

Cornwall Industrial Settlements Initiative
PENTEWAN
(St Austell Area)



March 2002

CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

Conservation Area Partnership

Name:	PENTEWAN	Study Area:	St Austell
Council:	Restormel District Council	NGR:	SX 0147
	On the south coast of Cornwall on Mevagissey Bay, to the south of St Austell	Existing CA?	Yes
Main period of industrial settlement growth:	1820 - 1900	Main industry:	Port

Industrial history and significance

- Ancient and interesting history.
- Quarrying and tin-streaming since the Middle Ages and earlier.
- Pentewan stone quarries one of the most significant historical and geological sites in Cornwall
- Relationship with other china clay ports (Charlestown, Par, Fowey), to St Austell and the china clay area integral part of its character and significance.
- Rivalries of the various ports/railway schemes and their promoters is key element in history and character of the whole china clay industry.
- The story of Pentewan is intimately bound up in the fortunes of a single family, an archetypal feature of Cornish industrial history; the continuing story of the struggle to keep the harbour open is in itself an almost heroic tale.
- Added significance over and above its associations with the china clay trade; first artificial harbour here constructed in 1744 predates that at Charlestown by 50 years, and is indeed one of the earliest such ports in Cornwall. Much wider range of activities than many other mineral ports (for instance Charlestown) – fishing, tin streaming, quarrying, railway, milling, grain and general trade, sand and concrete.
- Because of only moderate success as a port, Pentewan stands fossilised with unusual survival of much evidence of how it functioned, the buildings and processes that went on there, the scale of the local trade and industry.
- Pentewan is unique in the area for being set within an almost completely man-made and industrial landscape - the coastline and coastal landscape itself has been significantly altered by industry.

Other comments

Extremely significant as an industrial settlement in a recognisable industrial landscape, Pentewan has not been swamped by the suburbs of St Austell, nor suffered from major tourist expansion within the settlement (concentrated at the nearby caravan/holiday park). This industrial aspect of its history, character and setting needs to be fully recognised in future policies and schemes to balance the already well-established policies for the natural environment and picturesque scenery of the area.

This settlement will either form part of the proposed Cornish Mining World Heritage Site Bid, or will be considered an important part of the context for the Bid.

Recommendations

Historic areas

Extension to the conservation area. Further extensions up the Glentowan valley may be justified on the basis of further investigation of the historic quarrying industry and its remains.

- Article 4 Directions to control PD on single dwelling houses and alteration and partial demolition of small buildings and walls in CA
- Designation of Area of Great Historic Value
- Area specific measures to preserve amenity
- Area of Local Architectural or Historic Value
- Full survey of archaeological potential

Historic buildings

- Additions to the Statutory List of Buildings of Architectural and/or Historic Interest
- Creation of List of Locally Significant Structures

Policy and management

- Management schemes, development briefs and conservation plans for some of the most sensitive historic buildings and areas
- Site specific design guidance
- Restoration/enhancement schemes
- Derelict land schemes to be based on understanding historical and archaeological importance sites and their value to the setting of Pentewan
- Back-land areas and rear lanes to be recognised as an important aspect of Pentewan's character
- Future road improvements and/or provision of street lighting and furniture to respect the historical building line and reflect differences in the local townscape
- Full survey of existing trees and ornamental landscapes to be undertaken and protection measures taken where appropriate
- Policy for landscaping treatment to be developed to address both hard and soft landscaping issues around Pentewan.
- Provision for the interpretation of the harbour complex, one of the best surviving industrial/commercial complexes in Cornwall, with considerable architectural as well historical merit.
- Existing town trails and guides and other promotional initiatives integrated further and promoted as a single package, and partnerships developed.
- Further study on adjoining areas outside the existing CISI programme and wider themes.

Conservation Area Partnership

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The Cahill Partnership
and
Cornwall Archaeological Unit

March 2002

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Front cover illustration

Pentewan and Pentewan Sands; looking north (CAU F19/80/SX 253 535)

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Abbreviations in main text

AGHV	Area of Great Historic Value
AGSV	Area of Great Scientific Value
ALAHV	Areas of Local Architectural or Historic Value
AONB	Area of Outstanding Natural Beauty
CA	Conservation Area
CAU	Cornwall Archaeological Unit
CCC	Cornwall County Council
CISI	Cornwall Industrial Settlements Initiative
GPDO	General Permitted Development Order
HES	Historic Environment Section, Cornwall County Council
HERS	Heritage Economic Regeneration Scheme (English Heritage)
HLF	Heritage Lottery Fund (ing)
LB	Listed Building
MoD	Ministry of Defence
OALS	Open Areas of Local Significance to Settlement Character
OS	Ordnance Survey
PD	Permitted Development
SPG	Supplementary Planning Guidance
[1]	Site number on Figure 4 and in the gazetteer (Appendix)

1 Introduction

1.1 Background

Cornwall's industrial settlements are the subject of a Conservation Area Partnership under the heading Cornwall Industrial Settlements Initiative (CISI). This partnership between English Heritage (with the Heritage Lottery Fund), Cornwall County Council, and the District Councils is intended to assess the character and significance of the County's 112 industrial settlements. These include villages, ports and towns associated with Cornwall's 19th century industrial revolution, based on metalliferous mining, slate and granite quarrying, and china clay extraction. The historic importance and distinctive character of such settlements has previously been undervalued, and their existing status does not adequately represent the industrial history of the county. CISI is aimed at redressing this imbalance.

1.2 Project aims

The aim of CISI is to produce a settlement by settlement analysis in order to obtain an overview of the history, present character and importance of Cornwall's industrial settlements. This will help determine where, for example, new Conservation Areas should be designated (and existing ones revised), and could provide the basis for Conservation Area Statements (to be drawn up subsequently by District Conservation Officers).

A bid is being prepared for submission to UNESCO by February 2004 (for inscription in June 2005). The bid areas will include the full range of 18th-20th century mining landscape components, including the settlements that were created or rapidly expanded as a result of mining and its associated industries. All mining settlements are of significance to the World Heritage Site Bid – those that fall within the final Bid areas will be covered by the WHS Management Plan, while those that fall outside these areas will form part of the context for the World Heritage Site and will need to be sensitively managed in the light of this.

1.3 Project methodology

The methodology involved historical research, followed by a site visit(s). For the historical research, a date range of 1750 to 1945 was chosen, as this represented the period of industrial growth and decline in Cornwall. Archaeological and historical sources housed at CCC (see Section 9) were consulted, together with Listed Building data supplied by the District Councils. Using this information, Ordnance Survey base maps were hand coloured to show: the different phases of historical development; surviving historic components from each development phase; archaeological sites, key historic buildings, and statutory designations. These maps (which formed the basis for Figures 2-4), together with copies of the primary sources consulted, were bound into a folder for each settlement, for use during site visits.

The focus of the site visits was to assess settlement character and consider ways in which this could be protected and enhanced in the future. This was achieved using a checklist drawn from *Conservation Area Practice: English Heritage's guidance on the management of Conservation Areas* (1995) and *Conservation Area Management - A Practical Guide* (published by the English Towns Forum, 1998). The maps compiled during the historical phase were enhanced during the site visits, particularly with information relating to the survival and significance of historic buildings, and a general photographic record (colour prints) was made of each settlement. Meetings on site were arranged with the District Conservation Officers in order to discuss current initiatives and recommendations for future management.

1.4 Date of Assessment

Pentewan was assessed and a draft report produced as part of CISI during autumn 2001

2 Location and setting

2.1 Geographical location

Pentewan is located on the south coast of mid Cornwall at the junction of a side valley (Glentowan) and the main (St Austell) river valley near the mouth of the St Austell River where it meets the sea, approximately two miles north of Mevagissey on Mevagissey Bay (itself part of St Austell Bay). It is four miles south of St Austell in Restormel District and St Austell Parish.

2.2 Landscape setting

The river, the silted up harbour approach, the harbour basin and sand dunes together form both physical and visual barriers that separate the village from the sea, its very reason for being. The result is a curiously intimate central area around the harbour basin bounded to the south by the broad expanse of the sand and holiday site and, on the inland side, by the steeply rising hills and wooded valley sides of the St Austell River and the Glentowan valley.

3 Summary historical development (Fig 2)

This section should be read in conjunction with Figure 2, and summarises the more detailed analysis (Appendix 1), to which reference should be made for further information.

3.1 Pre-1809

Pentowan, a sandy bay witherto fischer bootes repair for socour....Here issuith out a praty ryver'
(Leland, 1549)

- There is evidence of prehistoric and Iron Age settlement in the area ('The Round' overlooking Pentewan).
- Documentary evidence indicates a harbour since medieval times. Activity focused on fishing, agriculture, tin streaming, milling (14th century) and quarrying and export of Pentewan Stone (13th century). Norden's map of c. 1570 shows a relatively large settlement at Pentewan.
- Between 1693 and 1697 Cornwall's first copper smelter was established at Polrudden (possibly on the east side of the Square at the foot of Pentewan Hill); expanding trade based on servicing mines further up the valley: Polgooth mine was already well established in the 16th century and, by 1700, one of the largest mines in Cornwall.

'It is a handsome village and in good seasons great stores of fish are brought in here.... Pentewan would form a pretty port were it not for the bar of sand made by the waste brought down from tin works, so that small craft only can get in and then only at spring tides...'

(Tonkin 1739).

- To overcome problems of silting and exploit the expanding pilchard industry, in 1744 an artificial harbour basin with associated fish cellars was built by Pentewan's landlord, Christopher Hawkins of Trewinnard. The block of foreshore development around the Ship Inn was added to the medieval core around Higher West End and on the west side of The Square. Settlement extended along West End in the later 18th century with the building of the bridge and the limekilns at Hay Farm, although there may have been earlier development here.
- By 1809 Pentewan was suffering decline due to the impact on the pilchard trade of the Napoleonic War embargoes; Polgooth was past its prime; extensive silting had been caused by mining waste.

- The waste encroached on the harbour, leading to dilapidation, flooding and decay in the village and the tin streaming works. 1809 OS survey drawings showed no appreciable expansion in the area of settlement over Thomas Martyn's map of 1748.

3.2 1809-41

Pentuan Cove.... has been lately improved with a pier for the establishment of a pilchard fishery, and commercial concerns, and although the difficulties and disappointments have been many and expensive, there is reason to hope that the undertaking will ultimately prosper. The washing down of the sand &c from the upper part of the valley has been.... a grievous impediment to the carrying on of the works.'

(C. S. Gilbert, Christmas 1820)

- Between 1818 and 1826 Hawkins built a new harbour - a speculative venture based on the expanding china clay industry and the potential of the pilchard fishery.
- The new harbour was built *'in the same place where the old Harbour existed'*, and involved deepening the basin & entrance, building quays and gates, a pier/breakwater (to protect the entrance and to separate the harbour from the river-borne silt), installing cranes, and building a reservoir in the Glentowan valley to flush out the harbour. Warehouses were built on the east side of the basin with a couthouse (later the harbourmaster's office and house).
- A horse-drawn tramway from Pentewan to St Austell was also developed by Hawkins (1826-30). A coalyard was built on the south side of the harbour, the whole of which was enclosed by a wall by 1839.
- Despite the investment, the railway and harbour had only modest success - it acted mainly as an overflow port to Charlestown, Par and Fowey relying largely on pits leased from Hawkins himself. Other important trade was in limestone (supplying local kilns) which, by 1832, had overtaken in tonnage that of clay; ironstone (exported from 1838), coal importing (supplying St Austell gasworks and Polgooth Mine as well as local needs), timber, salt, tallow and grain.
- By 1837, the Happy Union streamworks was abandoned, although Wheal Virgin survived until at least 1874.
- As part of this massive investment programme in the 1820s, Hawkins also built extensively in the village (more than doubling its existing extent in the process), including The Terrace, and the reservoir in the Glentowan valley, which allowed the development of housing in this formerly marshy valley floor (North Road, Glentowan Road - with the first purpose-built Methodist chapel in Pentewan - the north side of The Square, partly built on the retaining wall of the reservoir). By the time of the 1841 Tithe map, the village had reached its fullest extent (apart from a few early 20th century houses).

3.3 1841-1880

- Continuous improvements were made to the railway and harbour facilities throughout the 1840s to 1860s (including the first of the new flushing reservoirs north of the harbour in 1849). The 1850s were the peak years of economic activity in Pentewan and there were already some substantial local ship owning families established in Pentewan. However, there was scarcely any expansion or development in the village - the only recorded extension of facilities in this period is the first mention in 1856 of a new pub, the Jolly Sailor.
- By 1868 silting was so bad the harbour was virtually at a standstill, and led (1870-72) to major works to improve the harbour: the string of 4 reservoirs up the St Austell River valley; complete refurbishment of the harbour basin; the rebuilding of the long wooden

breakwater/pier in stone. At the same time the reformed Railway Company converted the horse-drawn line to steam traction, with clay sheds, trestle viaduct and extended coalyards at the harbourside. Besides china clay, major exports were stone and sand, major imports coal, timber, bones and limestone.

- Returns from the clay trade at Pentewan increased up to 1877. The relatively prosperous but static trade in this period was reflected in the village, which experienced some rebuilding within its existing boundaries, but remained virtually static in its extent. Building was mostly of improved community facilities (Board School 1873, Wesleyan Chapel and Sunday school 1880). The trading population was larger than subsequent 19th/early 20th century period with a predictable dominance of the harbour in local business.

3.4 1880-1906

- From 1872 to the end of the 19th century (and into the 20th) Pentewan's trade declined relative to rival deep-water ports, especially the clay ports at Par and Fowey served by improved main line railways (the link to Plymouth 1859, the Newquay and Cornwall Junction Railway 1867). Other trade also diminished, and by 1900 transporting sand up the railway to St Austell for building and exporting it from the harbour began to replace clay as the main trade. Old track and wagons belonging to the railway were used to extend a tram system onto the sands.
- The relatively modest coastal trade of Pentewan proved profitable enough for more large houses to be built for the local ship captains and owners late in the century. A new Bible Christian Chapel was built in 1889, the old one becoming the village reading rooms, the first post office was established in the village in 1897, a doctor's surgery opened and the school was enlarged in 1900. The only significant townscape improvement was the widening of the entrance to Glentowan Road with the associated rebuilding of the adjacent row.

3.5 1906-1946

'The fishing and bathing are good'

Kelly's Directory, 1939

- In the early part of the period the making of concrete blocks developed from the existing trade in exporting local beach sand, becoming the primary activity in Pentewan after WWI. Some improvements were made to the harbour area, mostly connected with provision of plant and access for the expanding blockworks, with a new concrete block extension to the breakwater/pier in 1909. Although the blockworks flourished it provided relatively little employment. The main import was cement. By the end of WWI, most of Pentewan's other traditional import/export trades had all but ceased and in 1918/1919 the railway line and engines were requisitioned for the MoD and the rails lifted.
- Despite the harbour gates being replaced in 1939-40 WWII saw the harbour closed. In 1940 the last commercial ship left Pentewan taking 300 tons of sand. Storage areas around the harbour were taken over by the American Army, the beach was mined and the blockworks made beams for air raid shelters.
- Apart from increasing facilities in the blockworks plant, and the remodelling of some of the warehouses on the east side of the basin, nearly all the development in Pentewan in the early 20th century was domestic – the provision of private houses and bungalows as private residents were attracted to the area because of its scenic value and tourism became increasingly important. Camping on the Winnick had begun in the 1930s. On the eve of WWII, the future reliance of Pentewan on tourism was already well advanced.

3.6 Post 1946

- Although the dock and reservoir were cleared out in 1945, new lock gates fitted, and the navigation channel cleared, no trading vessels came back to Pentewan, and only a few pleasure craft, and the harbour soon silted up again.
- Continued extensions were made to the blockworks site including: a bridge over the river, rail lines taken across the beach, a grabline crane on rails on the quayside. Fine sand was also deliberately washed down river from St. Austell. The business continued to about 1966.
- By that time (as today) the major economic activity in Pentewan was tourism, and the largest single business was the campsite that had developed in a big way since the 1950s, gradually taking over parts of the blockworks complex.

4 Character (Figs 3 & 4)

4.1 General

Pentewan is tucked away from the coast, and is only physically related to it by the remnant industrial area that serves as its link to the beach and sea; otherwise the village is quite inward looking around the large central dock basin. This relationship is not just accidental. The Terrace and other houses look inland over the harbour, partly for shelter, but also importantly reflecting early 19th century ideas of the picturesque and pride in technology; in 1821 the appearance of the working harbour was as important and attractive as the natural scenery.

Pentewan, even in its present picturesque setting, is a coastal village that has been shaped by its industrial past. Its general air of intimate seclusion and quietude at the end of a deeply wooded valley is at odds with its neighbour - the adjacent holiday park is both its economic saviour and the main element of visual and environmental intrusion in the area.

Pentewan is today a residential and holiday centre, where almost all the local businesses and activity is dedicated to tourism. This is understandable given the picturesque setting, and the pretty cottages centred on The Square, and the potentially pleasant central body of water. There is little to explain the industrial past of the village, interpretative material, a local museum, even simple maintenance and care are lacking –the village appears to be ignoring its industrial past. The harbour is figuratively as well as physically fading from its central role in the village. Recognising its potential might help change the seasonality of the settlement, and provide a more permanent attraction than the small scatter of gift shops and tearooms.

The topography of the village means that streetscape and spaces are not all revealed or obvious at one go – the curving road and enclosed valleys mean that there are distinct areas even within such a small settlement. Pentewan's character is a continuously unfolding experience, and it is only around The Square and the harbour itself that a broad space is encountered; the peculiarity is that from here, it is possible to see almost at a single glance all those parts of the village which are otherwise distinct and separated from each other.

4.2 Buildings, streetscape and spaces

4.2.1 General - Roofscape

- Because of the local topography, roofscape is of greatest importance throughout Pentewan, the paths and roads leading onto the village from the west and north especially looking down over village.
- Roofs and back elevations are often as important as more obviously principal front elevations.

- Pentewan has been remarkably lucky in keeping many slate roofs while modern alternative materials have by-and-large not proved too intrusive. Most modern buildings have traditionally or simply shaped slated roofs, and relate to the grain of the valley topography.
- Even where buildings step up the slope, rather than roofs receding from view, it is the elevations of the buildings which are obscure, so that roofscape is dominant even from below in the village.

4.2.2 The old school and west of the bridge

- This is the main gateway to Pentewan with a disparate but exceptionally interesting group of buildings: bridge [9], outbuildings on north side of road [89], former school [5], the Happy Union pump house [6] and garage [3] (former bone mill); also Rock Cottage [1] and Barton Farm [2] on west side of main road.
- Scattered around, the buildings for most part turn away from the over-dominant sweeping road junction with its all-too-evident yellow lines, painted speed roundels etc.
- Behind the grass, cars and garage, which dominate the foreground, to the rear of the school are trees, with some houses seen on the wooded slopes of West End – absolutely no indication here of closeness to the sea, and this establishes Pentewan’s sense of seclusion, of a place hidden away.
- Parking around the school and listed pumphouse [6] is untidy and serves only to increase the sense of roadside waste.
- Once beyond the junction, the approach to the bridge is more enclosed, wooded and narrowing giving a definite sense of entering somewhere different.
- The built environment as well as its natural setting is nicely bound here with the village because of excellent pedestrian links.
- Buildings actually face into the village, not out to the road. Although the garage [3] has obviously been altered to face the road, it retains old buildings and full access to the rear connecting it with the rest of the village.
- Often inappropriate alterations to various buildings have not yet been so serious as to compromise streetscape.

4.2.3 West End

- Overgrown and tranquil – it is easy to forget that the area around the bridge was once as intensely industrial as any part of Pentewan.
- A remnant industrial landscape formed by the bone mill, artificially straightened river, pumphouse to Happy Union stream works, forge [11] and bridge itself [9]; partly-dried up reservoirs [17] with sluices [79] and limekilns [18], [72]; railway and industrial buildings on south side of West End beside and below the car park [86], [19]; all set hard up against the settlement area east and north of the road.
- Although subject to demolition, decay and softening effects of new shrub and tree growth, this remnant industrial landscape is still recognisably different from the built-up streetscape, almost urban in density, which starts suddenly after the sharp right angled turn in road.
- West End cottages [12] - [15], with their climbers and little front gardens, form a picturesque part of the village proper being predominantly two storey in scale. Despite the apparent small scale, the quality of materials and detailing (such as the unusual horizontal window panes, also found in Falmouth) suggest that these were quite substantial houses in their day.

- Houses are hard up against the road with no pavement; front walls, some to small gardens, are an important feature of enclosure here, mirrored by the long wall [87] around the harbour complex that forms one of most important streetscape elements in this part of Pentewan.
- A car parking area has replaced recently demolished buildings -although there has been some tree planting, it is thinly spread and temporary in appearance, insufficiently landscaped to form an effective balance in quality of built environment.
- Good sequence of buildings going up Higher West End slopes, with the retaining and garden walls making a positive contribution to townscape.
- Higher West End is probably the medieval road. Buildings along it may be among the oldest in the village [15][22][27]. The Ship Inn [21] was probably only developed when the first harbour of 1744 provided firm footings and harbour walls; before that, this would have been the foreshore.

4.2.4 Harbour and central area

- The buildings in The Square have kept to the small scale set by [29], one of earliest buildings in Pentewan.
- Late 19th century rebuilds [33] are clearly different in material and detailing - reflecting the partial rebuilding of the opening to Glentowan Road, although they do manage a smooth transition from older buildings adjacent, including the former stores/post office [34].
- A major exception is the grand 3 storey house [23] on the corner that dominates the whole central area – built for a prosperous ship owning family in late 19th century.
- There has been some loss of detail, materials, colour and individuality through late 20th century alterations – Jubilee House, for instance, now has dull grey render, but had coloured Dutch tiles when built.
- Buildings behind the Ship Inn and rising up-slope include some re-fashioned but probably 18th century or earlier buildings [22] and other houses significantly grander in scale [25]; these larger houses are clear symbols of late 19th/early 20th century aspirations.
- The buildings around The Square address it with a certain formality and scale respecting the rectilinear, planned character of the space.
- Landscaping and traffic measures in contrast are dated and overblown, resulting in inappropriate clutter (e.g. lamp posts). The traffic routing cuts off part of the space, with intrusive yellow lines, and a poorly laid out parking area, ignoring the formal, rectilinear character; as a result The Square has lost meaning as a formal space and is only a through route – the whole space is not drawn into it.
- The Quay buildings [61] – [65] form a striking group that serves to enclose the harbour basin on the east side, picturesque in their own right, and of great historical significance as part of the same overall design that created the harbour and The Square.
- On the west side of the basin a series of innocuous looking sheds [67, 69, 71] and an interesting old coalyard shed [68] are an integral part of the jigsaw of industrial buildings and character around the harbour.
- The blockwork construction of many of these is actually part of their historical significance and an essential part of the settlement's character.

- The harbour basin is a somewhat incongruous sheet of water, obviously the focus of the settlement, yet cut off from it and the sea; lack of tidal movement in the basin adds to its sense of detachment from its surroundings.
- The spatial qualities of the harbour are now rather debased and under-effective in the townscape. The open areas of the quays and their survival as areas distinct from the rest of the village are a vital aspect of Pentewan's historic settlement character, and the boundary wall [87] that separates them is one of dominant elements in streetscape. Originally backed by a few well-managed trees that added to the character of the streetscene, the space beyond the boundary wall by the Square has become an overgrown waste area of grass and shrubs (with a public toilet block) that are of limited habitat, landscape, streetscape or scenic value, only serving to cut The Square off from the harbour. The main open areas of the quays are poorly landscaped and surfaced (although retaining important historical remains like the rail/tram lines), informally used, overgrown or cluttered with inappropriate municipal improvements.
- While the massively-constructed harbour walls and quays are the most obvious historical items surviving in the harbour complex, the dock gates and associated gear add a further and perhaps more distinctive layer of significance. They show that the harbour was locked - it was not just a tidal basin but a floating dock, fed and flushed by the numerous upstream reservoirs and sluices, and the whole complex was an integrated engineering system to manage a harbour otherwise limited by the tidal range. This is fundamental to its history and its character, and to the character of the whole of Pentewan as a port and settlement.
- Beyond the harbour is the underused area of south quay/clayworks/blockworks. On the pier/breakwater and behind it are the remnants of the blockworks [74], wartime installations [83], sluices [70] and the straightened river [95], all now used by leisure or commercial interests (the sailing club, rented lock-ups, or as part of caravan park complex).
- While the navigation channel is now filled with sand, and the true scale of the breakwater/pier hard to gauge, from the beach it remains a massive barrier, partly constructed of well-dressed and coursed stone, partly of rougher concrete core dressed in re-used and randomly coursed stone.

4.2.5 Glentowan/North Road

- An informal, enclosed space in the steep valley, the former flushing pond is now much reduced in size and enclosed for garden space, with inward-looking rows of cottages, footpaths and alleys creating an area in great contrast with the open, formal, urban qualities of The Square and the harbour.
- Catslide backs of the houses facing onto The Square are a major feature.
- Glentowan Road forms an informal, almost chaotic streetscape, sometimes hard up against the road, sometimes set back like the cottage row [31].
- Semi-ruinous buildings have been patched up and re-used, the result being a wonderful mix of textures and styles, running out into open countryside.
- North Road's historic streetscape is debased, despite all the listed buildings, because of the poor quality of infill building on the west side, the loss of what were gardens to development, and the inappropriate strident yellow lines and large telegraph poles; the loss of boundary walls on the valley side for hardstandings is detrimental, as is the introduction of alien materials and 'hacienda' detailing.
- The row of listed and (strangely) unlisted cottages [38 – 45] with their small front gardens, originally with separate larger gardens on the opposite side of the road, together with the

remnants of the lime kiln [73] (could this be remnants of the copper smelter?) give North Road a one sided appearance of texture and quality, where the cottages are as much a unified architectural statement as The Terrace.

4.2.6 Pentewan Hill/ The Terrace

- Buildings stepping up the hill in a sense hide each other's elevations, so that roofscape is dominant even from below in the village.
- Most buildings sit downslope of the road, and do not intrude on the vista along this important entry to the village.
- However, more recent alterations to buildings up Pentewan Hill make the true age (and non-domestic origin of some) difficult to discern without close inspection. Not only has character been diminished, but also historical evidence of former use may have been lost.
- The vehicle openings around many buildings on Pentewan Hill are intrusive: [48][49/50]; the chapel [51] has lost some historic character during conversion, and this is exacerbated by poor landscaping.
- The Terrace [54 –56] remains as an important planned addition to the organic settlement, lending an elegant air to the otherwise vernacular townscape.
- The slopes below and to the north of The Terrace have interesting selection of early 20th century bungalows [52][53][59] – they mark the inter-war period when Pentewan had modest favour as a residential area.
- The main characteristic of this area, however, is the density of greenery, both formal gardens and self-generated scrub and woodland that covers the slopes and encloses the roads and paths.

4.3 Walls and ephemera

- There is a wealth of interesting walls and streetscape ephemera around Pentewan.
- Walls have a great importance in defining the textural and spatial character of the conservation area and historic buildings, especially near to the bridge [79] and the wonderfully long and almost interrupted wall that runs around the basin [87].
- That the harbour was enclosed and a distinct entity within the surrounding village was an important part of its history and character for 160 odd years, and still is now.
- The whole of the harbour area is littered with remnants of rails, bollards, operating gear, sluices etc. - all essential components in the history and character of the village, as well as being important historic structures or archaeological features in their own right.
- Streetscape ephemera around Pentewan includes e.g. the Charlestown Engineering Works drainage grille in The Terrace, lamppost bases, marker stones, railways, bollards, boundary walls, at least three standpipes/public pumps, areas of historic paving and surfacing, gates, steps etc., all of which add to the interesting texture and fabric of the village.
- In aggregate these ephemera form a larger group of such survivals than many larger settlements can show.
- However, throughout Pentewan there is an inappropriate proliferation of yellow lines, tall grey lamp posts (the stuff of main roads, not intimate village streets), uninspiring planting schemes (including strangely located and shaped planters), as well as the usual modern clutter which a good management plan could address.

4.4 Materials

- The differential use of materials in the various historic buildings in the village has great potential as a significant dating diagnostic tool.
- The hard grey local stone, often rough-dressed in informal coursing, is used with brick lintels and slated roofs (most now replaced with artificial but not generally intrusive roofing materials). It is also the predominant material used, undressed and uncoursed, in walling.
- The early 19th century harbour was constructed mainly of Pentewan stone blocks, with additional use of granite, and extensive early 20th century repairs and extensions in blockwork around a concrete and rubble core. The Pentewan stone is an *elvan* (quartz-porphry), harder, but finer grained than granite, light grey with a hint of buff. Its local use not only for major engineering works, but as a humble building material, is one of the distinctive characteristics of Pentewan – elsewhere in Cornwall it was used largely for very high status work, especially on medieval churches and grand 18th century houses, since it could be carved, undercut and ornamented (very laboriously) unlike the coarser grained granite.
- Some better quality houses are distinguished with squared and coursed stone [64]–but still notably less articulated than full ashlar.
- Late 19th century building began to use imported materials - such as the china clay brick found at the corner of Glentowan Road and The Square [33], or the Dutch glazed tiles formerly visible on Jubilee House in The Square [part 33]. Render, in the 19th century in Pentewan mostly took the form of carefully detailed roughcast with stucco dressings [13][14]; its use has been much more widespread in the later 20th century [33], both on new-build, and on historic buildings, but without any of the careful attention to traditional finishes or architectural detailing.
- The widespread use of concrete blocks in the early 20th century is one of the distinguishing features of Pentewan – as well as providing an element of local distinctiveness, the relatively early development of this local industry is important in a wider historical context. Most of the structures are utilitarian (various sheds, warehouses and stores buildings around the harbour and quays [63][67][69][71][86]), but of great historical interest nonetheless, and the harbour walls and breakwater/pier [66] were themselves repaired and built up using concrete at various stages prior to 1946.
- Key buildings, often at focal points or gateway positions to the village have been treated in a way at odds with historic detailing and character, for example, the old school painted, the forge cedar-wood clad, the entrance gates and fencing to the campsite in contrast to the stone walls dominant elsewhere, the building at the end of the bridge (7 West End [13]) a stone building now rendered and with replacement windows out of keeping with its period and style.

4.5 Permeability

- Generally there is good rear access throughout the village - little lanes, open areas, paths through the harbour area to the holiday park with informal but essential links between the two which could be improved to enhance the relationship of Pentewan village to sea and beach.
- Long distance paths, bridleways and nature trails extend right into the village.
- The potentially isolated area west of the river by the old school and garage is bound nicely with the village because of the excellent pedestrian links feeding into the long distance trails and cycle route up the St Austell valley.

- Given the extent of underused land and separation behind the harbour wall of the main road through the village and the harbour, it is regrettable that there is not a continuous link behind this wall joining the relatively recently created car park in West End, the pub garden (the iron ore quay), and the harbour; the latter area is, moreover, uninviting and almost unusable because of heavy vegetation growth.

4.6 Landscape, views and panoramas

4.6.1 Landscape setting and greenery

- The village and harbour are set at the junction of a side valley (Glentowan) and the main (St Austell) river valley, and at the northern end and somewhat tucked away from the beach and foreshore.
- Valleys are steeply incised into surrounding rolling hills, heavily wooded or with dense scrub growth - especially on slopes backing the village, where it is mixed with terraced gardens.
- The Terrace slopes in particular are a nice mix of natural overgrown vegetation (more bare in old photos) and terraced gardens of later houses, and although many of these are scenic and attractive, some modern garden buildings, gazebos etc., are unfortunately more prominent than the houses they serve.
- The main road from St Austell to Mevagissey sweeps around from the St Austell river valley by Barton Farm, to run south-west along the line of the former seashore at the back of the beach. West of this road, the landscape opens out into a broad marshy area (probably a former tidal inlet) backed by steep hills, in marked contrast to the east of the road with its enclosed wooded valley in which the village sits. The road's retaining wall increases the sense of being a boundary for the village and its associated former industrial sites in the river valley.
- Seaward from the dock gates is what appears to be a natural beach landscape, but is actually remnant industrial land, and as such an integral part of Pentewan's history.
- From the breakwater/pier, there is a direct and clear visual relationship between the navigation channel, the harbour, the surrounding hills, the beach and the river.
- The WWII pill box [83] commands the entrance to the harbour, river and the whole broad sweep of the sandy bay.
- The St Austell River is a major obstacle that separates the beach area from Pentewan, and while there are pedestrian links, the river still provides a necessary measure of separation and insulation from the sprawling caravan park.

4.6.2 Panoramas

- The village faces westwards over the open harbour basin and low-lying beach, so that even from low levels there are broad views of green fields and hills to the west, in contrast with the wooded slopes east of Pentewan and in the Glentowan valley.
- From higher parts of the village, especially Pentewan Hill and The Terrace, there are far-reaching views across the whole area, from the Glentowan valley over the village to Sconhoe; the direct and immediate setting of harbour and village at the edge of a broad landscape becomes clear.
- This broad panorama is emphasised by the wide expanse of sand, and the equally large area of low-lying former beach, now covered by the caravan park.

4.6.3 Views

- Because of the tight valley location there are both broad vistas and panoramas and shorter, more intimate views of great character and charm.
- The harbour provides a central viewpoint allowing every part of Pentewan to be seen, with its narrow huddle of buildings around the foot of the hills, the wooded valleys, green fields on upper slopes, the open sweep of sky and beach to the south.
- The clear inter-relationship of the village and the harbour-side buildings is one of the most important elements of the village's character – the harbour acts, or could if better integrated into the townscape, as a great public open space with views across it to groups as well as individual buildings of great worth – dissipated somewhat by the lack of activity and loss of buildings and under-use on the south side of the harbour.
- Glentowan valley – a secret little side area, with views along both North Road and Glentowan Road disappearing into the broken, wooded countryside in one direction, and narrowing down to tight enclosed streets at the south end, with glimpses into The Square, harbour and sky beyond.
- Between North Road and Glentowan Road are a number of glimpses across the former flushing reservoir.
- All around the village, views along streets and roads terminate in focal buildings – on the east side of the bridge, on corner of The Square, the dock master's house, Ship Inn, the small cluster of cottages and paving around the foot of Pentewan Hill/North Road - while the larger of these buildings, especially the more elevated, form eye-catchers in all views into and out of the village (large houses such as [25] [46] [54], or the church [55] and former chapel [51]).
- From The Terrace an unrivalled view of harbour and village reveals just how prominent are the block buildings and such features as the sluices etc. and, indeed, how interesting they are as features in the relict landscape.
- At ground level, particularly in and around the old pier/breakwater, there are short views back to the harbour and along the old navigation channel tight against the foot of the cliffs, the narrow views in this small enclosed area contrasting with the broader expanse of sand to the south.
- The artificially straightened St Austell river itself creates views along its length though tree-lined backs that allow a visual connection between different parts of the village that can't necessarily be made physically (i.e. you can't walk along the banks).

5 Industrial significance

The series of mineral ports built or expanded around Cornwall in the early 19th century form a nationally significant group of relatively small, specialised industrial harbours, within which the china clay ports (Charlestown/Pentewan/Par/Fowey) are a distinct sub-group. The relationship of Pentewan to these other ports and to St Austell and the china clay areas is an integral part of its character and significance. Only by understanding the rivalries of the various ports and their promoters and the disparate railway schemes aimed at linking the various parts of the industry can the full significance of any of the St Austell Bay ports, or indeed the whole china clay industry, be fully understood.

At the same time, the story of Pentewan is one of those which, so typical of Cornish industrial history, is intimately bound up in the fortunes of a single family, just like Par and Charlestown.

On a more purely local level, because it was never the most successful of these ports, Pentewan stands fossilised with most of the evidence of how it functioned, the buildings and processes that went on there, the scale of the local trade and industry all surviving in the standing (or surface) fabric. This evidence is accessible in contrast to Fowey and Par, nor has there been wholesale destruction or loss of fabric as at Hayle or Devoran, or redevelopment as at Portreath.

While Charlestown may present a more immediately obvious picture of what a mineral port was like, the range of ancillary buildings and features associated with that harbour is actually not much greater than at Pentewan, and the latter has an added significance over and above its associations with the china clay trade:

- Although Charlestown was a fishing port before and during its construction by the Rashleigh family, Pentewan always had a wider range of activities, the railway adds an extra layer of industrial significance, and the continuing story of the investment in the struggle to keep the harbour open is in itself an almost heroic tale;
- the harbour basin itself was just one part of an integrated, highly engineered management system - the floating dock, the reservoirs, sluices, outflows, lock gates, navigation channels, quays, warehouses, railways, coalyards, weighbridge, offices, lookout post, quayside industrial remains all form an inter-related complex of structures and processes;
- it has an ancient and potentially extremely interesting history, with quarrying and tin-streaming carried on at least since the Middle Ages - the presence here of the Pentewan stone quarries makes it one of the most significant historical and geological sites in Cornwall regardless of the other aspects of its history;
- it was already a relatively flourishing fishing port in the 16th – 18th centuries, and the first artificial harbour here constructed in 1744 predates that at Charlestown by 50 years, and is indeed one of the earlier such harbour ports in Cornwall. Much more needs to be done to understand this earlier phase of development.

The landscape setting of Pentewan is now primarily regarded as a natural environment of great value. This is reflected in the bias of local policies and recent environmental mitigation studies towards nature and scenic conservation, while underplaying the archaeological and built environment. However, Pentewan is set within an almost completely man-made and industrial landscape:

- in this it is a unique survival – it has not been swamped by the suburbs of St Austell like Charlestown, or suffered from major tourist expansion (this being concentrated in the caravan park on the Winnick);
- the coastal landscape has been significantly altered by industry, the great tin streaming and mining operations along the St Austell river were causing problems for the small port at Pentewan from at least the 16th century, and created the huge sandy beach and back-beach area ('The Winnick') which was further exploited in the 20th century for the sand and concrete industries;
- the very sea cliffs have been cut back and shaped to allow improved access to the harbour and in previous ages they have been cut into for minerals, and cut out for Pentewan stone;
- the two valleys of Pentewan have been quarried, built up and re-shaped by tin-streaming works, the river straightened and re-aligned to improve flows and management, the valley floor dug out for harbour-sluicing reservoirs and laid down with railway lines, and a copper smelter, limekilns, bone mill and smithies built alongside the houses, pubs and chapels that surround the central feature of the harbour.

As an integrated industrial complex around an old settlement, Pentewan is extremely significant in Cornwall, and this aspect of its history and current character urgently needs full recognition to balance existing management schemes and policies that concentrate largely on the natural environment and picturesque scenery of the area.

6 Designations

6.1 Scheduled monuments

There are no scheduled monuments in the study area.

6.2 Historic Buildings (Fig 4)

There are nine listed items within the study area. Including the harbour [66] itself, the houses, church and pump-house on 'The Terrace' [54] – [56], and several of the cottages in North Road [39][41][44] these actually provide a remarkably good (if not complete) coverage of Sir Christopher Hawkins' speculative developments of 1818-26. With the listing of the bridge [9] (18th century rather than early 19th as suggested in the list description) and the Happy Union streamworks pump house [6], the listings in Pentewan actually relate almost entirely to the main phase of its industrial past, an almost unique occurrence in Cornwall, although the domestic buildings are listed purely on their architectural pretensions rather than any historical or social significance.

6.3 Historic Area Designations (Fig 4)

6.3.1 Conservation Areas

There is an existing conservation area covering most of the study area.

6.3.2 Other designations

Policies have been taken from various sources, particularly the Cornwall Structure Plan (SP) and the relevant District Local Plan (LP); only those policies or allocations directly relevant to the preservation and enhancement of the historic environment or character of the settlement have been selected.

Pentewan is within an Area of Outstanding Natural Beauty (LP Policy 13).

Also of particular relevance is LP Policy SA43, which promotes: the renovation of the weighbridge building; the redevelopment and/or upgrading of the sailing club and associated buildings; environmental improvements to the harbour area; improved footpath access to the beach; off-road access from the village car park; refurbishment and improvement of the visual appearance of the flats (former warehouses) to the east of the harbour; environmental improvements to the caravan site to make it less intrusive; measures to relieve any flooding problems; measures to improve and enhance opportunities for sailing and other marine based activities in the bay.

The Council sets out its objectives for Pentewan in the Local Plan as:

- improving the environment of the harbour including restoration of the lock gates and the remains of the railway;
- environmental improvements and improved access to the beach, including improvement of the caravan site;
- enhancement of village facilities and environment;
- promoting the minimum amount of new housing and other commercial development necessary to achieve objectives 1 to 3.

Pentewan is in a Rural Development Area but the Council emphasises that the onus is largely on landowners. The Council will promote partnership with landowners and the RDA/Countryside Agency and other agencies to achieve these objectives.

Pentewan Valley is a Countryside Recreation Priority Area. As such it is envisaged that the enhancement of tourism facilities at Pentewan can act as a focus for the proposed Pentewan Leisure Trail, which has already partly implemented (Policy SA30).

The same parts of the valley are designated a Countryside Access Corridor, while there is a Conservation Corridor in the Glentowan valley, a Site of Nature Conservation Value on the cliffs and coastal slopes around the harbour navigation channel, and a proposed Regionally Important Geological Site on the higher cliff face.

7 Current issues and forces for change

There are clearly issues of employment and economic infrastructure within Pentewan – especially the seasonality associated with dependence upon tourism. However, this report necessarily concentrates on historical, archaeological and conservation issues.

Current issues relate to the general state of the industrial landscape and the townscape, and the pressures put upon both these by proposals for harbour redevelopment, particularly in relation to flood protection measures. Current proposals have not been referred to in detail here as they are still under discussion by the relevant statutory bodies – this CISI report aims to give an objective view of the situation as it is rather than interpret any particular proposals.

Pentewan has suffered from years of neglect in respect of its all important industrial landscape, which this study has identified as one of the most significant in Cornwall. Any future schemes for the harbour and/or the village should capitalise on the enormous potential offered by its surviving historic fabric and surface remains.

The Industrial Landscape

- From the village, the south side of the harbour is deceptively low-lying and derelict, but until 1966 it had buildings, gantries, a raised railway, piles of material/activity, and tall ships in the harbour to give it some scale and presence. It could, therefore, take some sensitive redevelopment that sought to reintegrate the area into the village, make the harbour whole again, and provide good links to beach and sea. The maintenance of an informal atmosphere and varied uses are the keys to enhancing the vitality of this area.
- The navigation channel is now backed by heavily overgrown cliffs and could easily be mistakenly seen only as a nature conservation priority; but it is equally if not more important for its archaeology.
- The harbour-flushing reservoirs are now nature reserves; a proper strategy needs to be formulated that respects their historical importance as well as their role as natural habitats.
- The decaying end structure of the breakwater/pier needs proper recording before further loss occurs.
- Other buildings, including the concrete sheds, are in need of a maintenance strategy.
- The backs of the harbour-side buildings are very public, being highly visible from the coastal footpath, yet are in a state of poor repair generally.

Other Buildings

- While generally the buildings in Pentewan are in a relatively good condition, they are subject to the typical problems of inappropriate replacement materials, window and door design and unwarranted use of render (The Square) and paint (the Old School).
- There have been some poor alterations of a more substantial nature to some of the buildings, especially in The Square, on Pentewan Hill (where reverse-fronting of entrance elevations has occurred) and around the bridge/West End.

- For instance, the inappropriate treatment of the focal building [13] when approached from the bridge detracts from what is otherwise a charming entrance to Pentewan, stressing the need for Pentewan to look after its focal buildings as a whole.

Streetscape Issues

- There is a need to completely rethink the approach to street furniture and its function. Pentewan abounds with inappropriate planters, (e.g. those on East Quay), concrete lampposts and badly screened waste disposal areas/wheelie bins. An overall strategy could act as a focus for co-ordinating Pentewan's identity as a relict industrial port and avoid suburbanisation of street detail.
- Many of these streetscape issues are seen at their most intense in The Square – typified by modern clutter, intrusive materials, a lack of relevance to the formal townscape, poor traffic routing and control, and car-parking, poor landscaping and access linking The Square with harbour area – the result is that The Square has lost meaning as a formal space, and is only partially successful as the focus of the settlement.
- The car park areas are in particular need of screening and internal landscaping.
- Provision of hardstandings has had a particularly intrusive and unwelcome effect on Pentewan Hill, and in some other isolated instances, for example Glentowan Road.
- There is potential for pedestrian/vehicle conflict everywhere, especially in West End and in connection with the car park.

Landscape

- The concentration locally by statutory bodies on natural environment and countryside matters has meant that there are ongoing and effective management proposals, access and interpretation initiatives in Pentewan.
- The principal intrusion on the historic setting of Pentewan is the Pentewan Sands Holiday Park. Upgrading of the landscaping, both around and within the caravan park, would help to integrate it better with the village, enhancing the historic character and setting of the settlement, and better reflect its location within an AONB.

8 Recommendations

All policy numbers refer to the Restormel Local Plan (August 2001)

The recommendations here will obviously be subject to the progress of current proposals relating to the harbour and village. Since these are currently unresolved, they have been assumed not to have any formal status and have not been directly taken into account for the purposes of this report. This will ensure consistency of this report with other CISI reports.

8.1 Historic areas

8.1.1 Conservation area

Existing local policies (Policy 31) for conservation areas and general design standards for new buildings (Policies 11 & 12) provide an adequate policy framework in addition to statutory and strategic requirements.

Recommendation 1: Conservation area extension

It is recommended that the conservation area be extended (refer to Fig 4) to include the garage (former bone mill) and restaurant (former school) and an area to the north of the existing boundary in the Glentowan valley. Further extensions up the Glentowan valley

may be justified on the basis of further investigation of the historic quarrying industry and its remains.

Reason: To recognise the full extent of the special architectural and historic importance of Pentewan, and to promote policies and schemes for the preservation and enhancement of those areas.

8.1.2 Article 4 Directions

Article 4 Directions could control small scale and incremental alterations to the historic buildings in Pentewan. Many buildings and structures in the settlement, as well as walls and embankments, may be adequately recognised and protected by Article 4 Directions, without the need to pursue statutory listing. Article 4 Directions could also enable the management and protection of the important and varied areas of historic paving, surfacing and landscaping which are not eligible for listing.

Recommendation 2: Article 4 Directions (Walls)

Article 4 Directions to control the demolition of walls and hedges, especially for the creation of hard standings.

Reason: To protect the character of Pentewan against inappropriate incremental alterations and demolition.

Recommendation 3: Article 4 Directions (Buildings)

Article 4 Directions should to control the demolition and alterations to individual houses, and to prevent demolition of free-standing outbuildings.

Reason: To protect the character of Pentewan against inappropriate incremental alterations and demolition.

8.1.3 Open area designations

While the Restormel Local Plan does not make use of the Open Area of Local Significance categorisation familiar in other District plans in Cornwall, there are other existing area designations, which offer substantial protection to the setting of the village (see section 6.3.2).

Within these areas, there is a general level of protection of man-made as well as natural habitats, especially of walls, hedges, reservoirs etc. However, these designations are broad in extent and definition, and are primarily concerned with habitats and the natural environment. It may be appropriate for more focused designations or management schemes aimed at preserving the amenity and setting of the historic settlement and providing a site-specific restraint on harmful development.

Recommendation 4: Area specific measures to preserve amenity

Since the Local Plan has discarded OALS, alternative policies could be framed as a means to achieving this important secondary layer of planning management and control around the conservation area, recognising and protecting its enhanced amenity.

Reason: To retain both the discrete identity of Pentewan and the historic interest of its industrial remains, and to manage and protect the setting of the conservation area.

Recommendation 5: Area specific management

In addition to the existing policies, site-specific management agreements and management and enhancement schemes might be set up, drawing on the techniques of Community Action Plans or Village Statements as used by the Countryside Agency, or countryside management agreements with local landowners.

Reason: To manage and protect the discrete identity of Pentewan and the historic interest of its mining remains, and the setting of the conservation area, recognising and protecting its enhanced amenity.

8.1.4 Historic landscapes

In addition to the question of preserving amenity, and the setting of the settlement at Pentewan, more focused designations, policies and management proposals would be appropriate to recognise the unique historical landscape of the Pentewan area, over and above the broad-brush definition of AONB, or nature-conservation based area designations. These latter are not specifically aimed at recognising and providing for the management of the historic landscape as an artefact in its own right, nor of preserving the amenity and setting of the historic settlement, or of sensitive archaeological areas or the conservation area.

Given that the surrounding countryside is very much a relict industrial landscape, the activities within and remnants of which are still recognisable and still inform current settlement patterns and usage, it may be appropriate to designate an Area of Great Historic Value (Local Plan Policy 24), as set out in the County Structure Plan (Policy ENV 2 and Proposal ENV B), which might well include further areas up the Pentewan/St Austell river. Locally to Pentewan, this would recognise that the Pentewan Valley consists of 3 large reservoirs built to flush out the 19th century harbour, plus the extensive reclaimed land and dumps, as well as standing buildings, associated with the Happy Union and Wheal Virgin stream works, while the Glentowan valley/Polrudden area has been quarried for fine building freestone since the Middle Ages, and also contains a remnant reservoir built in 1818 to flush out the harbour. The extensive sands themselves are the result of continuous flushing down the river, in part as a deliberate means of transporting both waste and good quality fine sands down to the former sand and blockworks at Pentewan – the surviving medieval farm sites and 18th century limekiln (Sconhoe) both show the old coastline and are a further part of the historic landscape itself. Even the cliff and coastal zone marked as important for nature conservation, has actually been cut, worked, quarried and mined for mineral extraction, freestone, and to provide better access for the harbour, and so is itself as much formed by man as nature.

Recommendation 6: Designation of Area of Great Historic Value

The Pentewan Valley, the Glentowan Valley, Polrudden, the cliffs and foreshore, and the Winnick and foreshore could be considered for designation as an AGHV (that might include further extensive areas up the Pentewan/St Austell river valley to include the Polgooth and London Apprentice area). The District and County Councils could recognise its historic and archaeological sensitivity and importance with appropriate designations to draw together the varied and disparate designations that already exist on various parts of this wider area. An AGHV designation might be the appropriate means to do this.

Reason: To comply with and strengthen existing Local Plan commitments to prevent proposals that would harm the archaeological, historical and landscape heritage of the area, and to promote interpretation, regeneration and understanding of the area's unique heritage.

At a local level, in addition to or as an alternative to designation of an AGHV, the use of the existing Areas of Local Architectural or Historic Value (ALAHV - Policy 32) designation might also be appropriate.

Recommendation 7: Designation of ALAHV

Designation of an ALAHV around the conservation area of Pentewan.

Reason: To comply with and strengthen existing Local Plan commitments to prevent proposals that would harm the archaeological, historical and landscape heritage of the area, and to promote interpretation, regeneration and understanding of the area's unique heritage.

Recommendation 8: Management of ALAHV

In addition to the existing policies, management agreements and management and enhancement schemes should be drawn up with the landowners, perhaps using existing countryside management agreements in Cornwall as a model.

Reason: To manage and protect the discrete identity of Pentewan and the historic interest of its industrial remains, and the setting of the conservation areas.

8.2 Historic buildings

8.2.1 Listed buildings

Existing local policies (33) for listed buildings provide an adequate policy framework in addition to statutory and strategic requirements. The following suggested additions are not an exhaustive review, but are given only to indicate that there is a case for reviewing the existing statutory list. This is not intended to be a criticism of the individual inspectors and surveyors involved in the listing process in Cornwall, but a reflection of a general, strategic bias in the selection criteria and the low level of regional distinctiveness the current legislation promotes.

While the industrial past of Pentewan is unusually well represented in the listing, there are inconsistencies (for example the cottage row [38-45] in North Road is a single piece of town development – it should be regarded as a terrace, elements of it may be more altered than others, but if some are listed, then it would make sense that all should be). The short row in Glentowan Road [31] was part of the same planned development by Hawkins and shares significant historical as well as scenic interest with the North Road group. There is a lack of clear definition of the extent of some of the designations, while elements of the blanket designation of the harbour should be isolated to reflect differing stages of development and use.

The harbour-side buildings [62-63], and especially the former harbour look-out [59], dock master's house/counthouse [61] and coalyard/store [68] are all parts of the original scheme and structure of the 1818 harbour and, together with the dockyard wall of 1839 [87] they merit listing as much as the harbour walls themselves.

The dock gates and winding gear, bollards etc., are arguably already listed as being part of the harbour containing structures and curtilage structures, although the proper definition of curtilage, especially in relation to the extent of listing around the harbour, is a major issue that needs resolving in the face of possible development/flood defence works.

The later buildings, railways/operating machinery, sluicing and bridges on the river etc. relating to the early 20th century concrete block-works and harbour improvements throughout the 19th/20th centuries may also be rare and unusual enough survivals to warrant statutory protection.

In addition to the explicitly industrial remains that merit review, there are several early buildings in Pentewan that appear to be largely 18th century, or even earlier – the Ship Inn and adjoining buildings [21] being the most prominent, with other examples around Higher West End in particular [15][22][29][30], as well as some good quality early 19th century buildings [13][14][34][64][65].

Recommendation 9: Statutory list

Review the statutory list of buildings of special architectural or historic interest.

Reason: To update the statutory list to reflect changes in understanding of the historic environment, in order to preserve or enhance the special character of the buildings and the area.

8.2.2 Non-statutory historic buildings surveys (Local List)

A broader understanding of the stock of historic structures in Pentewan as elsewhere in Cornwall, is urgently required – local list surveys, thematic surveys, detailed recording as part of Article 4 Directions should all be viewed not necessarily as a first stage to Listing, but as an end in themselves, as critically important elements in the creation of policies, in prioritising action, in targeting funding strategies, and as a means of successfully managing change and promoting opportunities.

Recommendation 10: Local List

A list of locally significant structures which contribute substantially to the character of the settlement would be a significant additional management tool, based on the combined criteria of both listing and Article 4 Directions, and backed up by a Buildings-at-Risk survey, detailed Article 4 Directions and substantive and enforceable policies in the local plan. This could also back up applications for grant aid.

This should include a thorough survey of streetscape paving and surfacing, ephemera and walls, bollards, rails, control gear, machinery etc. in both the harbour area and the settlement area.

Reason: To ensure a full and accurate record of the historic fabric of the settlement, to strengthen existing Local Plan commitments to prevent proposals that would harm the historic heritage of the settlement, to guide development and promote change that will preserve and enhance the character of Pentewan.

8.3 Archaeology

Existing historical accounts and archaeological surveys of Pentewan (now including this current report) provide a good basis for understanding the special history and character of the area. There has, however, been a bias towards the exploration of the history of the railway and harbour, and much more needs to be done to research the pre-industrial history and archaeology of the area, as well as the detailed development of the settlement itself, and the wider industrial context (stream works/bone mill/limekilns/quarries/ancient mine adits etc.).

Recommendations have already been made in respect to recognising the quality and extent of the historic landscape around Pentewan. In addition, it would be appropriate for the settlement area and its immediate context to be recognised as an archaeologically sensitive area, appropriate to Policies 26 (Local Archaeological Sites) and 27 (Archaeological Assessments) in the Local Plan.

Recommendation 11: Archaeology

Full survey of archaeological potential and archaeologically and historically sensitive areas in Pentewan, drawing together existing surveys and providing for further investigation.

Apply existing policies, guidance and requirements with respect to the sensitive investigation, preservation or development of sites with industrial and other historic and archaeological remains to all sites identified in such a survey.

This should include a thorough survey of streetscape paving and surfacing, ephemera and walls, bollards, rails, control gear, machinery etc. in both the harbour area and the settlement area.

Reason: To comply with and strengthen existing Local Plan commitments to prevent proposals that would harm the archaeological heritage of the area, and thereby preserve the special character of Pentewan.

8.4 Management proposals

Recommendation 12: Development briefs etc.

Draw up management schemes, development briefs and conservation plans for some of the most sensitive historic buildings and areas. Development schemes to include a conservation plan in addition to any management plans and briefs already drawn up or proposed.

Reason: To guide development and promote change that will preserve and enhance the character of Pentewan.

Recommendation 13: Design guidance

Site-specific design guidance for Pentewan, based on a detailed audit of materials, designs, details and character, both of standing buildings and of street paving materials.

Reason: In order to preserve and enhance the special character of Pentewan, and promote change that will preserve and enhance the character of the conservation area and its wider setting.

Recommendation 14: Restoration/enhancement schemes

Target restoration/enhancement schemes on Pentewan's important focal points, for example, the garage/schoolhouse/pump house area (as befitting its gateway status), the bridge, the base of Pentewan Hill; on prominent buildings both within the village, and on the slopes overlooking and dominating Pentewan; on the spatial qualities of areas like the Square and the buildings around these foci; on those semi-derelict areas that have a direct impact on the settlement area (West End car park for instance) and on the outstanding groups of industrial remains, such as the harbour, quays, piers and associated buildings. This should include a thorough survey of streetscape paving and surfacing, ephemera and walls, bollards, rails, control gear, machinery etc. in both the harbour area and the settlement area.

Reason: To recognise and enhance the importance of focal points and areas and key buildings in the development of Pentewan's townscape.

Recommendation 15: Derelict land

Proposals affecting the areas of derelict land that surround and permeate Pentewan to be based on a thorough understanding not only of the unique historical and archaeological importance of the sites themselves, but also of their value to the setting of Pentewan. Surviving historic fabric and landscapes (for example the reservoirs) to be conserved. Surviving buildings and structures, including the extensive remains of rail and tramways, industrial buildings, operating equipment etc., all to be recognised as important elements in the character of the settlement.

Reason: To ensure that the sites retain both their historical relevance to Pentewan and Cornwall, and their own archaeological and historical integrity.

Recommendation 16: Back-land areas

The back-land areas and rear lanes of Pentewan to be recognised as an important aspect of its character, and their informal qualities enhanced, while at the same time preserving the often very important buildings that survive there.

Reason: To preserve and enhance the special character of Pentewan, especially in areas unlikely to attract private investment and attention.

Recommendation 17: Road improvements

Future road improvements, traffic calming measures and/or provision of street lighting and furniture to respect and reflect the qualities of and differences in the local townscape, and to be based on a thorough survey of locally traditional and appropriate materials and detailing. Sensitively designed (or re-designed) traffic calming measures will recognise the intimate character of side streets as well as the spatial qualities of areas like The Square. Enhancement of the gateway area (old school and the bridge) is a priority.

Reason: To reduce the impact of traffic on the character of Pentewan and at the same time enhance the historical character of the street scene and recognise the distinctiveness of various areas within Pentewan.

Recommendation 18: Trees and ornamental landscapes

A full survey of existing trees and ornamental landscapes and protection measures where appropriate.

Reason: To ensure that the contribution made by existing trees to the townscape on both private and public land is recognised and protected where necessary.

Recommendation 19: Landscaping policies

Develop a policy for landscaping treatment to address both hard and soft landscaping issues around Pentewan. This would have the dual aims of enhancing the amenity of the village, while recognising the historic origins and archaeological importance of former industrial/commercial areas. Soft landscaping/semi-natural landscaping may not be appropriate in an industrial landscape or in the context of good quality buildings and other structures, where well designed and attractive hard landscaping may be more appropriate.

Reason: To ensure that the existing landscaping is maintained and future schemes respect the historic character of Pentewan.

Recommendation 20: Interpretation and promotion (1)

Provision for the interpretation of the harbour complex, one of the best surviving industrial/commercial complexes in Cornwall, with considerable architectural as well historical merit.

Reason: To recognise the historical importance of the harbour in the development of Pentewan, and the industrial development of Cornwall.

Recommendation 21: Interpretation and promotion (2)

Produce town trails and guides and other promotional initiatives or, where existing, integrate further and promote as a single package, and develop partnerships with bodies like the National Trust, Trevithick Society etc. These could go beyond promotional activity, and seek to acquire, re-use, enhance and promote sites in Pentewan, as both an end result of and a stimulus to regeneration investment, and, by integration with existing initiatives such as the cycle trails, to help develop completely new economic activities, such as specialist tourism.

Reason: To present Pentewan's heritage to a wider audience and to attract new visitors and associated regeneration initiatives.

Recommendation 22: Further study

Further study of adjoining areas and themes not included in within the existing CISI programme, such as:

- pre-industrial history and archaeology of the area;
- pre-industrial development of the settlement itself;
- the wider industrial context (stream works/bone mill/limekilns/quarries/ancient mine adits etc.);
- the quarrying industry and its remains and importance to early Pentewan particularly merits further investigation;
- thorough survey of streetscape paving and surfacing, ephemera and walls, bollards, rails, control gear, machinery etc. in both the harbour area and the settlement area;
- analyse the use of materials in various buildings in the village as a diagnostic dating tool.

Reason: To ensure a full and accurate record, and understanding of, the industrial settlements in this area in particular and Cornwall as a whole.

9 References

9.1 Primary Sources

1809 OS drawings

1841 Tithe Map

1877 OS 25 inch map

1908 OS 25 inch map

1946 RAF air photographs

Cornwall Sites and Monuments Record (computerised database of archaeological sites maintained by HES)

9.2 Publications

Cornwall Structure Plan, 1997, Cornwall County Council

Local Plan As Agreed for Adoption, August 2001, Restormel Borough Council

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Appendix 1: Detailed history and physical development

App 1.1 Pre-1809

There is evidence of prehistoric settlement in the area with human and faunal remains in the river valley several metres below later alluvial deposits, as well as possible evidence of a wooden causeway across the sands. There is place-name (and physical) evidence of Iron Age rounds/entrenchments on 'The Round' overlooking Pentewan.

The Domesday manor of Pentewan was centred on Barton Farm in Mevagissey parish and was later known as Higher Pentewan; this was a purely agricultural holding. The present village (Lower Pentewan) is a separate settlement not recorded in Domesday and has always been in St Austell parish and Tewynton manor.

Documentary evidence indicates that there has been a harbour since medieval times. Early economic activity focused on fishing, agriculture and some tin streaming, milling (with a mill recorded in Pentewan in the 14th century) and, from at least the 13th century, on the quarrying and export of the famous hard Pentewan Stone. This was probably quarried at that time in the Glentowan valley rather than at the later coastal quarry at Polrudden (to the east of Pentewan). The stone was used in most major churches and many secular buildings in Cornwall, especially in the 15th century (Bodmin 1460s, St Austell 1470s). The recorded transport of stone from Pentewan to Lostwithiel by boat in 1455 shows some harbour/loading facilities were clearly in existence at this time.

The large, late medieval manor house at Polrudden and the rebuilding of Pentewan Manor in 1511 give some idea of a relatively thriving community around Pentewan c.1500, while Norden's map of c. 1570 shows a relatively large settlement at Pentewan.

'Pentowan, a sandy bay witherto fischer bootes repair for socour....Here issuith out a praty ryver'

(Leland, 1549)

In 1693 Cornwall's first copper smelter was established at Polrudden but due to a combination of poor management, dishonesty and poor location in relation to what became the main copper mining areas in west Cornwall, this was a short-lived enterprise, ending in 1697. One possible location for this is on the east side of The Square at the foot of Pentewan Hill and below Polrudden. It was at that time separated from the main settlement area by a tidal inlet extending up the Glentowan valley which was utilised for the first harbour basin, probably with a marshy area to the north.

'It is a handsome village and in good seasons great stores of fish are brought in here.'

(Tonkin 1739).

By the mid 18th century, Pentewan was relatively flourishing, based on fishing, quarrying and tin streaming and servicing mines further up the valley: Polgooth mine was already well established in the 16th century and, by 1700, one of the largest mines in Cornwall, employing over 1000, with a tin smelter and steam engines by 1727, while the streaming/tailings works along the river were becoming more significant through the 18th century.

'Pentewan would form a pretty port were it not for the bar of sand made by the waste brought down from tin works, so that small craft only can get in and then only at spring tides...'

(Tonkin, 1739)

Extent, function and characteristics

In an attempt to overcome the problems of silting and to exploit the expanding pilchard industry, in 1744 an artificial harbour basin with associated fish cellars was built by Pentewan's

landlord, Christopher Hawkins of Trewinnard. The settlement flourished to some extent; the Ship Inn is first mentioned in 1749, Pentewan Bridge was built late 18th century, and a Methodist preaching house established. Limekilns were established at Pentewan and along the shore at Sconhoe Farm.

Thomas Martyn's map of 1748 shows buildings to the west, north and north-east of the harbour (on the site of the present dock basin). The settlement was probably as extensive by the mid 18th century as it was in 1809 – the block of foreshore development around the Ship Inn added to what was the medieval core around Higher West End and on the west side of The Square. Settlement probably extended along West End in the later 18th century with the building of the bridge and the limekilns at Hay Farm, although there may have been earlier development here.

However, at the time of the 1809 OS survey Pentewan was suffering a decline because of the impact on the Pilchard trade of the Napoleonic Wars embargoes, Polgooth was past its prime by 1800, and extensive silting was caused by mining waste. This came from both mines and the tin streaming carried out all along the Pentewan Valley, notably at Nansladron and at Pentewan itself (the Happy Union streamworks by Pentewan Bridge was in operation between 1780 and 1837). The waste had encroached on the harbour, leading to dilapidation and decay, and causing flooding in the village and the tin streaming works themselves. The Methodist preaching house had been converted to use as a pilchard cellar by 1810, and the 1809 OS survey showed no appreciable expansion in the area of settlement over Thomas Martyn's map of 1748.

App 1.2 1809-41

'Pentuan Cove....has been lately improved with a pier for the establishment of a pilchard fishery, and commercial concerns, and although the difficulties and disappointments have been many and expensive, there is reason to hope that the undertaking will ultimately prosper. The washing down of the sand &c from the upper part of the valley has beena grievous impediment to the carrying on of the works.'

(C. S. Gilbert, Christmas 1820)

The detailed history of the development of the harbour and railway, and the various vicissitudes that befell the enterprises, can be found in other published sources, and is not reproduced here, except as it explains the settlement development.

Between 1818 and 1826 Sir Christopher Hawkins of Trewithen built a new harbour using the local stone. The harbour development was a speculative venture based mainly on the expanding china clay industry (Hawkins owned clay-bearing land west of St. Austell that he leased out to mining adventurers, one of the lease stipulations being that Pentewan should be used as the shipping port), but the importance of the local fishing industry should not be underestimated.

The harbour was built in the same place where the old harbour existed, and involved deepening the basin & entrance, building quays and gates, a pier/breakwater (to protect the entrance and to separate the harbour from the river-borne silt), installing cranes, and building a reservoir in the Glentowan valley to flush out the harbour.

The rock face was cut away on the east side of the basin and warehouses built by 1819 – some originally used as fish cellars, later as grain stores, while a couthouse (later the harbourmaster's office and house) was built at the southern end by the dock gates.

1826 also saw the development by Hawkins of the horse-drawn tramway from Pentewan to St Austell, opened by July 1829, although the rails around the harbour, weigh houses, fencing, cranes, etc. were not finished until November 1830. The stable block at the north end of the row of warehouses east of the basin was used to stable the railway horses. A coalyard was built on the south side of the harbour, the whole of which was enclosed by a wall by 1839.

The new railway had a good start, carrying its peak tonnage in its first full year, but 1842 saw the lowest tonnage carried on the line and exported from the harbour - at a time when the clay industry was at a boom. In 1831 Pentewan handled a third of the Cornish clay export, and looked set to take over from Charlestown but, by 1838, it handled only a tenth of trade, unable to compete with its increasingly improved rival harbours (Par developed 1829-40). In effect, it acted as an overflow port to Charlestown, Par and Fowey and its fortunes ran counter to that of the clay industry. Pentewan relied to a large extent on pits leased from Hawkins himself.

The only modest success of the clay trade was partly compensated for by the limestone trade which, by 1832, had overtaken that of clay – though it was less profitable. It was imported from Plymouth for the limekilns – two at Pentewan, one at Sconhoe, two at St Austell and one at London Apprentice. Ironstone was exported (from 1838) and coal imported, with this trade increasing after 1832 when St Austell gasworks went into full production. In 1833 there was a new coal yard constructed on the railway at London Apprentice to serve the Polgooth mines. Other minor cargoes were timber, salt, tallow and grain.

However, apart from the continuous silting up of the harbour which led to the extension of the pier/breakwater as early as 1831, the major problem remained the fact that the railway terminated at St Austell, and never reached the clay pits themselves. Between 1829-43 average annual profit from harbour was £91 compared with a capital outlay on harbour and railway of £28,000.

By 1837, the Happy Union streamworks seem to have been abandoned, although Wheal Virgin survived until at least 1874.

Extent, function and characteristics

As part of this massive investment programme, Hawkins also built extensively in the village beyond the confines of the harbour and railway, more than doubling its existing extent in the process. A major architectural adventure was the building in the 1820s of the Terrace - 'Houses for the occupation of genteel families' proudly overlooking the hive of activity in the new harbour, incorporating pieces of the 15th century Polrudden manor house and including a new church.

'...And to be let for a term of years or from year to year, several small compact convenient and well finished dwelling houses, lately built on the Terrace at Pentewan by the Proprietors, and fit for the occupation of Captains of vessels and their families.'

(Sales particulars, 1829)

The damming and construction of the reservoir in the Glentowan valley also allowed this area to be built upon – it had previously been a small side creek, and then probably a marshy backland, forming a break in the settlement on the 1748 and 1809 maps. North Road was as much a unified architectural statement in its own way as The Terrace, albeit for a more humble class of occupier, while the first purpose-built Methodist chapel in Pentewan was built on the other side of the reservoir in Glentowan Road in 1820. A further row (The Square) was partly built on the retaining wall of the reservoir, creating a rectangular open space at the head of the reconstructed basin.

This development must have been carried out in the late 1820s and early 1830s - by the end of 1826 Pentewan consisted only of 29 houses, a shop, an inn, a smithy, 2 shoemakers' shops, a carpenter's shop, a coal yard, 2 limekilns, the count house, chapel and church, but by the time of the 1841 Tithe map, the village had already reached its full extent of over 70 houses. Although incorporating parts of an earlier structure, especially to the rear, the Hawkins Arms (on the site of present day Piskey Cove gift shop), first mentioned in 1837, set the symbolic seal on this piece of town planning.

App 1.3 1841-1880

Hawkins' indefatigable attempts to make Pentewan a successful harbour continued with, for example, the construction of a new sandtrap in 1843, when he also dredged the White River and the harbour entrance and dumped sand on what is now the camping site. This was done in connection with an approach by the Cornwall China Stone and Clay Co. for the lease of the harbour and railway, one of many subsequent attempts to extend the line, all unsuccessful. Continuous improvements were made to the railway and harbour facilities throughout the 1840s to 1860s (including the first of the new flushing reservoirs north of the harbour in 1849), sometimes carried out by Hawkins, sometimes by usually short-lived leasehold companies. Hawkins spent £4508 between 1843-68, compared with the original investment in the 1820s of £28,000.

In 1858 some 14,000 tons of clay were shipped from Pentewan but by 1865 silting was so bad the Clay Masters had to give money to help clear the navigation channel, and by 1868 the harbour was virtually at a standstill.

In the face of these set-backs, by 1843 the ambitious building programme of the 1820s/30s within the village had already run out of steam – the projected second half of The Terrace was never built, the joint harbour/railway company (although making a very small profit) was in financial difficulties - and yet overall trade was relatively brisk, the clay industry expanding, potential for the future seemed good, and there were already some substantial local ship owning families established in Pentewan.

Despite the apparent stagnation of the harbour and railway, therefore, the 1850s were still the peak years of economic activity in Pentewan while East Polgooth mine had a brief flowering between 1850-55. The population in 1851 was 350 in 71 houses, although there was scarcely any expansion or development in the village - the only recorded extension of facilities in this period is the first mention in 1856 of a new pub, the Jolly Sailor. Some hint on the character of the population can be seen by the fact that the church, the personal possession of Christopher Hawkins, had to close because of the lack of interest or opposition from the inhabitants.

By 1870 Hawkins was forced to act to improve the harbour and commissioned the string of 4 reservoirs up the St Austell River valley fed by a leat from Wheal Virgin, complete refurbishment of the harbour basin, and the rebuilding of the long wooden breakwater/pier in stone.

In 1872 the Pentewan Railway and Harbour Company was formed to take advantage of the booming tin industry which almost immediately went into a slump – but it was still hoped to make money from china clay. The horse-drawn line was converted to 2' 6" gauge steam traction line and the harbour was repaired with new sluice system put in, a trestle viaduct system installed on the harbour side for off-loading clay, rows of clay sheds were built, and the coalyard moved to the old iron ore quays on the north of the harbour.

In 1872 the harbour was handling about a tenth of the clay trade as it had been in 1838, although this was a lower tonnage than had been carried in the peak year of 1831, and the large investment programme had hardly succeeded in preventing the silting up of the harbour. Efforts to extend the railway also came to nothing. At the same time, the development of the port at Par (larger, with deeper water access and not subject to silting) and the rail connections to that port began to compete with Pentewan for the clay trade.

Other imports were timber and staves to make barrels at the cooperage of Vian and May at Polgooth, and 4 others in the area; limestone for the kilns; bones for the mill. In 1873 the first steamer laden with coal arrived in the harbour, much better suited as it appeared to be to steam than sail. Stone and sand remained important exports.

Returns from the clay trade at Pentewan increased up to 1877. The relatively prosperous but static trade in this period was reflected in the village, which experienced some rebuilding within its existing boundaries, but remained virtually static in its extent. There were improvements in community facilities, and these constituted the main extensions to the village - the building of the Board School in 1873 and the nearby bone mill, and, on Pentewan Hill, some houses and the new Wesleyan Chapel and Sunday school of 1880 (albeit on the site of an older building) complementing the existing Bible Christian chapel. The church in the Terrace, a chapelry of St Austell, had also been refurbished and re-opened.

Although 3 public houses were recorded in the 19th century, by 1878 only the Ship Inn appears in trade directories. The trading population listed in the Harrods Trade Directory of 1878 was, significantly, larger than in any subsequent 19th/early 20th century trade directory. It shows the predictable dominance of the harbour in local business, with the harbourmaster, 2 coastguard officers, 11 master mariners, 3 ship-owners or ship-brokers as well as 3 building tradesmen, the Ship Inn, a smith and coal merchant, a manure merchant, 2 butchers, a grocer, 2 shopkeepers, 2 boot makers and a tailor/postmaster, as well 5 farmers. In addition, there were the school staff and non-conformist clergy.

In 1878 the railway was used for the first of the annual Sunday School trips to Pentewan from various St Austell churches and chapels that later became one of the major elements in St Austell's recreational and social calendar (viz. the reminiscences of A. L. Rowse amongst others).

App 1.4 1880-1906

From 1872 to the end of the 19th century (and into the 20th) there was a cyclical pattern of recovery and failure at Pentewan, with new harbour and railway companies formed and collapsing. The fundamental problem remained a lack of further investment in the harbour, and especially the railway, so that Pentewan was gradually losing out to other ports, the improvements in main line railways (the link to Plymouth 1859, the Newquay and Cornwall Junction Railway 1867) allowed direct movement of clay, coal and limestone by rail, or else favoured the newer, deep water and more mechanised ports, especially Par and Fowey (reached by the Cornwall Minerals Railway in 1877), which could serve larger ships.

While clay export increased throughout the county, Pentewan's share gradually declined for the next 20 years. Although during 6 months of 1904 as many as 114 vessels used the harbour, Pentewan now only handled 2% of the clay trade. There was some general trade, including bones for the bone mill, coal (St Austell gasworks) and a diminishing grain trade, the ironstone trade was gone and limestone importing was in decline (it could be brought in direct by train from Plymouth). There was a new mica extraction industry at Trehiddle/London Apprentice. There was also occasional quarrying of Pentewan Stone, but Polrudden Quarry had its own pier and loading facilities. By 1900 transporting sand up the railway to St Austell for building and exporting it from the harbour began to replace clay as the main trade. Old track and wagons belonging to the railway was used to extend a tram system onto the sands.

The information given by trade directories seems to mark a shift in the nature of the economic and social character of the village. In 1902 there was a modest decline in the number of businesses in Pentewan compared with 1878, but with the same general mix of professions – ship owners, clay merchants, the bone mill, as well as shopkeepers and tradesmen. However, it is notable that only a single master mariner is listed, compared to 11 in 1878.

There had, indeed, been a gradual decline in the numbers employed in and about the harbour and railway in Pentewan since the 1850s, as census return show:

	Railway wagoner /driver	Railway labourer	Dock labourer	Weighbridge clerk	Total
1851	10	2	13	-	25
1861	7	1	9	1	18
1871	(unspecified labourers on railway/harbour)				17

This shift was reflected in the physical fabric of the settlement - two of the three pubs went out of use, one was on the site of Jubilee House, built in 1897 for one of the local ship owners, the other (the present Piskey Cove gift shop) became a ships' chandlers. The relatively modest coastal trade of Pentewan, and particularly the carriage of bulk goods like coal, sand, timber etc., proved profitable enough for several other large houses to be built in Pentewan for the prosperous local ship captains and owners late in the century. As well as the rebuilt Wesleyan Chapel of 1880, a new Bible Christian Chapel was built in 1889, the old one becoming the village reading rooms (now the village hall), the first post office was established in the village in 1897, a doctor's surgery opened and the school was enlarged in 1900. The major physical change came with the creation of a widened entrance to Glentowan Road, involving the rebuilding of the houses on the west end of the row, leaving the scars of the older buildings still visible on the buildings on the west side of Glentowan Road.

App 1.5 1906-1946

'The fishing and bathing are good' Kelly's Directory, 1939

In the early part of the period the Pentewan Brick and Stone Co. was formed to develop the existing trade in exporting local beach sand by making it into concrete blocks; this became the Pentewan Block and Development Co. Despite some vicissitudes, the company expanded in the years before WWI, under the aegis of W T Lamb of London, builders' merchants. Some improvements were made to the harbour area, mostly connected with provision of plant and access for the expanding blockworks, but included a new concrete block extension to the breakwater/pier replacing the old wooden one in 1909.

By the end of WWI, most of Pentewan's other traditional trades had ceased. The Clay Strike of 1913 halved clay exports from Pentewan, which was further hit by the war - a pre-war average of 170 ships per year declined to 34 in 1917. The china clay trade had grown huge before the War, and needed more reliable ports than Pentewan, still suffering from silting, the dangerous state of harbour walls, limited mechanisation etc. while ships were getting bigger. Great Western Railway links to Par and Fowey isolated Pentewan, which was finally beaten by the slump in exports caused by the war. After 1918, there was only one shipment of clay, in 1929 when the 'Duchess' took a last symbolic cargo of china clay to Runcorn. St Austell gasworks and other coal merchants stopped using Pentewan after 1915/16, and in 1918/1919 the railway line and engines were requisitioned for the MoD, and the rails lifted, so that everything had to be moved by road - clay, coal, fertiliser, cement and wood.

After the First World War, the blockworks became the primary activity in Pentewan, so much so that the harbour was taken over by a joint blockwork/harbour company in 1924. Although flourishing, it provided relatively little employment - only small gangs of men were needed to do every part of the block making process - moving trucks, loading ships, making blocks, stacking etc. The main import was cement kept in a warehouse on the east side of harbour (where the company offices were too).

There continued to be expansion of the tram system, drying sheds, sand grabs and other buildings associated with the blockworks, as well some minor works to the harbour (1939-40: harbour gates replaced). Despite some plans, the Pentewan-St Austell railway was never reinstated, and all the sand and blocks not shipped out by sea were transported from Pentewan by lorry.

Despite the harbour gates being replaced in 1939-40 the Second World War saw the harbour closed. Storage areas around the harbour were taken over by the American Army, the beach was mined and the blockworks made beams for air raid shelters.

In 1940 the last commercial ship left Pentewan taking 300 tons of sand.

Apart from increasing facilities in the blockworks plant, and the remodelling of some of the warehouses on the east side of the basin, nearly all the development in Pentewan in the early 20th century was domestic – the provision of private houses and bungalows. Increasing numbers of private residents were attracted to Pentewan and area because of its scenic value. This growing integration of Pentewan into a wider area is reflected by the provisions of a bus service to St Austell from about 1910 (apart from the Sunday School tea treats, the railway had never been used as a passenger line), although despite increasing gentility, freshwater supply for the village in the 1920s was still based on public pumps such as those in Glentowan Road and the Terrace—little had been done to extend public facilities or buildings in Pentewan since the 1880s apart from the extension to the school in 1900.

The general decline in the number of trades and specialist shops already noted in the late 19th century continued -by 1914 there was only a single ship broker and no master mariners are recorded in Kelly's Trade Directory, with only 14 tradesmen, shopkeepers or other commercial concerns of any sort (compared to 35 in 1878, and 20 in 1910).

An important new development in Pentewan in the inter-war years was the development of tourism (over and above the still increasing number of private residents attracted to the area). Camping on the Winnick had begun in the 1930s. On the eve of WWII, the future reliance of Pentewan on tourism was already well advanced – Kelly's 1939 Directory, while recording the end of the clay trade, and the still extensive sand and blockworks, also notes that *'The fishing and bathing are good'*, while among the businesses listed (even fewer than in 1914) was a handicrafts studio, and local farmhouses were already offering 'farmhouse accommodation'.

The direct legacy of WWII in Pentewan, apart from the damage done to its trade by the war, was limited to the surviving pill box on the beach (part of the camp and dragon's teeth anti-tank defence lines laid out on the beach), and to the damage caused by 2 bombs that fell in 1942, destroying the Bible Christian Chapel in North Road, and lifting the roofs of many of the buildings around The Square.

App 1.6 Post 1946

Although the dock and reservoir were cleared out in 1945, new lock gates fitted, and the navigation channel cleared, no trading vessels came back to Pentewan, and only a few pleasure craft, and the harbour soon silted up again.

Continued extensions were made to the blockworks site, including a bridge made over the river, rail lines taken across beach, grabline crane on rails on the quayside. Fine sand was also deliberately washed down river from St. Austell. Twice a year 4-5 men would spend 2-3 months clearing the river from the Gover Valley to Pentewan. Large portions of the blockworks buildings were washed away by the sea in the 1950s, although the business continued to about 1966.

By that time (as today) the major economic activity in Pentewan was tourism, and the largest single business was the campsite that developed in a big way from the 1950s, gradually taking over parts of the blockworks complex.

Appendix 2: Gazetteer of archaeological sites and historic buildings

Codes: PRN: Primary Record Number in Cornwall Sites & Monuments Record. NGR: National Grid Reference. LB: Listed Building. SM: Scheduled Monument. Date: PA = palaeolithic, ME = mesolithic, NE = neolithic, BA = bronze age, IA = iron age, RB = romano-british, EM = early medieval, MD = medieval, PM = post-medieval, PX = prehistoric undated, HX = historic undated, UX = unknown, C = century, c = approximately.

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
01		Rock Cottage	Pentewan Road	House	Pre-1809	LB II	SX04NW 17/392	139493
02		Barton Farm	Pentewan Road	Farmhouse	Pre-1809	LB II	SX04NW 17/391	139481
03		Mill Garage	Pentewan Road	Bone mill, now garage	1841-1906			42605
04		Aqueduct (site of) adj. Mill Garage	Pentewan Road	Aqueduct (site of)	1841-80			139513
05		Old School	West End	School (now restaurant)	1841-1906			139502
06		Pump house	West End	Pump house	1809-41	LB II	SX04NW 17/10097	139428
07		Happy Union Streamworks (site of)	Pentewan Sands Holiday Park	Streamworks (site of)	1780-1837			42618
08		Coastal Defences (site of)	Pentewan Sands Holiday Park	Coastal Defences (site of)	1939-45			50545
09		Bridge	West End	Bridge	Pre-1809	LB II	SX04NW 17/382	139486
10		Outbuildings north side of road	West End	Outbuilding	1841-80			
11	2 – 6 (even)		West End	Blacksmith's workshop (now house)	1809-1880			24072
12	5		West End	House	Pre-1809			
13	7 – 15 (odd)		West End	House	1841-80			
14	19 – 23 (odd)		West End	House	1809-41			
15	25		West End	House	1841-80			
16		Hay Farm	West End	House	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
17		Reservoirs (four) (and sluices etc.)	St Austell River valley	Reservoirs (four) (and sluices etc.)	1872			42608
18		Adj. Hay Farm	West End	Blacksmith's Workshop (site of)	1809-41			42617
19		Warehouse (site of) – now car park	West End	Warehouse (site of)	1841-80			42612
20	27		West End	House	1841-80			
21	29 – 31	The Ship Inn	West End	Public House	Pre-1809			
22	1 - 3		The Rocks	House	Pre-1809			139520
23	5 & 7		The Square	House	1880-1908			
24	2 – 7 (cons)		Higher West End	House	1908-46			
25	1		Higher West End	House	1841-80			
26	Adj. 1		Higher West End	House	1880-1908			
27		The Rocks	Higher West End	House	1841-80			
28		Weighbridge	West End	Weighbridge	1908-46			
29	2		The Square	House	Pre-1809			
30	1 & 3		The Square	Public house (now house) and outbuildings formerly blacksmith's workshops	1809-41			
31	1 – 7 (odd)		Glentowan Road	House	1809-41			24078
32	9	Hall, formerly Bible Christian chapel	Glentowan Road	Bible Christian chapel (now village hall)	1809-41			138793
33	4 – 6 (cons)		The Square	House	1880-1908			
34	7 – 11 (cons)		The Square	House (no. 7 formerly shop and post office)	1809-41			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
35	10 1-5 (odd)		The Square North Road	House	1841-80			
36		Reservoir (site of)	R/o The Square	Reservoir (site of)	1819			42606
37		Bible Christian Chapel (site of)	North Road	Bible Christian Chapel (site of)	1880-1908			139500
38			North Road	House	1809-41			
39	32 – 36 (even)		North Road	House	1809-41	LB II	SX04NW 12/387	139480
40	24 – 30 (even)		North Road	House	1809-41			
41	14 – 22 (even)		North Road	House	1809-41	LB II	SX04NW 12/387	139477
42	10 – 12 (even)		North Road	House	1880-1908			
43	8		North Road	House				
44	4 & 6		North Road	House	1809-41	LB II	SX04NW 17/386	139491
45	Adj. 4		North Road	Lime kiln (now house)	1809-41			
46	2		North Road	House	1809-41			
47	1		Pentewan Hill	House	1809-41			
48	5		Pentewan Hill	House	1841-80			
49	7 & 9		Pentewan Hill	House	1841-80			
50	11		Pentewan Hill	House	1908-46			
51		House, formerly Wesleyan Chapel	Pentewan Hill	Wesleyan Chapel (now house)	1841-80			138794
52	1		The Terrace	House	1908-46			
53	2 2 & 3		Pentewan Hill The Terrace	House	1908-46			
54		Hillcroft 1 – 4 Church Row	The Terrace	House	1809-41	LB II	SX04NW 17/393	139490

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
55		All Saints Church	The Terrace	Church	1809-41	LB II	SX04NW 17/393	139497
56			The Terrace	Well House	1820, late C19	LB II	SX04NW 17/10103	24097.1
57		Flagpole, site of	The Terrace	Flagpole, site of	1841-80			139508
58	9 & 10		The Terrace	Houses	1908-46			
59	11	The old Watch House	The Terrace	Watch House (now house)	1809-41 & 1908-46			139506
60		The Ship Inn beer garden	West End	Coal wharf (now beer garden)	1809-41			42613
61	11		The Quay	House	1809-41			
62	9 & 10		The Quay	House	1809-41			
63	1-8(cons) 16		The Quay The Square	Warehouse House	1908-46			42611
64	13 – 15 (cons)		The Square	House	1809-41			
65	12		The Square	House	1841-80			
66		The harbour basin, walls and navigation channel	Pentewan	Harbour	C18, C19	LB II	SX04NW 17/381	24081
67		Warehouse	Harbour	Warehouse	1908-46			20372.01
68		Former Locomotive shed	Harbour	Locomotive shed, now store	1809-41			
69		Warehouse	Harbour	Warehouse	1908-46			
70		Sluices	Harbour	Sluices	1880-1908			139511
71		Shed	Harbour	Shed	1908-46			
72		Lime kilns (site of)	West End	Lime kilns (site of)	1809-41			
73		Lime Kiln (site of)	North Road	Lime Kiln (site of)	1809-41			24077
74		Concrete Works (site of)	Harbour	Concrete Works (site of)	1909-1966			42610
75		Flood Gates and control gear	Harbour	Flood Gates and control gear	1880-1908			139519
76		Drain		Drain	1872			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
77		Railway (site of, with partial remains)	Harbour	Railway (site of, with partial remains)	1809-41			20372
78		Lime Kiln	West End	Lime Kiln	Pre-1809			24075
79		Sluice	West End	Sluice	1872			139512
80		Round	The Hill	Round	IA, RB			24074
81		Wharf	Harbour	Wharf	C18, C19			20372.02
82		Blacksmith's workshop adj. No. 12	West End	Blacksmith's workshop	Pre-1809			42617
83		Pillbox	Harbour	Pillbox	1939-45			
84		Bollards	Harbour	Bollards	C18, C19			
85		Inscribed commemorative stone	Harbour	Inscribed commemorative stone	1826	LB II	SX04NW 17/381 (part)	
86		Shed	West End	Shed	1908-46			
87		Dockyard wall	West End	Dockyard wall	1839			
88		Wall	West End	Wall	C19			
89		Gas lamp standard	West End	Gas lamp standard	Late C19			
90	Adj. 2 –6	Paving	West End	Paving	C18-C19			
91	2	Paving	North Road	Paving	1809-41			
92	2	Gate and walls	North Road	Gate and walls	Mid C19			
93	10	Paving	The Square	Paving	Early C19			
94		Wall	Glentowan Road	Wall	Early C19			
95		River cutting	St Austell River	River cutting	Early C19			



Figure 5 There is but one road in and one road out of Pentewan. The approach from the east along Pentewan Hill opens from a narrow country lane to reveal the wider views of the settlement in a broader landscape; recent changes to properties [48-50] and curtilages have not been beneficial to the sense of enclosure or historic character.



Figure 6 The other approach from the west is equally enclosed and constrained, opening from the tight bends and narrow bridge [9] to the village set against wooded valley sides. Key gateway buildings [11][12] could benefit from careful enhancement and management schemes.



Figure 7 The Square: 18th century buildings (centre) [29] contrast in scale with the Hawkins family's early 19th century developments (right) [30] and later ship-owners' houses (left) [23]. 20th century townscaping schemes have not been completely successful.



Figure 8 North Hill [39-44] with The Terrace [54-55] above: part of the deliberate extension of housing of different social classes associated with Hawkins' new harbour, now set in leafy seclusion.



Figure 9 Looking north-west over the harbour, the basin, lock gates [75] and quays [66] overlooked by the ancient village core with probably the oldest buildings in Pentewan [22][27] in the centre, the buildings below [21][23] built on the old foreshore.



Figure 10 Industrial remains still define the whole of the harbour area [71][77]; not necessarily spectacular in scale or design, their importance is easily overlooked by visitors to the beach.