-light oriel windows over round-arched doorway with chamfered jambs and fanlight with margin panes over 20th century door. Tower bay has 2 keyed window openings over a round-arched doorway with small-paned fanlight and original panelled door. The other bays have moulded eared architraves to 1st and 2nd-floor windows, those to 1st floor with keyblocks and moulded entablature; 2-light transomed casements with glazing bars above the transoms. Moulded entablature with trailing frieze above ground floor which has round-arched window openings with moulded glazed arches with stepped keys, the arches springing from glazed piers above an ashlar pedestal / plinth, and there are cartouches to the spandrels; 3-light windows with double transoms and glazing bars above the transoms. Interior not inspected except to note elaborate moulded and carved cornice to large ground-floor bar. Included as an externally impressive and well-detailed example of a late 19th century public house design.
18	740-1/54/142 Grade II	No 57 George Street	House on street corner. Early-mid 19th century. Stucco with painted granite ashlar plinth; roof hidden behind plain parapet; stacks over rear wall. Wide single-depth plan with right-hand end to George Street. Three-storeys; 4:1:2-window Clowance Street front and 2-window-range right-hand return. Mid-floor string and 2nd-floor sill string. Many original hornless sashes with glazing bars, some with glazing bars removed and some later horned copies both with and without glazing bars. Original tripartite sashes to entrance bay, there is a porch with simple entablature and with a segmental-arched doorway with consoles and pair of glazed doors.

19	740-1/54/161 Grade II	Mount Wise House, Mount Wise	House. 1808-10. Stucco with stucco detail; dry slate hipped roof behind stucco parapet with moulded cornice. Large square plan with 2 rooms at the front flanking a central entrance hall. Three-storeys; nearly symmetrical 6-window front with doorway to 3rd from left bay. Original or copy hornless sashes with glazing bars. Stucco detail includes: channelled rustication to ground floor with impost string to wide segmental arches with recessed windows; sill bands and moulded hoods on consoles to 1st floor. Later open cast-iron and glazed port-cochere with ornate spandrels. Similar general detail to 5-window left-hand return which is possibly the original front (facing George Street). Built as officers' accommodation for the naval base.
20	740-1/54/158 Grade II	Hamoaze House and attached forecourt railings, Mount Wise	Large house on naval base. 1795, built for the Duke of Richmond and later extended. Plymouth limestone ashlar with mid-floor and sill strings; dry slate hipped roofs behind moulded stone parapets; ashlar stacks to rear of front wings and rendered end stacks to centre block. Large double-depth plan with three-storey-over-basement centre block and flanking two-storey wings, plus various extensions at rear. Symmetrical 3:5:3-window front with original and copy sashes with glazing bars under flat arches, shorter windows to upper floors. Central enclosed stone porch with moulded and dentilled entablature and fanlight to round-arched doorway with panelled doors; round-arched side windows. Added to the porch is an open cast-iron trellised verandah with 2 bays on either side of the porch and with a glazed balcony under a hipped roof to 1st floor above. Good side doorway to George Street. Interior has many original features of interest including open-well staircase with turned balusters to lower flights and stick balusters higher up. Original wrought-iron forecourt railings. One of a fine group of buildings.

Listed Buildings within the Storage Enclave Character Area

1	740-1/96/210 Grade II	Former Devonport Market House (SO53), South Yard, Devonport Dockyard	Market hall, now store. 1852, by St Aubyn. Squared, snecked limestone with granite dressings, cast-iron, and mineral felt roof. Italianate style. Rectangular plan with NW clock tower. Two-storeys; 3-bay range. Ground floor has three round-arched doorways, the right and middle ones blocked and the left with double doors,
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			linked by an impost band, a cornice, with 3 upper iron-framed fully-glazed gables containing an arcade of round-arched windows beneath a panelled band and moulded gables with 3:6:3 round-arched lights, and glazing bars. Corner tower set diagonally has a battered rusticated ashlar base with open round-arches and a cornice, tower has rusticated quoins to a cornice which rises over a clock face each side, and open belfry with keyed round arches and balustrades, modillion cornice and swept leaded roof to a weather vane. Right-hand return stone, 1:3 upper windows, similar left-hand side has brick ground floor with two round-arched doorways. Rear is altered, a rubble ground-floor with corrugated iron lean-to roof has incomplete sides, beneath a corrugated iron screen and iron gables as the front. Internally contains a good cast-iron double Imperial stair to the rear which rises front and back to a landing and then turns to the sides to a cast-iron gallery with lattice railings on three sides of the hall, on round columns with palm leaf capitals, and three parallel iron-trussed roofs. Particularly notable for the architectural interest of the tower, and the good internal ironwork and glazing.
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Listed Buildings within the Pottery Quay Character Area

1	740-1/94/191 Grade II	North Gate and attached Dockyard Walls, Morice Yard, Devonport Dockyard	Gateway and attached dock walls. 1870s. Limestone ashlar gateway, with rubble and ashlar walls, Gateway has a pair of massive, rusticated square piers with round-arch doorways with VR in wrought-iron open fanlights, set in rectangular recesses and leading to brick vaulted through passages, a thin string and moulded cap with stepped base to ball finials. 20th century timber double doors, beneath a wrought-iron overthrow and hexagonal lamp. Quadrant walls with 5 rifle loops extend forward to plain piers, connected to dock walls with half-rounded coping, extending approx. 250m to NW and SW to enclose the N end of the Morice Yard. The Yard was laid out by the Board of Ordnance from 1720, and the 18th century Dockyard walls were extended in the mid C19 expansion of Devonport Dockyard when the North Gate was added. An important element in defining the 19th century extent of what is the best surviving 18th century naval ordnance yard in the country.
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Buildings at Risk within Devonport

- The Lugger Public House, Albany Street
- The Swan public House, Cornwall Beach
- 6-8 Cumberland Street
- Former Devonport Market Hall, Storage Enclave
- South Saw Mills, South Yard, Devonport Dockyard
- South Smithery, South Yard, Devonport Dockyard
- Turncock's House, South Yard, Devonport Dockyard
- HMS Doris Memorial Gun, Devonport Park
- Higher Park Lodge, Devonport Park
- Lower Lodge, Devonport Park
- Gate Piers (lower park), Devonport Park
- Walls and Railings, Devonport Park
- Napier Fountain, Devonport Park
- War Memorial, Devonport Park
- 18-20 Duke Street
- The Bristol Castle Public House, 6 Duncan Street
- Public Toilets, George Street
- 52, 57, 75 George Street
- Mutton Cove Harbour and Pier, James Street
- Walls, James Street
- The Crown and Column Public House, Ker Street
- Devonport Column, Ker Street
- Devonport Sign, Ker Street
- Devonport Guildhall, Ker Street
- Oddfellows Hall, 122-124 Ker Street
- 21, 23, 31, 33, 34, 47, 49 Marlborough Street
- Mount Pleasant Redoubt, Masterman Road
- Walls (Devonport side), Morice Yard
- Sub-station, Devonport High School for Boys, Paradise Road
- Walls and building (attached), Devonport High School for Boys, Paradise Road
- 60 (The Kings Arms Public House) and 61 Pembroke Street
- Walls, Prospect Row
- Main Gateway to Raglan Barracks, Ragland Road
- Walls and Railings, rear of Mount Wise
- Interior Walls and Railings, Richmond Walk
- Mount Wise Landing Steps and Arch, Richmond Walk
- Mount Wise Redoubt, Richmond Walk
- Rose Cottage, Richmond Walk
- Upper Walls, Richmond Walk
- Walls and Railings, Seymour House, Mount Wise
- Lamp Post opposite Seymour House, Mount Wise
- Walls opposite Seymour House, Mount Wise
- Dockyard Wall, South Yard
- Water Fountain, St Aubyn Road
- 1-2 Theatre Ope
- Tower Washbourne Close

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