

# Charlestown Conservation Area Character Appraisal and Management Plan

2022



**This Conservation Area Appraisal and Management Plan was endorsed by Cornwall Council on 17<sup>th</sup> August 2022 as a material consideration for land use planning purposes and replaces The Charlestown Conservation Area Character Appraisal and Management Plan 2013.**

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Cornwall Archaeological Unit (Cornwall Council) was commissioned by St Austell Bay Parish Council to update the 2013 Charlestown Conservation Area Character Appraisal and Management Plan. The revised text and new photographs were prepared by Graeme Kirkham MA FSA MCIFA.

# **Charlestown Conservation Area Character Appraisal and Management Plan**



**St Austell Bay Parish Council  
2021**

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# 1 Introduction

## The purpose of a Conservation Area Appraisal

The purpose of this Conservation Area Appraisal is to clearly define the special interest, character and appearance of the Conservation Area. The appraisal should inform development control decisions and policies, and act as a foundation for further work on design guidance and enhancement schemes.

## Scope and structure

The Appraisal assesses the historic and topographical development of the settlement, analyses its present character, identifies problems and pressures and makes recommendations for its future management. Further advice on the management of the Conservation Area can be found in the Charlestown Conservation Area Management Plan, which forms the second part of this document.

## General identity and character

Charlestown is a picturesque and attractive historic port, popular as a visitor destination. It has great historic and cultural significance, being one of the finest examples of a late eighteenth- and early nineteenth-century industrial harbour in Britain and the best-preserved china clay and copper ore port of its period in the world. In consequence it forms part of the Cornwall and West Devon Mining Landscape World Heritage Site. Until relatively recently the settlement was managed as a single estate and consequently there is a quite exceptional survival of late eighteenth- and nineteenth-century domestic and industrial architecture and infrastructure.



### **Date of designation**

The Charlestown Conservation Area was first designated in 1967, and subsequently extended in 1990 and again following recommendations made in the 2013 Conservation Area Character Appraisal and Management Plan.

The current designated area covers the whole of the historic settlement together with two adjacent areas of historic industrial and agricultural activity, including, to the west of the village, two reservoirs which form part of the historic harbour infrastructure, providing a water supply to maintain levels in the inner harbour and flush silting from it.

### **Previous studies**

The *Charlestown historic and archaeological assessment* produced by Cornwall Archaeological Unit in 1998 and subsequent archaeological reports have been used to inform this Conservation Area Appraisal, as have Richard and Bridget Larn's book on Charlestown and brief research in online catalogues of documentary resources, historic newspapers and other publications. Sources of information are listed in the 'Sources' section of this document.

The present document updates the Charlestown Conservation Area Appraisal and Management Plan produced in 2013. It follows the guidance set out by English Heritage in the 2011 publication *Understanding Place: Conservation Area designation, appraisal and management*, reissued by the successor body Historic England in 2019.

### **Community involvement and adoption**

Because of the Covid-19 pandemic in 2020 it was not possible to hold a physical public consultation event. An eight-week online public consultation was held between 1 February 2021 and 30 March 2021 by which members of the public were invited to comment on the document. 22 key stakeholders were consulted. Posters advertising the consultation were put up on the parish council's noticeboards and it was also promoted on Cornwall Council's website. An article was published in the local press on 17 February 2021. Responses were considered and the final document was endorsed by the parish council on 20 May 2021. A summary of responses and amendments in response are listed in appendix 2.

## 2 Planning policy context

### What is a Conservation Area?

A Conservation Area is 'an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance' (Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990).

### What does Conservation Area status mean?

Conservation Area status provides the opportunity to promote the protection and enhancement of the special character of the defined area. Designation confers a general control over development that could damage the area's character with strengthened controls covering the demolition of buildings, minor development and the protection of trees.

Change is inevitable in most Conservation Areas and it is not the intention of the designation to prevent the continued evolution of places. The challenge within Conservation Areas is to manage change in a way that maintains, reinforces and enhances the special qualities of the area.

Under the current Act local planning authorities are required to designate Conservation Areas, to keep them under review and if appropriate to designate further areas.

Designation remains the principal means by which local authorities can apply conservation policies to a particular area. This appraisal should be read in conjunction with the wider national, regional and local planning policy and guidance. Relevant documents include:

#### **National policy and guidance**

- Planning (Listed Buildings and Conservation Areas) Act 1990.

- National Planning Policy Framework (NPPF) March 2012 (updated 2018, 2019 and June 2021) and NPPF Planning Practice Guidance Nov 2016 (updated June 2021).
- Historic England 2015. Managing significance in decision-taking in the historic environment: Historic Environment Good Practice Advice in Planning Note 2.
- Historic England 2017. Understanding place: historic area assessments.
- Historic England 2017. The setting of heritage assets: Historic Environment Good Practice Advice in Planning Note 3 (second edition).
- Historic England 2019. Conservation Area appraisal, designation and management: Historic Environment Good Practice Advice in Planning Note 1 (second edition).

#### **Regional policy**

- Cornwall and West Devon Mining Landscape World Heritage Site Management Plan 2020–2025
- Cornwall Council 2012 St Austell, St Blazey and China Clay Area Regeneration Plan: Guidelines for Transformational Development Projects
- Cornwall Council 2016 Cornwall Local Plan: strategic policies 2010 – 2030
- Cornwall Council 2021 Design guide: how to achieve quality in development for people, wildlife & the environment
- Cornwall Council 2021 Climate Emergency Development Plan Document
- Cornwall Council Heritage Strategy 2022-2030
- Cornish Distinctiveness (Let's Talk Cornwall)

#### **Local policy**

- St Austell Bay Parish Neighbourhood Plan (2020).
- Charlestown Conservation Area Article 4(2) Direction (see Appendix 1 for details).
- Restormel Borough Council 1996. Charlestown Village Design Statement.

### 3 Summary of special interest

- Charlestown lies in an exceptionally picturesque shallow valley surrounded by woodland and fields running down to the sea at Polmear. Due to the nature of past land ownership very little development took place within the historic settlement after the mid nineteenth century, and consequently the historic fabric abuts the surrounding fields, an unusual phenomenon in Cornwall and particularly notable in this area where much of the coastal belt on either side of the settlement has been intensively developed. There are a significant number of mature trees both surrounding the settlement and along roads within it.
- Numerous aspects of the built environment single out Charlestown as a special case: its harbour, significant for its early date, form, use and survival; the leat system and ponds used since the late eighteenth century to maintain water levels in the harbour, the substantially unaltered late eighteenth- and early nineteenth-century cottages and houses; the unusual survival of ancillary domestic structures such as earth closets and washhouses; the rich variety of industrial structures and the architectural quality of the public buildings.
- In addition to the exceptional survival of buildings in Charlestown, there are preserved open ore floors and china clay and coal yards, networks of lanes and alleyways, together with a variety of historic surfaces, boundaries and street furniture. As a consequence, nowhere else in Cornwall is it possible to step so immediately into the ambience of an early nineteenth-century working port.
- There is a striking sense of place in the village, fostered by the widespread use of local materials for domestic and industrial buildings and the public realm. In addition, there are a number of charming local features such as the design of porches, railings and gates, which are particular to the village.
- Charlestown is notable as a late eighteenth century – early nineteenth century industrial settlement created by a single entrepreneur and is unique not only as a purpose-built defended port, but also as an important port for the export of copper ore and the oldest and best-preserved china clay port in the world. This global significance is reflected in its inclusion in the Cornwall and West Devon Mining Landscape World Heritage Site.
- Charlestown has an unusual history as a single estate in the ownership of only two families over the whole period from 1784 to 1986. Other notable aspects of its history include its role in all the main historic industries of Cornwall: mining, fishing, agriculture, engineering and china clay. In recent times it has become an important destination for tourism, now Cornwall's major industry, and has been a popular film location.

## 4 Location and setting

Charlestown is located on the south coast of mid-Cornwall on St Austell Bay. It lies immediately to the south east of St Austell, with the harbour located approximately 2.5km from the town centre. The South West Coast Path runs through the village.

### Landscape setting

The village lies within a wide, shallow valley running down to the sea at Polmear, terminated by the harbour at the lower end. Charlestown Road, the spine road of the village, runs down the gentle slope of the valley to the harbour and beach. The sandy beach is defined by two rocky outcrops with the harbour entrance set to the western end.

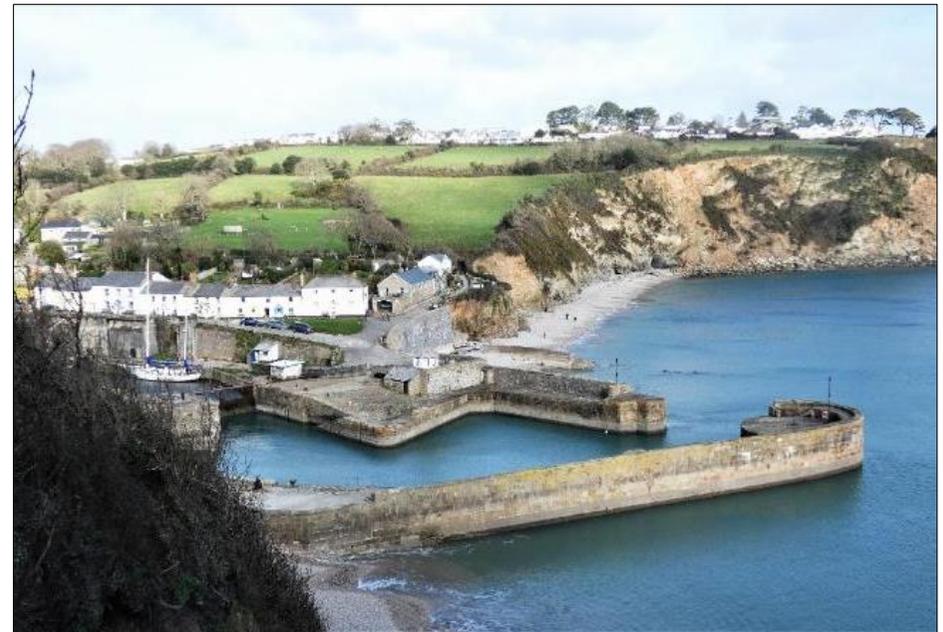
The extent of the built environment is quite modest and is contained by farmland and woodland on the eastern side, and by fields, large ponds and accompanying woodland to the west. The earthwork retaining the Lower Pond is a prominent feature from Duporth Road.

These 'green buffers' – 'green lungs' – to the built-up area are recognised in the Local Landscape Character Assessment 2020 as of key importance in protecting the setting of the Conservation Area and World Heritage Site from encroachment by development and in providing accompanying benefits to biodiversity. They allow the village to retain its discrete identity despite the close proximity of St Austell and the nearby settlements of Duporth and Carlyon Bay.

The Assessment emphasises that the setting of the World Heritage Site may 'include the area within which developments would have a visual influence upon the Outstanding Universal Value (OUV) and existing physical assets that are linked to it, historically or spatially.' It also points out that the setting of the

World Heritage Site must 'have protection from adverse impacts which affect the Outstanding Universal Value and the criteria under which it was inscribed as part of the World Heritage Site.'

Charlestown's rural setting is an important feature in many views within and from the settlement and also links it to the wider rural landscape.



*The view across the outer harbour from the South West Coast Path. The fields to the east of Charlestown are an important part of its semi-rural character and separate the village from the development at Carlyon Bay, allowing Charlestown to retain its own historic identity.*

## Setting of the Conservation Area

The Conservation Area is bounded by fields and woodland to the east and west and by the sea to the south. To the north, beyond the historic foundry site and Mill Lane, lie Penrice Academy and its grounds and the later twentieth-century suburban residential development of St Austell that has grown to subsume the formerly distinct roadside settlements of Mount Charles and Holmbush.

The National Planning Policy Framework (NPPF) defines setting as 'the surroundings in which a heritage asset is experienced'. This includes the experience of Charlestown gained from outside the Conservation Area, both from the sea and from surrounding land; from within it, especially where views of its rural and maritime setting are obtained; and when passing in or out of the Conservation Area along paths, roads and the sea connecting it with the outside world. 'Experience' goes beyond views and should be taken to include, in particular, the tranquillity of the rural environment and the degree to which the coastal ambience can be appreciated. The extent of setting is not fixed to a defined area and may be affected by distant developments intruding into skyline views obtained from within and without Charlestown.

Crucial attributes of the setting of Charlestown include, but are not limited to, the undeveloped character of the adjacent coast when viewed from the sea and coast path, and the degree to which it can be appreciated as a distinct settlement, different from and with separate (although related) origins to, nearby St Austell. This is accentuated by the unusual lack of development post-dating the mid-nineteenth century on its eastern and western fringes and the 'green buffers' of woodland and agricultural land to east and west.



*The view south east across Charlestown from immediately outside the north-west boundary of the Conservation Area. The historic settlement's green setting means that only a few roofs and the upper portion of the early twentieth-century stack of the Lovering clay dry are visible from this direction. Gribbin Head with its daymark tower is prominent in the distance.*

Assessments of the impact of development proposals on the significance of Charlestown should take account of the Historic England guidance publication *The setting of heritage assets* (2017) and relevant evidence held by the Cornwall and Scilly Historic Environment Record and in the available archives.

### Landscape character

The green fields adjacent to the northern portion of Charlestown, historically rough heathland prior to enclosure in the period around 1800, are defined as 'Recently Enclosed Land'

by the Cornwall Historic Landscape Characterisation of 1994. The agricultural land flanking the southern portion of the settlement – fields associated with the farm of Polmear to the east and others to the west of the harbour – is defined, in terms of Historic Landscape Character Type, as 'Anciently Enclosed Land'. This Type is understood as Cornwall's agricultural heartland, with field boundaries and forms predominantly medieval in origin. Duporth to the south west and Carlyon Bay to the east are characterised as 'Settlement C20'.

The 2020 Local Landscape Character Assessment, part of the St Austell Bay Neighbourhood Plan, identifies the areas to east and west of the settlement as falling within its 'Coastal hinterland' landscape type, characterised by undulating topography, predominantly arable or pasture with strong Cornish hedge boundaries; the coastal band falls within the 'Coast and beach' type: this has a wild, exposed character with steep unstable cliffs and extensive views along the coast. The Assessment emphasises that the landscape setting of Charlestown is of great importance to the history and development of the village as part of the World Heritage Site.

## **Geology**

The underlying geology is of Lower Devonian slates, siltstones and mudstones, locally referred to as 'killas'. These rocks, often quarried on a small scale near to where they were required, were widely used within the local vernacular building tradition. The Hensbarrow granite massif, surrounded by the decayed granite forming the china clay deposits of the area, lies only 3 km to the north of the settlement. Prior to about the 1840s, moorstone, derived from weathered surface outcrops of granite in this area, was very widely used for buildings and other structures and for paving; it has a characteristic sandy, yellowish colouring. Subsequently, most of the granite used in

the built environment came from substantial quarries, notably in Luxulyan and at Carn Grey.

## **Biodiversity**

The portion of the St Austell Bay 2020 Local Landscape Character Assessment relating to Charlestown notes that the settlement is surrounded by farmland, predominantly pasture, and points out that the boundary hedges forming the historic field pattern are now mature and of significant landscape and wildlife value. It also highlights the woodland in the area; that planted before 1870 – which is likely to cover much of the woodland areas in the immediate vicinity of the settlement – is recognised as Biodiversity Action Plan habitat.

The whole of the 'Coast and beach' landscape type is recognised as part of the 'Maritime cliff and slope' Biodiversity Action Plan habitat.

## **Activity and use**

The harbour remains the focus of the settlement, but the village is no longer defined by the trading of the port and its associated industries. Charlestown is now predominantly a historic residential coastal village and destination for visitors.

Several historic ships operate from or overwinter in the harbour. The harbour and historic vessels based there have featured in numerous film and television productions.

The village retained some industrial activity until recently but the majority of businesses within the settlement are now connected with tourism. Changing economics coupled with rising house prices and the desirability of the village as a holiday and second-home destination, and investment location have created pressure for the conversion of industrial buildings to residential uses, which inevitably impacts on the character of the village. The number of second homes and holiday

accommodation units has increased over recent years, affecting community vitality. The St Austell Bay Parish Neighbourhood Plan (2020) notes that 28 per cent of dwellings in Charlestown are currently second or holiday homes and the Plan includes a policy that new open market housing in the settlement will only be supported where there is a restriction to ensure that occupancy is as a principal residence, not a second home.

There is considerable use of the coastal footpath and private beaches in the vicinity of Charlestown by both local residents and visitors, and events such as Charlestown Regatta, gig rowing and music festivals attract substantial numbers of people. The growing leisure use of the settlement has resulted in a significant seasonal variation in the character of the village, with a marked increase in visitor numbers during the summer months. However, even out of season the settlement is often busy with a constant visitor presence, albeit on a reduced scale. Visitor attractions include the historic settlement, harbour and beach, the Shipwreck Treasure Museum and tours of the harbour and its ships. Charlestown, particularly in the area around the harbour, accommodates a concentration of bars and restaurants, cafes, gift shops, galleries and other visitor-oriented businesses.

Although the noise and bustle of industrial activity has gone the village is rarely silent. In addition to the tourists, the soundscape includes ongoing maintenance of the ships in the harbour, the breaking of waves and the trickle of water passing along the leats. Traffic movement and traffic noise can, however, be intrusive, with particular problems associated with the use of Church Road, Charlestown Road and Duporth Road as a 'rat run' paralleling the A390 to the north.



*The presence of historic sailing vessels in the harbour greatly enhances the character of the settlement core.*

## 5 Historic environment and other designations

(Map 2 Designations)

The following designations are current for the Conservation Area:

- Most of the Conservation Area, with the exception of the woodland adjoining the ropewalk, the Regatta Field and adjoining fields and an area to the north and north west of Polmear farmhouse, falls within Area A8, Luxulyan valley and Charlestown, of the **Cornwall and West Devon Mining Landscape World Heritage Site**. Charlestown itself forms Area 8ii of the World Heritage Site.
- There are no **Scheduled Monuments** within the Conservation Area; the Scheduled Monument known as the Longstone, an upright stone likely to be a ceremonial or ritual feature of Neolithic or Bronze Age date, stands less than 100m outside the Conservation Area boundary in the grounds of Penrice Academy.
- The **Conservation Area** incorporates 51 Listed Building designations; some of these listings include more than one principal structure and may also include curtilage structures. The harbour piers and quays and the Methodist chapel and schoolrooms are Listed Grade II\*, the remainder are Grade II.
- A list of **locally important heritage assets** has been compiled for the St Austell Bay Parish Neighbourhood Plan.
- An **Article 4(2) Direction** removes certain permitted development rights on unlisted dwelling houses in the village.

- Much of the settlement and its immediate setting is covered by **Tree Preservation Order** Areas and there are a significant number of Tree Preservation Orders in place.
- The coastal area, vegetated hedges in adjacent farmland, and woodland areas close to the settlement, are regarded as **Biodiversity Action Plan** habitats.

### Significance of World Heritage Site status

Charlestown forms part of the Cornwall and West Devon Mining Landscape World Heritage Site which was inscribed by the UNESCO World Heritage Committee in 2006. World Heritage Sites are inscribed for their 'Outstanding Universal Value' under the 1972 Convention for the Protection of the World Cultural and Natural Heritage.

It was considered that the Cornwall and West Devon Mining Landscape, created principally during the period 1700–1914, made a key contribution to evidence, understanding and experiences of the evolution of an industrialised economy and society in the United Kingdom and throughout the world, and has survived in a coherent series of highly distinctive cultural landscapes.

World Heritage Sites have policy guidance on protection and management under the National Planning Policy Framework. The area within the World Heritage Site boundary and its setting are subject to strategic policies detailed in its Management Plan, guided by the Site's mission and aims. Relevant policies and advice are also contained in National Planning Practice Guidance, in Policy 24 of the Cornwall Local Plan (2016) and the Cornwall and West Devon Mining Landscape World Heritage Site Supplementary Planning Document (2017).

## 6 Historical development

(Map 1 Historical development)

### Prehistoric

Charlestown lies in an area formerly rich in prehistoric monuments, many related in various ways to its coastline. A group of more than 20 Bronze Age barrows formerly stood on an area of heathland known as Gwallon Downs at the head of the valley in which Charlestown is located, the sites of several of which lay within the Conservation Area. Antiquarians excavated some of the barrows in the eighteenth century and cremation urns containing human remains were recorded; other finds were made when Charlestown Road was constructed and the former downland was enclosed for agriculture in the period after c 1790.

This ceremonial landscape included the Neolithic or Bronze Age menhir or standing stone which is still extant in the grounds of Penrice Academy, less than 100m outside the Conservation Area. The stone is now a Scheduled Monument. A second stone, known as the 'Giant's Hat', which may also have been part of this complex of monuments, also stood in the vicinity of Charlestown, somewhere near the coast. It was displaced in the late eighteenth century and its precise former location is unknown.

### Medieval Polmear

Charlestown as it exists today dates largely from development of the harbour and industrial settlement in the late eighteenth century. However, this development overlies two earlier settlements, Higher and Lower Polmear. First recorded as Porthmeur in 1403, the place-name derives from the Cornish elements *porth* meaning 'cove' and *meur*, meaning 'big or great' and contrasts with Porthpean to the west, from *porth* +

*byghan*, meaning 'small cove'. Polmere was shown as a settlement on John Norden's late sixteenth-century map of the hundred (early administrative area) of Powder. A surviving pattern of medieval fields can be traced, particularly to the east of the village.

### Eighteenth-century Polmear

Little further information about the settlement exists until the eighteenth century. Thomas Martyn's map published in 1748 shows two hamlets: Lower Polmear at the head of the beach and Higher Polmear further inland; the area between these settlements and St Austell was then unenclosed downland.

A reconstruction of the pre-Charlestown landscape, based on map analysis and fieldwork, was devised by Cornwall Archaeological Unit as part of its Historic and archaeological assessment of Charlestown in 1998, and this can be supplemented with other information. It depicts Lower Polmear as a small group of buildings close to the shore, ranged on both sides of a stream or water channel which emptied onto the beach (possibly an adit portal draining mines at Holmbush and Boscoppa). There was no harbour at this point: vessels would have been beached on the shore on a falling tide for loading or unloading.

On the eastern side of the seaward end of the valley lay a fish cellar (1 Quay Road, thought to date to c 1740 and still partly extant) and perhaps one or two cottages. On the western side was a scatter of buildings including the cottage and adjacent premises at 21 Charlestown Road, which may at one time have been an inn, and at least one fish cellar; archaeological investigations within a former cellar in this area identified a culvert pre-dating the extant remains and probably dating to the seventeenth or eighteenth centuries. These buildings, set

at an angle to the present road, appear to relate to an earlier route running towards the present Duporth Road.

Higher Polmear, a short distance inland, survives as Polmear Farm, with some of the present buildings shown on a 1795 chart and likely to date to earlier in the eighteenth century.

In 1790, just prior to the development of Charlestown, the two settlements consisted of 'only two or three small dwellings', also described as a few 'miserable cottages', and had a population totalling nine people.

### **Industrial Revolution – late eighteenth century**

The late eighteenth century saw an economic boom in the St Austell area with an intensification of mineral extraction and the rapid development of the china clay industry. The transport infrastructure of the area was put under great pressure. The small size of the existing medieval harbours and their distance from the main mining areas caused difficulties and beaching the ever-larger vessels required for the bulky cargoes was problematic and hazardous, with a number of craft lost during bad weather. The proximity of the sheltered cove at Lower Polmear to St Austell led to increased use of the beach for servicing the mines and developing china clay industry. By the 1780s a coal yard appears to have been established here.

### **The creation of Charlestown, 1784–1800**

In 1784 Charles Rashleigh, a St Austell lawyer and banker, acquired Polmear as part of a larger land deal and recognised the commercial opportunities of the site. Work began in 1790-1 and within a decade his plans for an efficient industrial port were substantially complete. Polmear became known as 'Charles Town' very soon after works commenced, in recognition of the ambition of Rashleigh's scheme. Charles Hatchett, travelling through the county in 1796 as part of a tour

of England and Scotland's mining districts, recorded in his diary:

'Went with Mr C[harles] and Mr Jonathan Rashleigh to see Charles Town built by the former. The town, the pier of granite and a considerable wet dock which at high water has a depth of 15 feet, with rope walk, store houses and fish cellars including the improved lands about, has been done upon the sole plan and at the sole expense of Mr C Rashleigh upon his own estate – a wonderful work for a private Gentleman.'

The new development began with the construction of a harbour, designed by John Smeaton, the foremost engineer of the day. In 1790 the outer breakwater was constructed and by 1792 the excavation of an inner basin or wet dock began. Originally the basin was substantially smaller than the existing arrangement, but its excavation was nevertheless a major engineering undertaking, requiring quarrying of the hillside. In 1793 the eastern breakwater was built forming an outer basin. To keep the wet dock topped up and the harbour scoured of silt deposits an extensive water supply system was devised. As the valley contained no suitable water source, a seven-mile leat brought water from the Luxulyan valley into two large reservoir ponds on the hillside above the harbour. The water was also used to power industrial activities, including Charlestown Mill and an adjacent smelting house to the north of the harbour area. The leat system within Charlestown and the reservoirs are still extant.

From the new harbour copper ore was exported to the smelters in South Wales, with return cargoes of coal to power the engines of the local mines. China clay and china stone were exported to the potteries in the Midlands and timber and limestone were imported.



*The Battery at Crinnis Cliff has crenellated walls on its landward side, possibly constructed for decorative purposes, to be viewed from Charles Rashleigh's estate at Duporth.*



*A house in Mill Lane (183–185 Charlestown Road), adjacent to the site of the late eighteenth-century Charlestown Mill.*

In addition to the harbour the new development included numerous open storage areas: ore floors and china stone yards, on which copper ore and china stone were stored prior to shipping, and coal and timber yards for materials brought into the port. The Rashleigh Arms' car park is a rare survival of an ore floor, with its cobbled surface containing a varied range of

geological material said to have been imported through the harbour as ballast from distant ports.

A new wide route into the settlement was created to accommodate a busy stream of horses and carts that connected the harbour to the extraction sites inland. Formerly known as the Great Charlestown Road, it remains one of the widest approaches to any settlement in Cornwall.

Rashleigh further developed the existing pilchard fishing industry and Charlestown became one of the most significant fishing stations along this part of the coast. Four seining companies operated from the settlement, the *Content*, *Rashleigh*, *Friend's Endeavour* and *Union*. Each seine company had their own cellar premises for the processing of the catches and storage of equipment. Former cellars survive at 1 Quay Road (*Content*), Barkhouse Lane (*Union* and *Friend's Endeavour*) and West Porthmear Cottages, Duporth Road. Other structures were used as fish cellars at various times. The remains of pressing holes, used to hold the ends of weighted beams pressing the oil from the fish, provide evidence of this former use, most clearly visible at the former Content cellars at 1 Quay Road.

Ancillary works necessary for the export and fishing industries formed part of the new industrial settlement. Shipbuilding and repairs were carried out at the north end of the inner basin with a shipwright's yard and smithy depicted on an 1825 survey. A ropewalk, used for the manufacture of ropes, was laid out to the north of the harbour in 1792 and survives in a clearly recognisable form (a rare survival, as the majority of ropewalks have been redeveloped or are now simply open ground or routeways). A barkhouse is remembered in Barkhouse Lane, where ropes, sails and nets were preserved by soaking with a liquid derived from bark chippings rich in tannin. A number of

cooperages operated from the village, producing wooden casks for a variety of uses including the exportation of pilchards, beer, high-quality china clay and vinegar.

Limestone imported through the harbour was burnt in limekilns to create lime for the building trade and agricultural fertiliser. A large kiln was located on the quayside, now the site of the octagonal harbourmaster's hut, and a complex of kilns formed part of the substantial structure located on the north side of what is now the main car park for the settlement, which also housed the gun shed for the Charlestown Battery; the kilns survive in altered but recognisable form.

The Battery, located on Crinnis Cliff overlooking the seaward approaches to Charlestown, was established by Charles Rashleigh in 1793 as part of the original development of the harbour. Charlestown is the only mineral port in Cornwall with its own defence. The Battery survives as a crenellated walled enclosure, roughly semi-circular in plan, with an entrance at the western end, within which are the remains of gun positions and other military structures. It was abandoned in 1897.

A brickyard was also created in the 1790s and 'excellent bricks manufactured'; it may have been located off Duporth Road (known locally as Brick Hill). The site of a later brickmaking enterprise may be indicated by field-names incorporating 'Brick Hill' recorded between the two ponds to the west of the settlement in the 1842 tithe survey. A piece of land with a mowhay and kilns, near to the Higher Pond, was leased to two St Austell brickmakers in 1854.

Mining activity continued in the immediate vicinity of the village and numerous shafts, tips and dumps are marked on historic maps. As well as extraction and export, Charlestown also had two blowing houses, later known as smelting works, where tin was extracted from the raw ores through exposure to high

temperatures. The site of one blowing house was in Mill Lane, to the north of the village, adjacent to Charlestown mill.

Agriculture continued to form part of the economy of the settlement, as evidenced by the survival of farmsteads at the earlier hamlet of Higher Polmear at Polmear Farm, and West Polmear Farm (now 91–93 Charlestown Road); the former Charlestown Hotel (now the Pier House Hotel) was also used as a farmhouse for a period. Some prestigious structures survive from the West Polmear complex, including the large brick and stone granary and substantial dressed moorstone barn. The scale of the granary and the use of high-status materials for the structures has led to suggestions that this complex was the home farm of the Duporth estate.



*Surviving press pole sockets in the wall of the former pilchard cellar at 1 Quay Road (Salamander), now converted to holiday accommodation. The original building pre-dated the development of Charlestown.*

Prior to development of the harbour complex the small area of irregular fields of medieval origin around Higher Polmear were surrounded by unenclosed downland. Rashleigh's plan for the new settlement included the enclosure and improvement of this land. His late eighteenth century enclosures can be easily distinguished by the predominant straight boundaries, contrasting with the sinuous and substantial Cornish hedges of the earlier Anciently Enclosed Land.

In 1791, at the beginning of Rashleigh's enterprise, the population of the settlement had grown from nine to 26, and by the following year it had risen dramatically to 97. The pattern of expansion continued and in 1801 the population of the settlement stood at 300. A nautical chart drawn in 1795 records considerable development, including the line of cottages to the north east of the new harbour, further dwellings constructed on the north-west side stretching inland to include 11, 51, 55–65, 47 and 49 Charlestown Road. The Charlestown Hotel (now the Pier House Hotel) was built in 1793, above the western side of the harbour, and its three-storey form demonstrates the ambitions Rashleigh had for his new industrial community.

In common with many other industrial settlements in Cornwall the new port had a Methodist meeting house, built c 1799 on Charlestown Road on the site now occupied by the later chapel.

### **The early nineteenth-century copper boom**

At the turn of the century the port, as initially conceived by Rashleigh, was substantially finished with some 80 per cent of the surviving historic settlement established by this time. Charlestown was now the principal port exporting china clay in Britain. At this point Rashleigh refocused his efforts and finances on landscaping the grounds of his private mansion at Duporth, which lay half a mile to the east of Charlestown. However, subsequent financial difficulties and personal legal

battles were to leave him unable to take advantage of the opportunities created by the mid-Cornwall copper boom in the early years of the nineteenth century.

While the harbours at Pentewan to the south and Par to the north were expanded, the limitations of the harbour at Charlestown became more apparent: the narrow entrance and dog-leg turn into the basin restricted the size of vessels that could be accommodated, and the outer harbour ran dry at low tide restricting its use considerably.

### **Nineteenth-century Charlestown under the Crowder family**

In 1823 Rashleigh died leaving sizeable debts. His household left Duporth and the estate was put up for sale. In 1825 Charlestown became the property of the Crowder family, Rashleigh's chief creditors, who were to continue in ownership of the port for the next 161 years, finally selling up in 1986.

A survey was carried out in order to settle Rashleigh's will and shows the village that the Crowders inherited. This 1825 survey records the further development of the settlement since the drawing of the nautical chart in 1795 (map 1). The built-up area of the port-associated settlement extended only as far as Duporth Road, beyond which the wide approach road was flanked by ore floors, china clay cellars and other storage areas, with the substantial West Polmear farm complex lying to the west of the road. The rest of the settlement lay to the south, a mix of housing, industrial buildings and yards, with Polmear farm to the east, which was also extended during this period.

The tithe map of 1842 (map 5) indicates some expansion of the settlement since the 1825 survey, principally through the construction of additional housing north east of the harbour and on Duporth Road. The settlement also extended further to the north, with new houses added on the eastern side of

Charlestown Road and cottage rows and houses on the northern side of Church Road. Church Road already existed as a route to Holmbush and for access to the northern end of the ropewalk but was previously undeveloped.

Augustus Crowder, the new proprietor of Charlestown, appears to have made efforts to achieve a degree of architectural quality and conformity in the continuing expansion of the settlement. A newspaper advertisement in July 1825 invited new proposals for building, adding that it was 'highly desirable that some uniform style of elevation should be preserved' and that those seeking building plots should 'accompany their applications with designs of the Buildings they propose to erect'. Charlestown's distinctive, modestly polite double-fronted cottages with classical niches – 12–17 Quay Road, 8 Duporth Road and 67 Charlestown Road; another example of the form is at 64 Holmbush Road, also formerly part of the estate – all date to this phase, as do the relatively plain cottages on a similar scale on the east side of Charlestown Road south of Church Road.

As the settlement matured and the population increased, the infrastructure servicing the community developed. The early meeting house on Charlestown Road was demolished and a new larger Methodist chapel built on the site in 1827. The Anglican church recognised the significance of the growing community and in 1847 Charlestown was divided from St Austell to become a separate parish, with St Paul's church built in 1851 opposite the recent cottages and houses on Church Road.

In addition to the many industrial workers Charlestown had a steady stream of visiting sailors whose requirements led to the building of a further public house, the Rashleigh Arms in c 1840 on the junction between Charlestown Road and Quay Road, and reputedly a brothel at 'Eleven Doors', a court development to the rear of 111/113 Charlestown Road.



*Nos 12-15 Quay Road, built between 1825 and 1842.*



*An earlier nineteenth-century cottage row along Church Road.*



*St Paul's church was completed in 1851, designed by the architect Christopher Eales in the Early English Gothic style; the spire was added in 1971.*

In 1870, after decades of calls to improve the harbour facilities, the inner dock was dramatically expanded: the basin was almost doubled in length with the excavation of the area formerly used as a shipwright's yard. However, the entrance

remained a limiting feature, as did the lack of a mineral tramway link to the inland extraction sites. Further plans for expansion were proposed in 1874 but never executed.

General industrial development continued during this period, with the Charlestown Foundry established in 1827 on a site opposite the earlier blowing house and mill to the north of the village. Initially the foundry produced specialist equipment for the mines, then later for the china clay industry. The site continued in commercial operation with a range of light industrial uses until the beginning of the twenty-first century.

A naphtha works was established to the north of the settlement (immediately outside the present Conservation Area boundary) at some time between the 1825 estate survey and the tithe map of 1842, producing an inflammable liquid that was used in crystal form to kill moths and in 'naphtha-flares' to provide artificial light. In 1834 a second, less successful smelting house was established in the village by John Taylor and Sons to the north-east of the harbour. In 1833 a warm seawater bath was constructed on the outer harbour, adjacent to the limekiln which heated the water.

The increased scale and range of industrial activity led to a steep rise in the workforce. The census records of 1841 describe the various trades then being plied from the settlement, including those of mariners, shipwrights, merchants, carpenters, blacksmiths, coopers, wheelwrights, foundrymen, various general labourers, and miners. There were also seven milliners, three shoemakers and a tailor, suggesting a certain level of disposable income among the inhabitants. The 1851 Census recorded a population of 2,871.



*The row of coastguard cottages built in 1892 overlooking the outer harbour.*

Despite the limitations of its harbour, Charlestown continued to be busy with extensive trade from the surrounding mining industry. By 1864 a local mine, Charlestown United, employed over 500 people, and Wheal Polmear, located immediately west of the settlement, employed about 100; there are significant remains of mining activity in the woodland and fields surrounding the village. By the 1870s, however, copper mining in this area of Cornwall had collapsed and the notoriously elusive pilchard shoals had disappeared. Fortunately, the china

clay industry continued to expand and, following the silting up of the neighbouring Pentewan harbour, much of the clay from the St Austell clay area was transported through Charlestown. The first edition Ordnance Survey 25-inch map, published in 1882 (map 6), recorded the lengthening of the inner harbour which had taken place in the early 1870s, increasing its capacity substantially. Beyond that, the overall extent of Charlestown was relatively little altered from that shown on the 1842 tithe map. Two groups of cottages were built on the site of a former ore floor on the west side of Charlestown Road, north of the junction with Duporth Road, and a cooperage complex on the same side to the north of Eleven Doors (now redeveloped as Merchants' Quarter).

The Crowder family chose to live to the north of the settlement where they built The Grove, a country house with stables and coach house (more recently redeveloped as a residential care complex). Although away from the bustle and industry of the quay, the house was initially adjacent to the smelting works and corn mill and due south of the naphtha works. By the time of the second edition Ordnance Survey map, surveyed in c 1905, however, those industrial buildings were no longer in use.

### **The earlier twentieth century**

The second edition Ordnance Survey map, published in 1907 (map 7), shows the settlement relatively little changed since its predecessor. The most notable additions were the Coastguard station overlooking the harbour and the Carbean clay dry, built in 1906, adjoining the foundry site. (The Lovering Dry and associated cellar – now the Shipwreck Treasure Museum – were built just too late to appear on the map.) A short revival of mining on the Wheal Polmear sett from 1901 included the construction of a copper-ore processing plant on the western side of the village, to the north of Lower Pond, just outside the

Conservation Area. This site was subsequently converted into a china clay settling facility.

The 1907 map also showed the new Sunday school, opened late in 1880 to the east of St Paul's church, the Board School built in 1895, and a new double-fronted detached house (*Ardenconnel*) in a prominent position on the west side of Charlestown Road.



*The detached villa in Charlestown Road originally named Ardenconnel (now The Nook), part of the late nineteenth- and early twentieth-century development of the upper part of the village.*

During the first half of the twentieth century the export of china clay continued to be the dominant industry in Charlestown. Clay was formerly all brought to the port in wooden casks by horse-

drawn transport, but a proportion was now piped in slurry form to the two large dries through a system powered by gravity. There it was dried, cut into blocks and then shipped. The Lovering dry – said when it was opened in 1909 to be the largest in Cornwall – is unique in that it is the only surviving china clay dry with its storage linhay directly linked to a harbour via a tunnel.

A comment made in the local newspaper, the *Cornish Guardian*, at the time the new development was announced in September 1907, sums up some fundamental contrasts in the built character of Charlestown which persist into the present. The increased employment provided by construction and operation of the new plant was welcomed but, the correspondent pointed out,

‘it is thought the dry will not improve the appearance of the village, the site being at the back of some very nice villas. The cellars in connection with the new dry are to be built on a site now used as gardens, in the heart of Charlestown, and in front of some of the best houses there.’

World War I caused a temporary downturn in china clay production, but the industry was soon back at full stretch once peace was declared. By the mid-1930s when a revision of the Ordnance Survey 25in map was published (map 8) the only significant additions to earlier maps were the Lovering Dry and china clay cellars (now the Charlestown Shipwreck Treasure Museum). A second weighbridge constructed to the north of the inner harbour post-dated the map.

Considerable changes took place in Charlestown during World War II. The Foundry was requisitioned, as were *Duporth*, Charles Rashleigh’s former home, which was used by the Indian Army Services Corps and subsequently American troops, and *The Grove*, which housed evacuee children. The harbour trade

was restricted to allow use by the Admiralty to fit-out minesweepers and the beach was defended by two pill boxes and tank traps. On 5 July 1940 the first bomb to be dropped on Cornwall fell at Charlestown, exploding in a field in front of *The Grove*.

In the post-War period, the size constraints of the harbour entrance, the limited capacity of the basins and the inconvenience of road links from the clay district to the port through St Austell town centre, ultimately led to Charlestown losing trade to the larger, deep-water port of Fowey and the tidal port of Par, both of which had rail links to the clay extraction sites. By 1945 it was becoming less commercially viable for china clay to be shipped by the small vessels that the harbour could accommodate and consequently the Carbean dry was largely demolished shortly afterwards. The Lovering Dry continued in operation until 1968, the harbour continuing to function at a lower level of trade. In 1971 the harbour entrance was enlarged and new electric lock gates installed.

### **Later twentieth century to the present**

By the later twentieth century, effects of years of benign neglect by the Charlestown Estate were becoming an issue and it was clear that significant amounts of money would have to be invested to bring many of the residences up to suitable living standards: many still had no bathroom facilities.

Reduced port revenues led to the estate finally being put up for sale in 1984. The next decade marked a period of considerable instability for residents, with the estate passing through the hands of a number of asset stripping companies. Peppercorn rents that had been kept artificially low were raised to market levels and houses where tenancies became free were left empty as ambitious plans for future redevelopment of the harbour and village were proposed, but ultimately came to nothing. The built

environment of the village was in a poor state of repair and there was a great deal of anxiety and uncertainty. Eventually, the majority of the houses and cottages were sold off incrementally on a freehold basis and the buildings brought up to modern living standards.

Finally, in 1993, Square Sail, a Bristol-based company, bought the harbour and various surrounding buildings and land to house and operate their fleet of historic sailing ships. In addition to sailing and corporate entertaining the Square Sail fleet specialised in film and television productions, which then attracted visitors to the village keen to visit recognisable locations.

The general unspoilt character of the village itself is attractive to film makers and tourists. Charlestown is acknowledged as appearing in more films and television series than any other location in Cornwall. In 1976 the former china clay cellars on Quay Road were converted into the Shipwreck and Heritage Centre (now the Shipwreck Treasure Museum). A new church hall was constructed in the 1970s and is an important focus of village life.

Following its comprehensive refit during the Second World War, the Foundry remained in operation until 2003. The site was then developed for housing, retaining a few historic structures from the foundry complex. Much of the Lovering china clay dry was demolished in the early 2000s although its landmark stack survives and is Listed Grade II. New light industrial and engineering businesses, including Partech Electronics and the Cornish Smoked Fish Company, were attracted to the village in the later twentieth century and successfully operated from historic buildings. However, these enterprises are no longer based in Charlestown and the buildings have subsequently been converted to residential use.

## Historic associations

Charlestown has strong historic associations with its founder Charles Rashleigh (1747–1823), who gave his name to the settlement. The Rashleighs were merchants in Fowey from the sixteenth century, building their country house at Menabilly in the early seventeenth century. Charles, one of the younger sons, made his own fortune through practising law in St Austell and London, purchasing land, pursuing mining interests and establishing the first St Austell bank in 1774. In 1781 he moved from his townhouse in St Austell, now the *White Hart Hotel*, to Duporth, where a country house was built for him with gardens and a landscape park overlooking the sea on the cliff top west of the valley that would later become Charlestown.

However, in later life he was forced into bankruptcy following a series of legal disputes, and Duporth and Charlestown were sold to pay off his creditors.



*The façade to one of the former Foundry buildings retained as part of the early twenty-first century redevelopment of the site.*

## 7 Archaeological potential

Charlestown has potential for standing and buried archaeological remains relating to its historic development.

Evidence of the pre-Charlestown landscape, and the origins and evolution of the industrial settlement, may be present below ground in the form of archaeological features and deposits, and above ground in the standing fabric of its buildings. Surveys undertaken to date have revealed a complex pattern of changing uses and adaptation.

In particular there is archaeological potential for:

- Buried archaeology associated with the extensive **Bronze Age ceremonial landscape** which formerly existed at the head of the Charlestown valley and may have extended into it.
- Buried archaeology deriving from the pre-development historic landscape character of Charlestown's location as Anciently Enclosed Land reaching towards the coast, with potential for remains of **prehistoric settlement and agriculture** dating to all periods back to the Middle Bronze Age, and for traces of earlier occupation extending to the beginnings of human activity in south-west Britain.
- Remains relating to the **medieval hamlets** of Higher and Lower Polmear; evidence for fishing, early seaborne trade and other commercial activity, agriculture, the road network and mining activity.
- The identification of **surviving buildings** pre-dating the development of Charlestown. There is potential for earlier fabric to be masked behind later re-fronting and remodelling.
- Remains relating to the **harbour, maritime trade, associated industries and activities**, including earlier phases of the harbour, the leat system and reservoirs, evidence of fish cellars, boatyard, the ropewalk, ore floors, china clay floors, coal yards and timber stores.
- Evidence relating to **military activity**, in particular the Battery which was in use from the late eighteenth-century until near the end of the nineteenth, but also World War I and World War II defences.
- Evidence relating to **mining and the china clay industries** and processing; the two blowing houses in the village (later smelting houses), and china clay dries and associated features such as pipes, china stone processing.
- Other **industrial archaeology**: for example, evidence of Charlestown mill, the foundry and associated leat systems.
- Evidence relating to **agricultural activity**, based around the two farm complexes of Polmear and West Polmear, the latter possibly the 'Home Farm' for the wider Duporth estate.
- **Building archaeology** has the potential to give further evidence for the history of individual structures and thus how the village expanded.
- **Intertidal archaeology**: generally, around the Cornish coast there is a potential for submerged and buried paleo-landscapes dating between c 7000BC and c 4000BC between the 30m and 9.5m contours beneath Mean Sea Level. We have little current evidence for how this background potential may have been modified at Charlestown; however, its further assessment and evaluation should form a part of any inshore development proposals.

## 8 Settlement character

### Understanding character

This section provides a variety of information aimed at capturing and presenting Charlestown's distinctive settlement character. Much of this is thematic, examining the contribution of, for example, topography, historic building forms and the materials used, views within and from the settlement, and identifying key buildings. It is intended that identifying and highlighting these distinctive elements will aid use of them to help in understanding and caring for the special interest and sense of place of the village.

Additionally, relatively small though it is, there is clearly significant variety of character within Charlestown's Conservation Area: the harbour area is quite different from Church Road, for example, in terms of what makes either area distinctive. To highlight this variety and emphasise its importance in both understanding and maintaining character in the long term, and to facilitate future management, the Conservation Area has been divided into a number of Character Areas, shown on map 3.

These Character Areas are differentiated from each other by a variety of attributes, including their diverse historic origins and functions, the historic fabric which has resulted, the various processes of change which have shaped them and the extent to which these attributes and processes are visible in the present settlement.

Taken with the thematic assessments of character also presented within this section, the Character Areas offer a means of understanding both the past and the present. In turn that understanding presents the basis for a positive approach to managing future change in ways which maintain and

reinforce the historic character and individuality of each Character Area and consequently of the settlement as a whole.

**NB.** Boundaries between Character Areas should be regarded as indicative rather than hard and absolute: the fringes of Areas frequently share elements of the character of adjacent Areas.



*The outer harbour and cottages on Quay Road with a background setting of the exposed cliffs of the coast to the east.*

## Charlestown's Character Areas

(Map 3 Character Areas)

### **Coast and shore**

Coastal cliffs and adjacent uncultivated 'rough ground' with the foreshore to Low Water Mark. (The Character Area extends beyond the Conservation Area, along the coast to the east of the harbour entrance.)

- Forms the seaward context for Charlestown and provides the first impression of the settlement for those approaching it along the South West Coast Path and from the sea.
- Predominantly 'natural': a wild, exposed coast with vertical cliffs and rough vegetation significantly shaped by wind and proximity to the sea, open and always changing offshore, dark at night.
- Few human-made components, but those present are impressive: South West Coast Path, Crinnis Head Battery, engineered cliff revetments above east beach, large intertidal outfall structures on west beach. Historic ironwork (railings and gates) on the coast path.
- Potentially archaeologically significant detached blocks of moorstone granite (formerly part of harbour structures) on east beach.
- Vulnerable to, and potentially at significant and increasing risk from, the consequences of climate change: erosion, cliff falls, extreme weather events, rising sea levels and storm surges.

### **Historic harbour**

Tidal and non-tidal water enclosed by historic harbour structures on a substantial scale.

- The historic and modern focus of the settlement.



*Surviving historic china clay loading structures and the prominent nearby stack of the former Lovering china clay dry emphasise the harbour's historic industrial functions.*

- Impressive historic engineering: a deep rock-cut excavation, massive masonry revetments and harbour walls of moorstone (surface granite) and killas, moorstone-paved quays, massive stone-built steps and slips, brick-lined tunnel to east beach.
- Relatively small modern component in the form of dock gates, modern slip and twentieth-century china clay loading

structures; these are also impressive, particularly as a group.

- Clear evidence of the past industrial, maritime and trading significance of the port, particularly the complex remains of china clay loading structures (hatches, chute, tramway route and tunnel).
- Widely visually accessible from the immediate area; high visibility of detail.



*Granite and slate building materials and distinctive water-rounded surfacing on the site of the former lime kiln at the harbour.*

- Good survival of associated historic structures: harbour office, lean-to sheds and stores, mooring bollards, winches, remains of derrick, capstans, granite posts and safety railings, etc.
- Distinctive suite of materials and coloration: sandy yellow moorstone, grey slate, rusted iron, with painted wood, varnished spars, cordage and canvas of moored vessels.
- Highly visible presence of spectacular and picturesque historic vessels.
- Modern associations with film, TV, celebrity; particularly strong associations with iconic elements of media-defined 'Cornish' identity (specifically Poldark but also small cove-located harbours, small sea-going boats, etc).
- Vulnerable to, and potentially at significant and increasing risk from, the consequences of climate change: extreme weather events, rising sea levels and storm surges.
- Associated also with concerns about appropriate maintenance and management of the historic fabric, and how commercial use can underpin long-term preservation.

### **Harbourside**

The immediate context and setting for the historic harbour.

- A mix of industrial and craft structures, service buildings and dwellings, all historically strongly related to the functions of the harbour and port.
- The built fabric is predominantly historic with most structures relating directly to the functioning of the port: cellars (as stores are termed), weighbridges, cask banks, Coastguard houses, pilchard cellars.
- Highly visible and recently added but largely ephemeral modern component relating to leisure and tourism, including stalls, kiosks, bars, awnings, tables, seating, flags, signage

and other elements not deriving from the historic uses and character of the area.

- The housing – Coastguard houses, 21 Charlestown Road and higher status cottages on Quay Road – and the Pier House Hotel are notable as structures which maintain their historic uses.
- Variety of heights in the historic built fabric: simple, functional single-storey structures, one-and-a-half and two-storey cottages, former industrial storage buildings built into slopes – two-storey at the lower end, single-storey at the upper. The three storeys of the Pier House Hotel reflect its origins as a prestigious new structure associated with the purpose-built late eighteenth century harbour.
- The historic colour palette is dominated by white- and colour-wash on the rubble or cob walls of housing, sandy moorstone shades on former industrial and commercial structures (silver-grey quarried granite on the later Coastguard houses and Shipwreck Treasure Museum), slate roofs, killas in boundary walls, some red brick dressing and patching, cream brick used for detailing on the Coastguard houses.
- The character of the area is softened by the limited presence of greenery in cottage gardens, grass and trees on cask banks and self-seeded scrub at the head of the harbour.
- Principal views are to the harbour, across the harbour to the historic structures on the opposite side, and out to sea and along the coast.
- The use of the area has a clear orientation to leisure and visitors: often high levels of activity and in season frequented by large crowds. This is reflected in the prevalence of outside seating and the display of historic artefacts (anchors, clay monitor) and the somewhat

incongruous replica Roman galley, but also in signage clutter.

- Traffic management provision – a roundabout, chicane, island, bollards, traffic and car park signage – is prominent and adds to the already cluttered public realm.
- Conversion of some historic buildings for commercial, visitor-oriented use has produced large modern structures out of scale with the historic built environment and with highly visible non-vernacular elements: the Longstore (balcony, timber cladding, metal roof), Shipwreck Treasure Museum and restaurant (large timber-clad structure, predominantly black).



*The late eighteenth-century, three-storey Pier House Hotel is a focal point of the harbourside area.*

### 'The Charlestown mix'

A highly diverse area, secondary to, but strongly linked to, the harbour focus and historic industrial uses, with a distinctive (if not unique) mix of building styles, scales, functions and status. Together with the historic open storage areas they form a key element of Charlestown's overall character.

- Wide variety of historic industrial and craft-related structures, community buildings, housing and large open former storage areas, all closely intermixed.
- Range of historic functions for buildings and spaces; in many instances these are known to have changed over time through adaptation, conversion and new building on former open spaces. The former coal yard site, for example, was originally an ore floor and later an important cooorage.
- Many of Charlestown's landmark buildings are in this area, again marked out by their variety. Some are highlighted by their status and formal architecture; the principal examples are the Wesleyan Methodist chapel and Sunday Schools, T'gallants and the Rashleigh Arms. However, there also vernacular structures built with high-quality materials and on an impressive scale: the Old Granary, the former barn in Eleven Doors, Polmear farmhouse and the stack on the former Lovering dry.
- Diverse range of materials and treatments in the historic built environment: painted render, painted stone (and cob), brick, painted brick, Pentewan ashlar, granite ashlar, granite rubble, killas (semi-coursed and rubble), slate roofs.
- The area is highly permeable to people on foot, threaded by a network of roads, lanes and entries, with further links across the historic storage areas (ore floors, china clay floors, coal yards, timber yards, farmyards).
- Proximity to Charlestown's green setting, the significance of this emphasised by the presence within the area of two

historic farm complexes. Views and glimpses out through lanes and entries to Green character area, down Charlestown Road to the sea, to the Lovering stack and church spire from south and north ends of the area.



*The Grade II\* Listed Wesleyan Methodist chapel, constructed in 1827 and recently the subject of a major refurbishment project. Obtrusive overhead cabling unfortunately detracts from the view of the façade.*

- Rich historic public realm detail with good level of survival. The distinctive surfacing of the ore floors is particularly significant but this Character Area also has moorstone granite kerbing, substantial boundary walls in granite and killas, typically with killas coping, glinter stones, granite steps fronting 79 Charlestown Road and 2 and 6 Duporth Road, for example, granite gateposts and dressed granite standpipe niches.
- Many outhouses – sheds, washhouses, privies, workshops – survive within the Character Area and are an important element of its character as a mixed working and residential settlement relatively unchanged in the twentieth century. Many retain slate roofs and vernacular forms of doors and windows and they are often highly visible on routes off the main axes of movement.
- There has been some small-scale new development in the Area (more is due to take place on the former coal yard and Lovering dry sites); conversion and substantial rebuild of historic structures has been more extensive, not in all cases using appropriate vernacular forms and treatments.
- Street clutter from signage (permanent and temporary) and modern public realm components: inappropriate 'bypass' style streetlighting on the upper part of Charlestown Road, overhead cabling (particularly intrusive across the façade of the Grade II\* Wesleyan Methodist chapel), telephone box, bike racks, benches.
- Parking and traffic are over-dominant on the principal roads.



*The late eighteenth-century ore floor now used as the Rashleigh Arms' car park with earlier nineteenth-century cottages, the Polmear farm complex and Lovering clay dry stack beyond.*



*The crucial importance of Charlestown's green setting for its distinctive character is particularly clear in views from the air. (Photograph: Barry Gamble. © Cornwall Council.)*

### **Green setting**

The green landscape setting for Charlestown, made up of agricultural land, woodland and recreation areas which together edge and define the small-scale historic settlement.

- High visual amenity value; a key component in many views both from within and to the settlement.
- Strong presence of greenery in the form of pasture fields, mature hedgerow trees and parcels of mixed woodland.
- Concentration of important industrial remains relating both to Charlestown itself – the ropewalk, two major ponds with accompanying earthworks, leats, sluices, etc – and to mining activity both pre-dating and contemporary with the historic settlement (sites of shafts, mine dumps, mining-related structures).
- Access to the Character Area is almost entirely limited to visual: there is currently no public pedestrian access other than the Regatta Field and the public right of way to Campdowns through Polmear Farm.
- There are important management issues concerning maintaining the principal character attributes into the future: woodland management, conservation of industrial remains (including the two large ponds).

A large proportion of the Character Area falls outside the Development Boundaries set out in the 2020 draft St Austell Bay Parish Neighbourhood Plan.



*A terrace and cottage row dating to between 1825 and 1842 on Duporth Road.*

### **Historic residential periphery**

Historic residential expansion on the former margins of the settlement.

- Almost entirely residential; the principal building forms are modest cottage rows and terraces with a small number of detached houses, set back from the street behind gardens. The former smithy at 165 Charlestown Road is the only structure not originally constructed as a dwelling.
- Predominant materials and treatments are white- or colour-washed stone or stone and cob, dressed granite and killas with granite and brick dressings and brick chimneys.
- Strong green element in the area from gardens (often fronting the properties), mature trees and views to the

Green setting character area, which provides the immediate visual context for much of this area.

- Public realm incorporates numerous substantial stone boundary walls (moorstone or killas) and Cornish hedges dividing front gardens from the street, granite gateposts, standpipe niches and kerbing, some iron gates and railings, a VR postbox.

Negative elements include:

- Regrettably bland suburban building forms in some new-build 'villas', making no acknowledgment of their setting and vernacular context, compounded by use of non-local and artificial materials, together with intrusive provision of extensive parking areas and garages, mono-species vegetated hedges and inappropriate street boundaries.
- Creation of parking areas on former front gardens, with consequent loss of street boundaries, unsympathetic alterations.
- Inappropriate 'bypass' design for street lighting; intrusive overhead cabling, telephone and electric poles.
- Use of Church Road and Duporth Road as a vehicle 'rat-run' impacts on the tranquility of the area.

### **Modern development**

Small-scale modern residential infill development on previously undeveloped sites.

- Adjoins and entered through the Historic residential periphery and 'Charlestown mix' Character Areas.
- For the most part not strongly visible from within the historic settlement; more evident from the surrounding Green area.
- Developments typically of modern materials with some token elements of vernacular forms and treatments.
- Little if any presence of historic fabric other than some retention of boundary walls.

- Often effectively results in the 'privatisation' of historically permeable areas, with a consequent clutter of 'private' and similar signage.



*New housing within the redeveloped former foundry site. Part of the boundary wall to the industrial complex has been retained.*

### **Modern development on historic sites**

- Recent re-development of historic sites, mostly peripheral to the core of the historic settlement.
- Retention of some significant historic fabric, including: the foundry frontage, waterwheel, Pattern Store and site boundary walls; boundary walls to the former cooperage on Charlestown Road; linhays at Lovering dry site; part of an

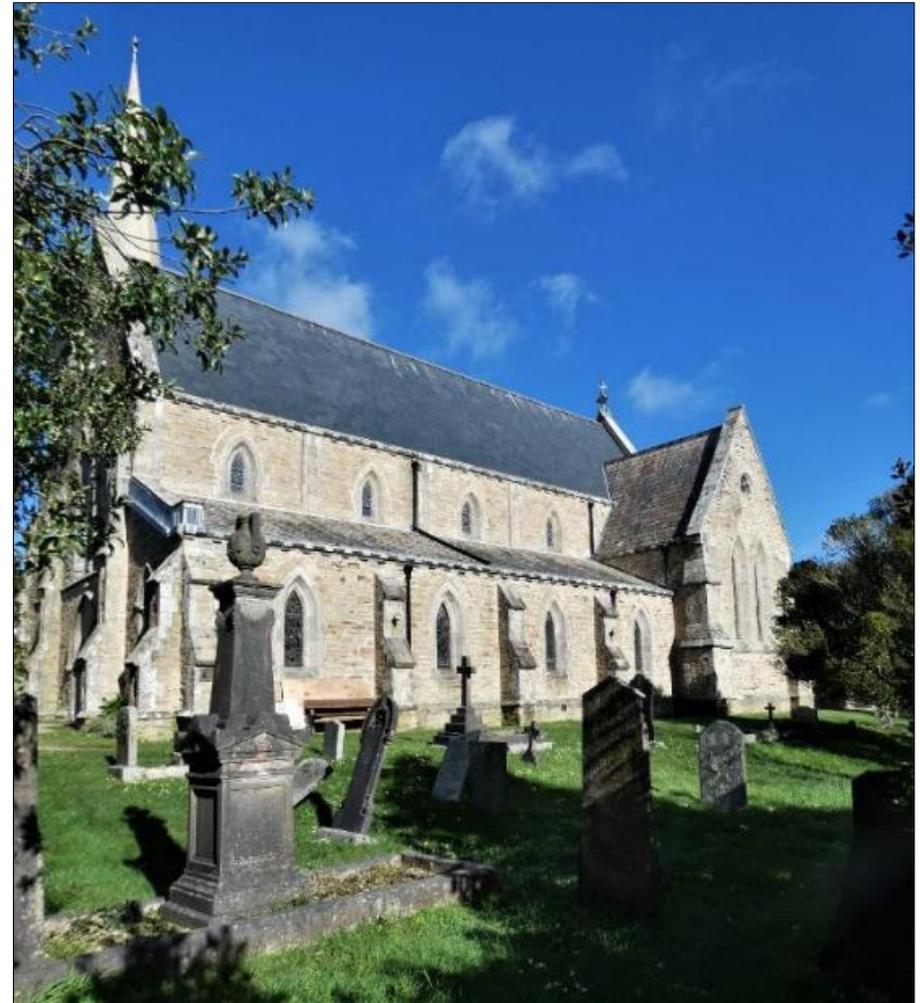
ore floor on the former coalyard site; entrance to The Grove; Charlestown mill building and adjacent house; boundaries, leats and other elements of the former mill and smelting house complex.

- Significant contribution to character from mature trees and woodland on the upper portion of Charlestown Road and around The Grove and mill site.
- Modern architectural forms predominantly in a generic 'industrial' or 'warehouse' style but not specifically locally distinctive in terms of vernacular forms or treatments.
- Materials include some vernacular elements – killas, granite, slate – in modern (quarried) forms. Treatments such as timber cladding have been used as a token representation of an 'industrial' vernacular which is not in fact part of the local tradition.
- Suburban (rather than village) character in terms of density, spatial layout, forms and scale.
- Extensive hard landscaping; some public realm use of vernacular references within new development, including, for example, areas of granite setts and water-rounded cobble surfaces.

### ***Church, graveyard and community buildings***

Small green area accommodating the mid-nineteenth century Anglican church, graveyard and later community structures.

- An important green space in this part of Charlestown. The green and natural element was more prominent before the removal of trees along the churchyard's street frontage.
- Borders and shares with / borrows from some character attributes of the Green setting character area adjacent to the east.



*Impressive Victorian church architecture, historic grave markers and a strong green element.*

- Forms the green setting for the landmark 1851 church and its 1971 spire; the church is a key element in views over a significant area in the northern part of Charlestown.
- The distinctive Sunday School and lych gate are the only historic buildings on the street line on the south side of Church Road and are therefore particularly prominent.
- Principal materials are killas with granite dressings and Delabole slate roofs on the church, killas and brick on the Sunday school, granite and slate in the historic gravestones and war memorial, granite and prominent painted timber on the lych gate.
- Public realm – inappropriate designs for the streetlights and the railings fronting the Sunday School; the distinctive public realm elements found elsewhere in Charlestown are absent.
- Use of Church Road as a rat-run for vehicular traffic impacts on the tranquility of the area.

### ***Roads, lanes, access***

An extensive network of historic roads, lanes and entries; an important element of Charlestown's historic character.

- Historic route pre-dating Charlestown via Brick Hill (Duporth Road) and the public right of way to Campdowns; historic coastal path by what is now the South West Coast Path.
- Designed and engineered principal routes along Charlestown Road, Church Road and Duporth Road within the core of the historic settlement: almost straight with a regular gradient (the latter has been eased on portions of Charlestown Road during the modern period).
- The northern portion of Charlestown Road, eastern end of Church Road and western part of Duporth Road are notable for the mature trees which flank them.

- Numerous small lanes and entries off main Charlestown Road axis, generally narrow but providing access to multiple historic premises set along them.
- History of ownership has resulted in a significant number of minor lanes preserved without modern surfacing; this contributes to local distinctiveness and enhances the sense of an historic settlement.
- Small-scale survival of 'industrial' granite slab surfaces on roads in vicinity of weighbridges and former china clay cellars (Shipwreck Treasure Museum).
- Good survival of broad and narrow moorstone granite kerbs and dropped kerbs and an instance of a stone-surfaced gutter.
- Some modern small-scale use of pebbled surfaces to indicate private ownership or as a 'locally distinctive' decoration.
- Road signage and lighting and traffic management provision are obtrusive and inappropriate in the small-scale historic setting.
- Widespread and often dense on-street parking detracts from the quality of the historic environment.

### **Topography and settlement form**

(Map 4 Townscape analysis)

Charlestown's distinctive topography and settlement pattern form an important part of its unique character and strong sense of place.

### ***Influence of geomorphology***

The nature of the physical landscape of Charlestown greatly influenced the development of the settlement. Its sheltered natural cove attracted early fishermen and then presented an

ideal location for a harbour during the industrial period. The presence of minerals in the surrounding countryside was also a determining factor in the further expansion of the port. Watercourses, springs and wells would have provided a water supply before the complex of ponds and leats was constructed in the late eighteenth century. The wooded valley would have provided shelter for early settlers and this along with the fertile soil encouraged the development of the farming hamlet of Higher Polmear in the medieval period.

### ***Spatial analysis***

Although the greater part of Charlestown is a late eighteenth – early nineteenth century industrial settlement, the village layout incorporates a few features surviving from the earlier landscapes of Higher and Lower Polmear. This has resulted in a more complex and multi-layered plan than other purely industrial Cornish settlements (map 4).

Rather than following and addressing the present roads, which date from the industrial period, the alignments of a few buildings appear to have been influenced by an earlier layout. For example, 21 Charlestown Road and the remains of a former fish cellar nearby may relate to a former track, probably following the present Barkhouse Lane, linking Lower Polmear with historical routes running parallel to the coast and west to Tregorrick. The building line established by the frontages of the cottages at 2–4 Quay Road are likely to have been intended to respect the position of the already established pilchard cellar at what is now 1 Quay Road. The former farm complex around 91–99 Charlestown Road was set back from the alignment of the new spinal route to the harbour, suggesting that it pre-dates it or alternatively that there was a need for additional yard space alongside the road to accommodate animal and vehicle movements associated with the farm.



*The main car park in Charlestown was formerly a coal and timber yard; small areas of its original cobbled floor remain visible.*

However, the dominant character of Charlestown undoubtedly derives from its development as a purpose-built industrial settlement. The road pattern is based on a main axis running down the valley to the harbour. It is typical of a coastal settlement to have such a road leading to the shore, but the unusual width of the carriageway indicates the industrial nature of the traffic it was planned to carry. Church Road and the

eastern end of Duporth Road have a similar 'designed' quality in terms of their ruler-straight alignments.

At the same time, there is little indication that Charlestown was in its early stages a 'planned' settlement in any formal sense. It seems much more to have been the result of rapid initial development followed by subsequent *ad hoc* accretion of housing and buildings related to the principal industrial activities around (and later over) the extensive cluster of storage areas: ore floors and china clay, coal, lime and timber yards.

This is reflected in the numerous lanes and entries which extend from the east and west sides of the principal axis along Charlestown Road. Historically these were the locations for a complex mix of housing, industrial buildings and – very importantly – the former storage areas, to which easy vehicular access would have been required. As Charlestown grew, routes to neighbouring settlements, to the south west along Duporth Road and to the north east along Church Road, were used to accommodate additional housing, mainly in the form of cottage rows, peripheral to the initial settlement.

The harbour was and remains the focal point of the settlement: strongly enclosed by high walls surrounding the excavated basin, with quaysides well below road level. The open space is strongly defined by former industrial buildings fronting the roadside to the west and cottage rows overlooking the basin from the east. The highly visible historic infrastructure associated with the loading of china clay into vessels moored in the harbour maintains its character as an industrial port.

It is notable that all the open spaces within the settlement originally had an industrial use and there are no civic-type squares or market areas: open areas shown on early maps are identified as ore floors, china clay, coal or timber yards. The

surviving floors and yards are a particularly characteristic feature; some have been redeveloped, but several remain extant. The open nature of these sites suits the needs of the village for continued commercial activity and particularly for car parking.

The former industrial complexes have larger footprints than the domestic buildings and often incorporate enclosed yards with buildings set gable end to the road frontage. In common with many other industrial settlements in Cornwall the dominant form of housing is the linear cottage row and terrace. In Charlestown these rows are interspersed with detached, higher status houses reflecting the prosperity of the community. The rows of cottages are variously set behind long front gardens or hard against the pavement edge, with gardens to the rear. The detached, higher status buildings set within gardens have a more varied siting, although many conform to the build lines of neighbouring rows and terraces.

### **Key views, vistas and landmarks**

Charlestown's key views, vistas and landmarks include:

- Views from the upper part of the village down the valley and out to sea, and along the coast. In the distance, to the east the Gribbin Head daymark is a distinctive landmark.
- The pasture fields, low hedges and mature trees which make up Charlestown's green landscape setting are important elements in views out from and across the settlement.
- Views of the settlement when approached from both directions along the South West Coast Path, and also views when approached by and viewed from marine craft.
- The 1971 spire of St Paul's church is the principal landmark of the northern part of the village and, with a background setting of mature trees, dominates many views.

- The tall, circular chimney of the 1907/1908 china clay dry forms one of the principal landmarks of the lower village. Of stone construction to the lower levels, the stack rises in brick with decorative mouldings to the lip and is ringed by iron reinforcing straps.
- Harbour views featuring the robust granite piers and working quaysides, the masts and rigging of historic and modern sailing vessels and the overlooking pastel-painted cottages on Quay Road.
- Due to the topography, settlement pattern and built form of Charlestown, the roofscape is often highly visible and is an important characteristic, particularly in long views from the elevated coastal path.

*The harbour is the focal point of Charlestown and the surrounding historic fabric addresses its form.*



*The early twentieth-century chimney of the Lovering china clay dry, rising above the surrounding rooftops, is a conspicuous element in many views in the southern part of the settlement.*



*The spire of St Paul's church is prominent in many views in the upper, northern part of the village.*



*Trees and the distant sea are important in views down Charlestown Road from the upper part of the settlement.*

## Built environment

Charlestown's built environment survives in a remarkably complete form, mainly due to the continuity of ownership by two families from 1784 to 1986 and the conservative management regime of the Charlestown Estate.

The village was purpose-built as an industrial settlement and its surviving built environment reflects this, still retaining the essential character of a port despite widespread change of use. The design and construction of the settlement, although determined by functional requirements, has resulted in an extremely picturesque and attractive townscape.

The majority of buildings date from the late eighteenth century development of Charlestown and its subsequent early-mid nineteenth century expansion. Importantly, however, a small number of structures survive that pre-date the development of the port and relate to the earlier settlements of Higher and Lower Polmear.

### *Building types*

#### Industrial structures

The internationally important group of industrial structures relating to the port and its ancillary industries are crucial to the character of Charlestown. Generally clustered around the harbour basin, these structures are characterised by their plainness of form, utilitarian detailing and relatively large footprint. Many present gable end elevations to the main road with deep plots including yard areas to the rear.

The principal and dominant industrial feature is the harbour, which survives little altered from its late nineteenth century form. The late eighteenth-century inner basin is partly cut in bedrock and elsewhere built of granite with later additions and

repairs in concrete. The two bays at its northern end, part of the extension of the basin in 1871, are of granite construction finished with curved granite kerbs. Along the eastern side are china clay cellars rising to road level.



*Former use as a warehouse can be read in the surviving large ground floor opening and gable dormer which would originally have housed a hoist.*



*China clay loading hatches on the east side of the inner harbour.*

China clay would have been loaded into the cellars from trap doors on Quay Road and collected by tram from the openings at harbour level. The earliest cellars are constructed from granite in four bays with three later reinforced concrete bays adjoining to the south. In the south east corner of the inner basin are two rubble masonry walls – all that survives from late nineteenth century ore hutches, built for the temporary storage of copper prior to shipping. The early twentieth century wide concreted arch in the north eastern corner of the inner basin connects the Lovering china clay dry to the harbour by means of a tunnel; a unique survival and important evidence of the evolving nature of the working landscape.



*The tunnel entrance at the north eastern corner of the harbour formerly accommodated a tramway carrying china clay from the Lovering dry complex.*

A second tunnel links the eastern quay of the inner harbour with the outer face of the eastern arm of the outer harbour, above the beach; its purpose is not specifically known but one possibility is that it served for barrowing ballast unloaded from incoming vessels to be dumped onto the shore.



*The brick-lined tunnel linking the eastern side of the inner harbour to a point above the beach.*

The sturdy outer basin walls of the harbour were constructed according to Smeaton's plans, the west wall in 1791 and the

east wall in 1793. Both are faced with dressed moorstone granite blocks. In contrast, the sea wall to the east of the harbour is of Devonian limestone, almost certainly from the Plymouth area. However, a small section of the earlier wall close to the shoreline is faced with random masonry. The quay area of the eastern wall is protected by a tall parapet wall also of granite masonry.

Two good examples of weighbridge buildings form part of the complex. These simple single-storey buildings feature multi-paned windows, single brick chimneys and large cast iron weighing platforms.



*The two weighhouses with their accompanying weighbridges form an intriguing part of the harbour's story, although they are often somewhat obscured by modern commercial activity.*

At the entrance to the inner harbour with good views of the entrance, gates, outer harbour and approaches is the harbour master's office. Constructed c 1885, on the site of a former lime kiln, it has an unusual octagonal plan and conical roof.

Two former coastguard stations survive. The earliest was at 6 Charlestown Road, an early nineteenth-century house which was converted at some time between 1856, when Charlestown was not mentioned in a survey of coastguard services, and 1882 when it was recorded on the Ordnance Survey map. By 1892 coastguard houses were provided to the west of the harbour. This row of seven granite cottages with long garden plots to front and rear is still extant.

The brick-built single-storey former count house or accounts office for the harbour still survives opposite the earlier coastguard house.

To the east lie the reservoir ponds, leat and sluice houses, the harbour's water management system. This is one of the key elements of Charlestown's industrial character: the two large ponds were used to impound water which was then used to maintain water levels in the inner basin and could also sluice silt out of the harbour at very low tides. The leats run through the lower part of the settlement through tunnels and conduits before discharging into the dock and were originally fed by a wider system running approximately seven miles from the Luxulyan valley. A system of cables and pulleys carried on poles to operate the sluice gate on the Lower Pond still survives. Despite their industrial origins the ponds have developed an ornamental quality due to the planting of surrounding trees and the creation of an island on Upper Pond. Historically they were used for boating and shooting.

The remains of several fish cellars survive. Typical diagnostic features include beam sockets relating to the pressing of fish in

wooden casks. Known fish cellars are marked on the townscape analysis map (map 4).

The tall chimney of the Lovering china clay pan kiln of 1907–08 is a prominent landmark in the village, although the associated dry with its characteristic long, low form has been redeveloped. This complex included a number of technical innovations, including a pipeline from the Carclaze pit for the movement of clay slurry to the dry and a tunnel and tramway system connected to the harbour for the transportation of the dried clay blocks for loading onto vessels in the harbour. A portion of the former linhay of the dry has been preserved as a heritage asset associated with the tunnel link to the harbour.



*The remains of an early nineteenth-century fish cellar in Barkhouse Lane.*



*The early nineteenth-century limekiln with attached former cellars and gun store for the Battery.*

Evidence of lime kilns survives at the harbour entrance and within the building complex on the north side of the principal car park, which also served as the gun shed for the Charlestown Battery. The kilns were built into the slope to allow for top loading from the yard above of lump limestone and culm (a poor-quality coal), both of which were shipped in by sea. Arched openings at the base of the kilns served for removal of the burnt lime, which was widely used for agricultural fertilizer (not least in reclaiming the former heathland just outside the settlement to the north) and in building.

A Listed single-storey smithy survives at 165 Charlestown Road. Now converted for residential use, its L-shape plan incorporates an area for shoeing and wheelmaking at the front and a larger forge room behind.



*The mid-nineteenth-century former smithy at 165 Charlestown Road. Its single-storey form, irregular window arrangement and roadside location are indicative of its former use. The rare VR post box is a significant element of Charlestown's varied street furniture.*

The surviving boundary walls to the former ore floors at the main village car park and the Rashleigh Arms, at the cooperage (now Merchants Quarter) and the Charlestown foundry maintain elements of the former industrial character of these sites in prominent locations on Charlestown Road. Similarly, on Mill Lane the visibility of parts of the leat system and substantial surviving boundary walls hint at the former presence of

industrial activity – a smelting works and corn mill – in this area.

Within the foundry site the restored waterwheel which formerly provided power to the complex makes an impressive focal point and is an important surviving component of Charlestown's industrial history.



*The distinctive south-western boundary wall to the former foundry complex, facing onto Charlestown Road. The waterwheel remains in situ on the foundry site and has been incorporated into the recent re-development for housing.*



*Four capstans – two marked 'Charlestown Foundry' – formerly used in harbour operations, are now displayed in the garden of the Rashleigh Arms.*

## Agricultural buildings

Buildings relating to the two farm complexes continue to form part of the distinctive character of the village.

The Polmear Farm complex, earlier Higher Polmear, includes an 'L-shaped' farmhouse, ranges of farm buildings, the remains of a former orchard and yard enclosures.

On the west side of Charlestown Road lie substantial parts of an impressive former farm complex, the scale and prestige of which suggests that it may have been the home farm for the Duporth estate. Surviving structures include a substantial three-storey granary and a former threshing barn (later used as a china stone mill) with a waterwheel outshut.



*Polmear farmhouse, one of the few buildings which pre-dates the construction of Charlestown.*



*The former water-powered threshing barn, later used as a china stone mill, on the north side of Eleven Doors. It is constructed from finely dressed moorstone granite.*

These structures are set behind houses fronting Charlestown Road, some of which were originally also agricultural buildings but later converted to dwellings. The lower range (nos 91–99 odd) dates from the late eighteenth century and nos 91 and 93

were originally a piggery, granary and stables. The farm developed around a double yard arrangement, visible on early maps but now largely lost through subsequent subdivision into gardens and additional back plot development.



*Buildings on Charlestown Road fronted by a wide space, formerly part of the farm complex which also incorporated the Old Granary and Eleven Doors threshing barn.*



*The former Charlestown Board School, built in 1895. It retains its distinctive boundary wall.*

### **Ecclesiastical, institutional and commercial structures**

Charlestown has a small group of religious, community and commercial buildings with larger footprints than most other buildings and which are constructed of high-status materials.

The Grade II\* Listed **Wesleyan Methodist Chapel**, like many nonconformist chapels, takes the form of a tall box-like structure with a Classical façade. Attached at the rear is a substantial schoolroom extension with unusual clerestory roofs. It was one of the earliest galleried chapels in Cornwall and the later interior (possibly by Cornish architect Silvanus Trevail) had a high level of completeness. However, it has undergone extensive refurbishment for residential and commercial (class A) use and the interior has been significantly altered.



*The Rashleigh Arms Hotel, recorded as a dwelling in 1842, with frontages both to Charlestown Road and downhill towards the harbour. It stands immediately below the Wesleyan Methodist chapel.*

**St Paul's church** in Church Road is a substantial structure, the apex of the nave roof reaching the top of the lateral west-end tower, and it forms the principal focus of the northern part of the village. The unusual glass-reinforced plastic spire was added in 1971. A lych gate gives access to the churchyard and to the east a later nineteenth-century two-storey Reading Room and Sunday school (accessed from Church Road at first floor level), presents its gable end to the road.

**Charlestown Board School**, now converted to residential use, was built in 1895 to the rear of one of the plots fronting onto

Charlestown Road. The large arched windows are typical of school buildings of this period.

The **Pier House Hotel** (originally the Charlestown Hotel), an imposing three-storey structure dating to the early 1790s, is one of the most dominant buildings in the harbour area and frames views to and from the outer harbour.

The **Rashleigh Arms** dates to about the 1830s and stands adjacent to and complements the Wesleyan Methodist Chapel. The main body of the building lies to the rear and the extent of its six-bay southern elevation is clearly visible from Charlestown Road.

### **Residential buildings**

Charlestown has a wide range of residential properties, from small cottages to high status country houses. The most dominant residential form is the double-fronted cottage, two and three windows wide with central doorways, often with a porch. This building type is notable for being larger than most workers' housing of the period and indicates the high standard of living available to the more skilled workers. However, the village also provided more modest accommodation in the form of single-fronted cottages, often in rows set back from the main roads with small enclosed front gardens. Even more basic were the back-to-back cottages. None of these survive in their original form. However, at 51–63 Charlestown Road the front row of cottages still survives in an upgraded form following demolition of the back row in the 1960s.

Past pressure on space within the settlement is indicated by two distinctive instances of buildings set together as a block with entrances and principal frontages on more than one side; these are 73, 75 and 77 Charlestown Road and the three conjoined

dwellings nearby on the north corner of the junction of Duporth Road and Charlestown Road.

The late Georgian origin of many of the domestic buildings is reflected in the symmetry of their façades. More irregular arrangements are sometimes an indication of alterations, incremental extensions, infill developments, amalgamation and subdivision.

The high level of survival of outbuildings and other ancillary structures is a particularly notable feature of the village and gives a completeness and sense of past domesticity to the townscape. Wash houses, privies, earth closets, coal houses and similar buildings form this unusual group and survive due to the low levels of change that have occurred in Charlestown by comparison with other Cornish settlements.



*Late eighteenth century double- and single-fronted cottages on Quay Road.*

Larger private residences include 6 Charlestown Road (currently known as *T'Gallants*), the former coastguard station. This is a three-storey, three window wide, symmetrically fronted stuccoed property with central door and porch detail. It directly addresses the inner basin and encloses the harbour area to the north. *The Beeches*, 60 Charlestown Road, formerly *The Villa*, is a large property set in private grounds.



*The southern elevations of the Grade II Listed former back-to-back dwellings at 51-63 Charlestown Road.*



*Significant numbers of outhouses, including washhouses and privies, survive in Charlestown and are an important record of former living conditions.*

### **Architectural styles**

In many respects the aesthetic high points of Charlestown's built environment are vernacular: the varied silhouettes of the former cellars, warehouses and limekilns, the emphatic perpendicular of the Lovering clay-dry chimney, the solid mass of the harbour walls and the octagonal harbourmaster's hut; the visual diversity of the local killas, moorstone and quarried granite contrasting with white- and colour-washed cottages, wooden plank doors and ironwork, and important survivals of a

varied floorscape of granite slab paving and surfaces of water-rounded cobbles. All these are key elements of the essential character of this attractive historic settlement.

However, scattered throughout the village (often on higher status buildings) are references to a more polite architectural canon which add gravitas and contrast to the lively vernacular scene. The influence of Georgian neoclassical architecture has already been noted in the symmetrical window arrangements found on so many of the domestic buildings. Many houses have centrally positioned doorways and hipped roofs also influenced by the neoclassical style. The inclusion of Classical niches above the doorways of some double fronted cottages such as 12-17 Quay Road and 67 Charlestown Road adds to the symmetry of the façades without the expense of an additional window.

Although it does not display any applied decoration, the proportions of the Pier House Hotel and its symmetry are essentially neoclassical. More overt examples of the style include the Wesleyan Methodist Chapel, with its pedimented façade, semi-circular headed windows and open Doric porch, and the adjacent Rashleigh Arms Hotel, which has a Classical-style doorcase with pilasters supporting an entablature on its street façade and an open porch with pillars on its southern elevation. No 6 Charlestown Road (*T'Gallants*), the sometime coastguard station, displays Classical detailing including rusticated quoins and a flat-roofed corniced porch with open ironwork piers. The Victorian-style shopfront on 79 Charlestown Road includes Classical features such as cornices, console brackets and pilasters.

In contrast, St Paul's church was designed by Christopher Eales (architect of St Austell Market House and Truro City Hall) in the Early English Gothic style with lancet windows and a three-stage tower.



*A Classical niche above the doorway on 12 Quay Road, with a porch with iron supports and a dressed granite water supply structure in the multi-phase front boundary wall.*



*Classical proportions and detailing on the façade of no 6 Charlestown Road (now known as T'gallants).*

## Key buildings

(Map 2 Designations)

The following Listed Buildings are of particular importance because of their prominence in Charlestown's historic built environment.

**NB.** Building names and other details are as recorded in the Listing details. National Heritage List for England (NHLE) numbers for each structure are in brackets.

### Grade II\*

**Charlestown Harbour, comprising the inner dock and quays; outer basin and piers; eastern breakwater; and the eastern wall** (1327290)

**Wesleyan Chapel** and attached schoolrooms, 1827; interior and windows c 1900 (1144292)

### Grade II

**Church of St Paul**, 1851 (1379464)

The **Pier House Hotel**, Harbourside Inn and attached outbuildings, Charlestown Road, 1792 (1379463)

**Rashleigh Arms Hotel**, Charlestown Road, early 19th century (1144291)

**Bay View**, 6 Charlestown Road [now *T'Gallants*], early 19th century (1144290)

**Chimney at Lovering's China Clay**, Charlestown, 1907/08 (1456664)



*The early nineteenth-century Charlestown Wesleyan Methodist chapel with its later Sunday School extension to the rear is a key building in the streetscape.*

### **Other Listed structures** (all Grade II)

2 Quay Road, late eighteenth-century cottage (1144297)

3 and 4 Quay Road, late eighteenth – early nineteenth-century cottages (1218854)

5 Quay Road, late eighteenth – early nineteenth century cottage (1144298)

6 Quay Road, early nineteenth-century cottage (1291775)

7 Quay Road, early nineteenth-century cottage (1327312)

8 and 8A Quay Road, early nineteenth-century cottage (1218857)

9 Quay Road, earlier nineteenth-century cottage (1144299)

10 Quay Road, early nineteenth-century house (1327313)  
 12 to 17 Quay Road, early nineteenth-century terrace of cottages (1291738)  
 23 and 24 Quay Road, early nineteenth-century house (1379467)  
 25 Quay Road, early nineteenth century (1144300)  
 27 Quay Road, early nineteenth-century house (1379468)  
 Former warehouse and net loft, Charlestown Road, early nineteenth century (1379459)



*33, 34 and 35 Quay Road. The Listing description notes it as a 'complete and so rare example of a circa 1820s artisan terrace, part of a complete and little altered group in this former fishing and china clay port' (NHLE 1379470).*

21 Charlestown Road, eighteenth-century cottage (1218829)  
 The Boatshed, Charlestown Road, early nineteenth-century fish cellar, later boat house (1379460)  
 Former gun shed and attached lime kilns, c 1804–5 (1212577)  
 The old weighbridge, Charlestown Road, late nineteenth century (1379461)  
 37 and 38 Duporth Road, early nineteenth-century cottages (1291772)  
 31–36 Duporth Road, early nineteenth-century terrace of three cottage pairs (1380158)  
 51 Charlestown Road, 55–65 Charlestown Road, early- mid nineteenth-century cottage range (1144328)  
 Anna's Workshop, 45 Charlestown Road (1379455)  
 2 and 6 Duporth Road, early and mid-nineteenth-century house and two cottages (1379465)  
 67 Charlestown Road, earlier nineteenth-century cottage (1218836)  
 69 Charlestown Road, earlier nineteenth-century cottage (1327291)  
 33, 34 and 35 Quay Road, early nineteenth-century terrace (1379470)  
 Polmear Farmhouse, 32 Quay Road, later eighteenth century (1218862)  
 93 to 97 (odd) Charlestown Road, late eighteenth – early nineteenth-century cottages (1144288)  
 99 Charlestown Road, early nineteenth-century house (1379525)  
 Former granary [The Old Granary] at SX 0362 5188, early nineteenth century (1212495)

103 Charlestown Road, early nineteenth century (1327310)  
 105 Charlestown Road, early nineteenth century (1144289)  
 107 and 109 Charlestown Road, early nineteenth century (1327311)  
 111 and 113 Charlestown Road, building erected to house china-clay crushing plant [and barn] (1212494)  
 143 Charlestown Road, mid nineteenth-century house (1388283)  
 151 Charlestown Road, mid nineteenth-century pair of houses (now one house) (1379458)  
 62 and 64 Charlestown Road, early nineteenth-century houses (1379456)  
 70 Charlestown Road, early nineteenth-century cottages (1144293)  
 72 and 74 Charlestown Road, late eighteenth-century cottages (1144294)  
 76–80 Charlestown Road, early nineteenth-century cottages (1144295)  
 82 Charlestown Road, early nineteenth-century cottage (1218846)  
 1 Church Lane, late eighteenth – early nineteenth-century cottage (1144296)  
 Former smithy with Victorian letterbox right of number 167 (1446714)  
 Cask banks (1472415)  
 Former copper-ore storage floor and boundary walls, Charlestown Road (1478672)

### Locally important heritage assets

The buildings and other features in the following list have been identified as 'locally important heritage assets' by the St Austell Bay Parish Neighbourhood Plan (2020 draft).

**Ponds, leat and sluice houses:** This water management system for the harbour is one of the principal elements of Charlestown's industrial character. The two large ponds were used to impound water to maintain water levels within the dock and could sluice silt out of the harbour at very low tides. The leats run through the lower part of the village via tunnels and conduits before discharging into the dock, fed by a wider system running seven miles from the Luxulyan valley. A system of cables and pulleys, carried on poles, which operates the sluice gate on the Lower Pond, still survives. The ponds have developed an ornamental quality, enhanced by the mature trees surrounding them. There is currently no public access.

**The ropewalk:** This 360 metre-long, 4 metre-wide straight and level track was used for manufacturing ropes. It is historically associated with the harbour where the ropes were used for shipping. This is one of the most complete survivals in Cornwall. There is currently no public access.

**Cask banks:** Three raised areas bounded by masonry walls to the north of the harbour on which wooden barrels or casks used for fine clays were stored, loaded and unloaded from horse-drawn wagons. The wall height enclosing the banks facilitated handling of the casks. (Also designated as Listed Buildings.)

**The clay dry linhay:** Much of the Lovering Clay Dry has been lost and the area is likely to be developed for housing. An important feature which should be retained in any future development is the last surviving and most southerly of the five deep bays of the linhay into which the finished clay was shovelled. The Lovering dry is unique in that it is the only

surviving example with its linhay directly linked to a harbour via a tunnel.

**Clay dry tunnel:** Unusually for china clay pan kilns the Lovering Clay Dry has a tunnel with a tramway connecting the linhay directly to the china clay stores on the eastern side of the dock and to the clay stores into what is now the Shipwreck Treasure Museum. (Proposed to Historic England for formal designation.)

**Ore floors:** Surviving examples of these historic cobbled surfaces, formerly used for storing copper ore and china stone prior to shipment and for coal brought into the port, can be found at the Rashleigh car park, the main car park and the old cooperage / coal yard. Some of the historic yards have surviving surrounding walls.



*The long rear elevation of the former pilchard cellar to the west of the main public car park in Charlestown, now converted to dwellings and known as West Polmear Cottages.*

**Fish cellars:** The remains of a number of fish cellars survive. Characteristic features include rows of beam sockets used in pressing fish in wooden casks. Examples of former cellars are in Quay Road (now Salamander), on Barkhouse Lane and in Duporth Road.



*The distinctive surfacing of the former ore floor now used as the Rashleigh Arms car park.*



*The maker's details on the 'new' weighbridge.*

**Weighbridges:** Two weighbridges and accompanying buildings are sited at the head of the harbour and were formerly a key element in the administration of trade through the port. The 'old' one was first recorded in 1882 and is a large cast iron platform manufactured by Avery of Birmingham. The 'new' weighbridge and its associated building were built in 1936. The cast weighbridge platform is marked 'To weigh 20 tons Charles Ross Ltd, Makers, Sheffield'.

**Lime kilns:** Lime kilns survive near the harbour entrance and as part of the building complex on the north side of the main car park, which also incorporates the former gun store of the Charlestown Battery. The structures were built into slopes to allow top loading of lump limestone and culm; arched openings at the base gave access to the burnt lime, which was used as an agricultural manure and for mortar and whitewash.

**Boundary walls with granite gate piers:** These are a significant element of streetscapes through most of the village. They enclose front gardens, former industrial yards and ore floors and help define the street line. Most are constructed from mortared killas rubble but there are also examples in granite. Many house gateways have granite gate piers, some with shaped caps and decorative details. Some walls have cappings of killas slabs or, in at least one instance, 'crenellations' of white spar (quartz); there is also at least one instance of distinctive half-round dressed granite copings to boundary walls.

**Iron railings and granite posts with iron rails:** The use of iron railings may reflect the former presence of the foundry. Many were removed as a contribution to the war effort in World War Two. Some of the safety railings around the harbour have an unusual design of iron pintails leaded into split granite posts; others appear to be of hexagonal section. Lengths of tramway rail are used as uprights on the railings bordering the leat in Duporth Road. Examples of distinctive, simple but decorative wrought iron gates in the village also reflect its important ironworking tradition.

**Dressed granite niches:** These simple but significant structures are found throughout the village and were built in the later nineteenth century to house communal water taps serving particular groups of dwellings.

**St Paul's church Sunday school, Church Road:** a simple yet charming building, purpose-built as a Sunday School and opened at the end of 1880.

**The waterwheel / Foundry Parc:** part of the old workings of the foundry, the waterwheel was refurbished and preserved as an important reminder of this former industrial site. Also preserved is the façade of the main foundry building and the

walling to the old Pattern Store (Hall), now housing the Parish Council offices.

**World War Two pillbox:** one of two WW2 pillboxes, part of the defences protecting the harbour, located close to the South West Coast Path below the Battery. It is a square structure built of cast concrete with a short flight of steps to its small entrance doorway. An opening in the exterior wall has a commanding view of the outer harbour and its approaches.

**Mill Lane:** this area includes surviving elements of a former industrial area on the edge of Charlestown. There are some outbuildings and retaining walls relating to the 1796 smelting works as well as the cornmill and leat. Fields below Mill Lane include the possible former route of the original road into Charlestown. A Bronze Age barrow lies below Mill Lane to the north of the driveway to The Grove.

**South Polmear Mine:** in the early to mid-nineteenth century copper mining was extensive in the area to the west of Charlestown Road towards Porthpean Road. Only the ruins of South Polmear mine (formerly known as Wheal Polmear) survive above ground today and are decaying rapidly. As mining pre-dates the main development of Charlestown its importance and relevance have often been overlooked. It is hoped by including the mine workings and their associated waste dumps, spoil heaps and burrows as locally important heritage assets, a recognition of both their historical value and the ecosystems dependant on them will be better understood and appreciated.

## Local and traditional building materials

Charlestown is predominantly a stone-built settlement. The underlying **killas** provides the most common building material, often concealed behind stucco or a painted surface finish. This catch-all term includes stones ranging in consistency from a soft, sandy, honey-coloured stone, used in squared pieces, to a hard, dark-grey slate stone that splits into long thin pieces and seems to have been used in the earliest surviving buildings, such as the footings of the former fish cellar at 1 Quay Street (now Salamander). It is likely that the killas used in the earliest building pre-dating the harbour came from a different quarry.

**Granite** is used as ashlar or dressed stone in some higher status buildings and as dressings in some rubble-built structures. Those parts of the harbour which extend above the excavated bedrock are mainly of **moorstone** (granite) construction, possibly from the Carn Grey area (the yellowish tone of almost all the stone of this type in the earlier structures in Charlestown indicates that it was obtained from surface outcrops and moorstone boulders rather than quarries). Granite rubble is also seen in some of the nineteenth-century cottages.

The quoins, window tracery, doorways and the internal arcade piers of St Paul's church are constructed from granite from a quarry between Stenalees and Hensbarrow which features a distinctive occasional turquoise fleck. **Pentewan stone** was used for the ashlar frontage to Charlestown Wesleyan Methodist chapel. The eastern sea wall is of **Devonian limestone**; the southern frontage of one of the former back-to-back cottages also appears to be of this material.

Higher quality materials are sometimes used for front elevations, with cheaper materials for side and rear elevations; for example, the façade and dressings of the Wesleyan chapel

are of Pentewan stone ashlar with semi-coursed killas side elevations.

**Red brick** is used extensively for dressings and chimneys in structures otherwise in killas or moorstone and is incorporated into the façades of the Old Granary and Polmear farmhouse. There are several other structures predominantly of brick, including the former count house and the shop and adjoining office on the southern corner of Charlestown Road with Duporth Road; on both these buildings the brick is painted.

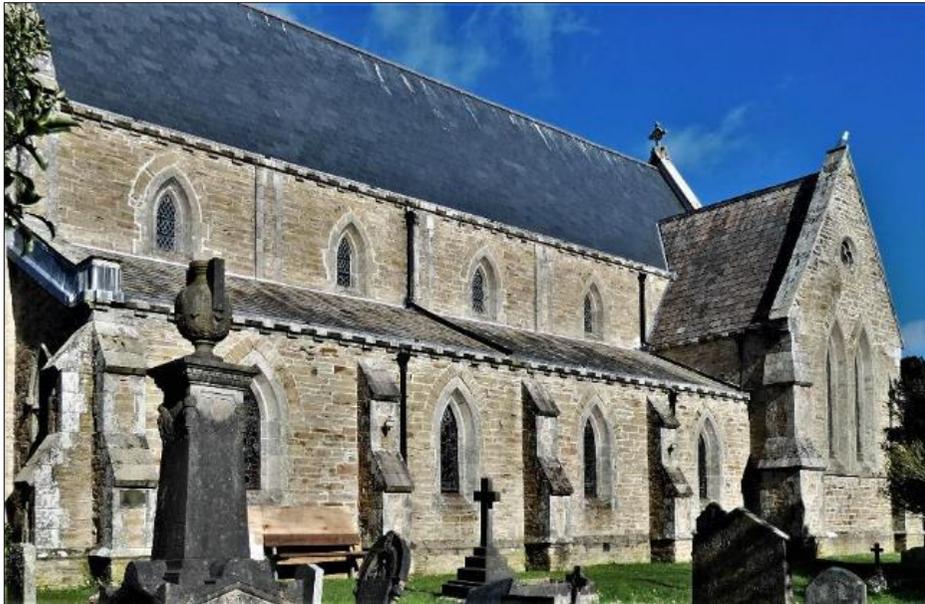


*The sandy tones of the moorstone blocks which form the complex stonework of the harbour walls are an important element of their architectural character.*

Brick has also frequently been used for patching in stone structures, including many boundaries and minor buildings, but also appears surprisingly extensively in some structures, perhaps indicating episodes of rebuilding. A brickyard was reported in Charlestown during its initial development in the 1790s and some of the surviving brick may have been made in the immediate vicinity. **Cream brick**, probably deriving either from the china clay area or from south Devon, is used for dressings on the row of Coastguard cottages above the harbour.



*Massive moorstone (granite) blocks face the retaining wall to the west of the outer harbour.*



*Semi-coursed dressed killas with granite dressings used for the main body of St Paul's church.*

Some of the smaller cottages and industrial structures have timber lintels, some with a distinctive arched form. Openings on the ground floor of the rear (Duporth Road) elevation of the former fish cellars now known as West Porthmear Cottages have distinctive dressed moorstone lintels of an inverted trapezoid shape set between angled springer stones, a feature which also appears on some of the openings on the former barn and china-stone mill in Eleven Doors.

**Mixed rubble and cob** construction was noted as a common method of construction in the early stages of building Charlestown and can be seen in some of the earlier surviving buildings; for example, 21 and 91–109 Charlestown Road.

Ground floors are of irregular rubble with upper floors of cob bulging over the lower masonry. These mixed construction houses are generally white- or colour-washed and the distinctive qualities of the material – the sense of mass, thickness of walls, depth of window reveals, softness of the rounded corners and texture of the uneven surface finish – all contribute to the character of the streetscape. Further examples may currently be concealed behind more regular renders.



*Killas, moorstone and brick in a group of houses on the corner of Charlestown Road and Duporth Road, a mix typical of many of the nineteenth-century buildings in Charlestown.*



*The striking red brick and granite east-facing elevation, eight-over-eight sash windows and hipped roof mark out the granary in the former farm complex on the west side of Charlestown Road as a building of some status.*



*21 Charlestown Road, an eighteenth-century cottage recorded as of rubble and cob construction. It is likely to pre-date construction of the adjacent harbour complex.*

Surface finishes include exposed masonry, painted or colour-washed rubble and brick and stucco. **Stucco** finishes are generally plain and smoothly applied, colour-washed in neutral and pastel shades, and are a defining feature of the village. There are a very few vernacular instances of **slate hanging**; these include the full slate hung elevation of 23–24 Quay Road and the half-hung elevation of 82 Charlestown Road.

Historically, timber cladding was not a feature of structures of any status in Charlestown and would be anticipated only on relatively minor and humble industrial and ancillary buildings. It is now a prominent element of several recent constructions on historic sites, including the Shipwreck Treasure Museum, the Longstore, the Boathouse and the complex developed within the former cooperage on Charlestown Road. More appropriate to the status of the structure is the timber exterior of the relatively recent boat shed constructed for the Charlestown Rowing Club on the south-eastern corner of the former ore floor adjacent to the Rashleigh Arms.

There is a good survival of historic roofs. Charlestown lies in a boundary area between two important roofing traditions and good examples of both **rag slate** and **scantle slate** roofs survive. There are also some dry slate roofs of uniform sized slate that characterise the later period of natural slate roofing. Delabole slate is common, as are terracotta ridge tiles.

### Local details

Reference has been made to the polite architectural detailing which lends a sense of decorum and grace to the built environment of Charlestown. However, the industrial nature of many of the settlement's buildings has produced its own vocabulary of robust, functional detailing, which in turn adds a strong sense of authenticity and integrity to the townscape.

### Industrial

There are a few surviving instances of large doorways to ground-floor levels, loading doors to upper floors, irregularly placed window openings, plank doors and cast-iron fixtures and fittings. These add richness and interest to the townscape and are important survivals of the industrial character of the settlement.



*71 Charlestown Road: a former warehouse, store or possibly stable, dating to the late nineteenth or early twentieth century*



*Remains of equipment from the harbour's working past are important as clues to how it formerly functioned.*

The fortunate survival of a number of **glinter stones** on the exposed corners of buildings and boundaries in Charlestown highlights the former importance of horse-drawn vehicles in carrying materials to and from the harbour and to the industrial, storage and agricultural premises within the settlement.



*Three of Charlestown's distinctive glinter stones.*

## **Buildings**

### **Roofs**

The roofscape in Charlestown is important. The settlement has a varied roofscape including gabled, hipped and half-hipped forms. Many of the domestic buildings have hipped roofs while a high proportion of the former industrial buildings present gable ends to the street.

Many roofs have terracotta ridges, most of which are plain, but some of the larger, later houses have decorative crested ridge tiles. Some of the later buildings have terracotta hips, but a significant number have mitred hips formed from slate skilfully cut to achieve a watertight edge resulting in a less heavy appearance which accentuates both the visual flow and beauty of the slate. Dormers and rooflights are not a common feature in the village.

Chimneys are universally constructed from brick (red and cream) but come in a variety of different forms. Some are notably tall, such as those on nos 55–65 (odd) Charlestown Road, added to the one-storey extensions when the back-to-back housing was demolished. Many chimneys include decorative bands around the crown and tall ceramic pots.

### **Windows and doors**

Charlestown's unusual history of ownership has resulted in a high survival of historic windows and doors. Sash window fittings are common throughout the settlement. Early and small cottages have small window openings of almost square proportions, with later and larger dwellings having larger, more vertically rectangular sashes taking up more of the surface area of the building façades. Upper storey windows of many of the cottages are set directly under the eaves in the Cornish

vernacular tradition. Many have their original six-over-six pane windows, but a number have later four-pane sashes. Some of the glazing bars are arranged with narrower panes to the sides almost giving the effect of margin glass. A few of the later villas – for example, 60 and 179 Charlestown Road – have canted bay windows. There are only a few historic dormers in the village and no historic rooflights.

Some industrial and former working buildings retain their original doors of simple braced plank construction. Domestic door types include solid panel doors with simple oblong lights above and half glazed panel doors. Several houses at 12–17 Quay Road have fielded panelled doors of a type generally common in the eighteenth century, but here dating from the second quarter of the nineteenth century.



*Hipped, gabled and clerestory slate roofs on the Rashleigh Arms, the Wesleyan Methodist chapel and former Sunday Schools, and adjoining cottages.*



*Late nineteenth-century horned six-pane sash windows on an early nineteenth-century house at 99 Charlestown Road.*



*Distinctive window bar arrangements can be found on many sash windows.*



*Windowsills are common and are generally of painted stone or slate.*

### **Porches**

Porches are a distinctive local detail of the village. Gabled timber storm porches are a unifying feature of the exposed properties around the harbour and close to the sea. The shiplap gabled porches of Quay Road with their decorative bargeboards are a particular feature of the iconic harbour views. Some inland properties have more architecturally elaborate arrangements, including a group of more ornate flat roofed porches supported on delicate wrought iron columns. This distinctive pattern is

found on a number of properties throughout the village and these items were probably manufactured locally, perhaps at the foundry or smithy. Others feature stone and timber columns and pilasters, such as the Doric columns of the Rashleigh Arms' doorway and the flat porch hood with framing pilasters at 10 Quay Road.



*Fielded panelled front door on Quay Road.*



*Distinctive gabled wooden porches on Quay Road.*



*Wrought-iron columns supporting porch canopies are a distinctive element on several Charlestown houses and were probably manufactured in the village.*

### **Shopfronts**

A nineteenth-century pilastered and transomed shopfront survives at 45 Charlestown Road with moulded entablature and fascia.

Hanging signs are a distinctive feature of some commercial enterprises, some with ornate brackets.

### **Rainwater goods**

Other distinctive local details include a number of cast iron ogee-section gutters, some with lion heads embellishing their junctions. This standard fitting reflects the long-term estate ownership of the village.

### **Streetscape**

#### **Streets**

Charlestown Road, although constructed as a wide industrial route to the harbour, now has something of the character of a boulevard due to its combination of a wide, straight carriageway, with relatively wide pavements, and the adjacent street trees, particularly in its northern portion.

The planned nature of the route is still very evident in its straight course and radiating subsidiary roads and tracks. The road has a good sense of enclosure with the street line defined by buildings, hedges, trees or garden walls. The area in front of 89–109 Charlestown Road has a slightly unresolved quality because of the building line derived from the earlier farm complex being set back from the present street. This is mitigated to a degree by the front gardens of nos 95, 97 and 107 and a row of street trees.



*Mature trees bordering the upper part of the wide, former industrial route of Charlestown Road give it a leafy, peaceful character.*

The overall character of Church Road is that of a leafy suburban street, enhanced by the front gardens of the cottage rows, greenery in the churchyard and views to the woodland adjoining the ropewalk. The first edition Ordnance Survey 25-inch map showed a row of trees lining the roadside boundary of the churchyard but these are no longer present and it is now bounded by a low, grassed-over stone-faced hedge. The visual character of the road is not aided by the inappropriate form of

the street lighting and over-prominent overhead cabling and supporting posts.

Duport Road has a rural feel with wooded slopes on either side – that to the north is the earthwork enclosing the Lower Pond – and tall trees which meet overhead, giving a strong sense of enclosure. The streetscape opens out in front of nos 31–39 where the building line is set back behind long front gardens.

Some of the unadopted side roads and tracks leading off Charlestown Road have an informal, unmade character that closely integrates the village with its countryside setting.



*Church Road at the junction with Charlestown Road. Inappropriate street lighting, electricity supply posts and overhead cabling are obtrusive.*

## Public realm

The high survival level of incidental details is one of the defining features of Charlestown. Distinctive historic public realm features are part of this high level of completeness.

### **Boundaries**

Boundary treatments are important features of the built environment. Rubble boundary walls of mortared killas or granite enclose front gardens, former industrial yards and former ore floors; many show signs of past patching, alteration and, in some cases, heightening. There are numerous granite gate piers, some with shaped caps and decorative detailing such as those to 179 Charlestown Road (*Ardenconnel*).



*Boundary walls constructed of moorstone granite or killas are a key element in the character of the village.*

The quays and piers of the harbour are predominantly constructed from moorstone granite and its grey and sandy tones define the area. Other boundary treatments take the form of Cornish hedges with stone-faced banks topped with vegetation and interspersed with trees, as at 72–82 and 60 Charlestown Road and bordering some of the fields.



*House with moorstone and killas wall to the front and an unusual survival of a cob wall with slate coping to the side.*



*Distinctive decorated granite gateposts and spar (quartz) crenellated capping on a boundary wall fronting The Nook (formerly Ardenconnell) in Charlestown Road.*

Another feature of the settlement is the use of iron railings, some possibly products of the local foundry. Some of the railings at the head of the harbour on the west side and on the east side adjacent to the lower part of Quay Road are of an unusual design consisting of iron pintails leaded into split

granite posts. Iron posts and rails border the harbour leat as it follows the course of the northern side of Duporth Road. In addition to the railings there are a number of distinctive, simple but decorative, wrought iron gates seen throughout the village that are likely to have been locally made.



*Granite posts and iron rails around the harbour reflect local materials and techniques.*



*Railings along Duporth Road; the uprights are lengths of former tramway track. The massive earthwork embankment to the left encloses the Lower Pond.*

### ***Paving and steps***

The historic cobbled or roughly paved surfaces of the ore floors and yards are important survivals and add to the rich textures of the Conservation Area. The surface of the Rashleigh Arms' car park (Listed Grade II) is a particularly fine example, the variety of colour and texture of the stones contributing to the interest of the large expanse of space, with patterns potentially indicating how it was used or adapted. These surfaces have inspired recent smaller-scale surface treatments in the form of cobbled gutters and strips used to control traffic and define private areas, as at Barkhouse Lane and Eleven Doors and at some garden entrances on Charlestown Road.

The majority of pavements are simple tarmac, bordered with slim roughly dressed moorstone kerbs. Dropped kerbs adjacent to historic working buildings are typically of moorstone. Along

the southern side of Charlestown Road in front of nos 45–63 and around the corner into Duporth Road the pavement has wide granite kerbs adjacent to cobbled gutters.



*The lantern and decorative overthrow outside the Rashleigh Arms reflect the village's important ironwork tradition.*



*Examples of wrought iron gates, possibly manufactured locally, can be found in various places around the village.*

The harbour and quayside areas are partly paved in squared moorstone slabs and granite blocks; in other areas surfacing is of water-rounded stones set in a mortar matrix. Small areas of moorstone paving survive to the west of the weighbridge platform and in the area around the former china clay cellar now used as the Shipwreck Treasure Museum. Flights of granite steps and ramps lead from the quayside to the water. A small area of high-quality historic granite paving, including rounded kerb corners, is located at the south-west corner of the Rashleigh Arms.



*The stone incorporated in the colourful surface of the former ore floor now used as the Rashleigh Arms' car park is said to have been constructed from material brought into the port as ballast.*



*Left: wide granite kerbs and gutters. Right: narrow, roughly dressed moorstone kerbs.*



*Surfacing of roughly dressed squared moorstone slabs adjacent to the former china clay cellar near the harbour (now the Shipwreck Treasure Museum).*

Granite, predominantly moorstone, is used throughout the settlement for steps and plinths where there are changes in level. The Pier House Hotel sits above Charlestown Road on a granite block plinth with a flight of wide granite steps leading to the entrance. In front of the former count house and estate office on Charlestown Road the pavement rises above the road and is fronted by granite blocks. Wide granite steps front the former post office at 79 Charlestown Road but have been partly concealed by modern decking.



*Wide granite steps fronting 79 Charlestown Road.*

### ***Harbourside features***

Bollards around the edge of the quay in the inner basin are formed from sections of iron rising mains likely to have been re-used from mines or clayworks.

A variety of granite and iron bollards occur along the walls of the outer harbour.

Ropes, timber spars and other marine materials relate to the harbour's continued use as a base for historic sailing vessels. (Fishing gear, formerly a prominent sight around the harbour, is now absent.)



*Large slabs of moorstone pave the quay alongside the outer harbour.*

Four cast-iron capstans, two of which were originally located on the harbour arms and used to manoeuvre ships into the harbour and two others formerly located on either side of the entrance to the dock to open and close the lock gates, have been re-sited within the garden of the Rashleigh Arms. Two of these are marked 'Charlestown Foundry'.



*Part of a rising main from a mining or china-clay working reused as a bollard.*



*A variety of bollards on the inner basin, including (nearest), the barrel of a small cannon.*



*A granite bollard on the outer harbour.*

### **Street furniture**

- Distinctive niches formed of quarry-dressed granite uprights and lintels are widely distributed around the village and originally accommodated public water supply taps.
- Historic letter boxes: a Victorian example (marked VR) is set into the wall of the former smithy at 165 Charlestown Road; a George VI letterbox is set into the front wall of 5 Quay Road.



*One of Charlestown's distinctive granite niches, constructed in the later nineteenth century to house standpipes to supply water to nearby dwellings.*



*A maintenance inspection cover marked 'Charlestown Eng Co Ltd' within the redeveloped foundry site.*

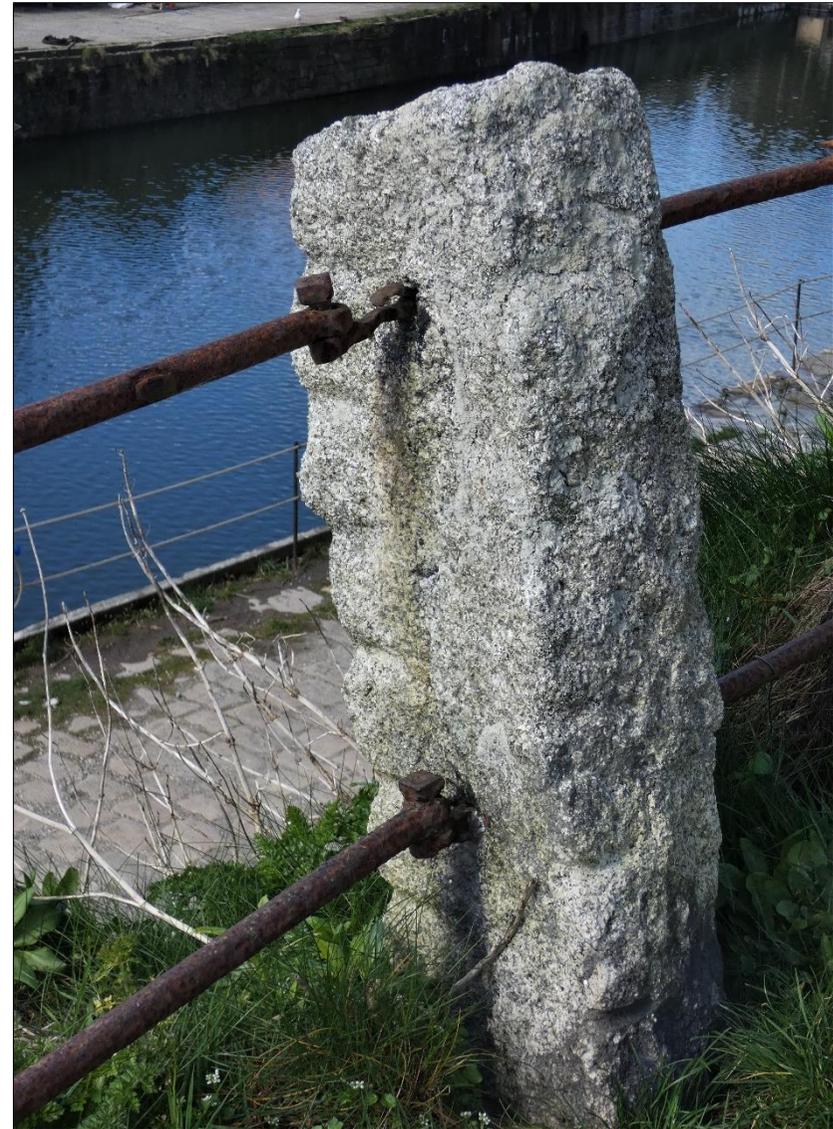
- Several maintenance inspection covers in the area of the redeveloped foundry complex are marked 'Charlestown Eng Co Ltd'.
- Safety railings are a significant visual feature in several places. Around the harbour and along the historic coast path towards the Battery they are supported by minimally dressed split granite posts, alongside the leat in Duporth Road by upright lengths of former tramway rail, and adjacent to the Pier House Hotel by pierced iron posts with pointed tops. Lengths of iron railings which survive in places around the harbour and adjacent to the coast path are polygonal (probably originally hexagonal) in section and are

particularly distinctive; in places the iron railings have regrettably been replaced with galvanised pipe.

- The heritage-pattern street lanterns fixed to the walls of some of the buildings at the southern end of Charlestown Road and their free-standing equivalents in the same area and on Duporth Road reflect the local tradition of ironwork and are appropriate elements within the high-quality built environment in this area. (They could very suitably be emulated throughout the rest of the Conservation Area.)
- Several large cast-iron anchors, formerly associated with the Shipwreck Treasure Museum, are now displayed around the village, including one as an entrance feature and another on the roundabout adjacent to the head of the harbour.



*Heritage-pattern bracketed street lighting.*



*Split granite post and iron railing at the harbour.*



*Distinctive iron safety railings on the Coast Path adjacent to the Pier House Hotel.*



*A letter box marked VR (Victoria Regina) set in the wall of the former smithy in Charlestown Road.*

## The green environment

The close connection between the village and its surrounding countryside setting is very important to the character of the Conservation Area and in bounding and providing a setting for the World Heritage Site. Views to the surrounding green fields and woodland ensure that Charlestown retains the sense of a discrete settlement, separate and different from the nearby St Austell, Duporth and Carlyon Bay. The St Austell Bay Local Landscape Character Assessment (2020) also points out the tranquillity and peaceful character which the green surroundings give to Charlestown's settlement edge.

Green fields with hedged boundaries, often incorporating mature trees and preserving historic field patterns, together with areas of woodland, tightly contain the built environment, in places running right into the settlement to abut Charlestown Road. The vegetated hedges in particular are acknowledged as having significant biodiversity value. This area includes the remains of several historic mine workings, with surviving buildings, blocked shafts, spoil dumps and other earthworks.

Mature trees are very significant within and surrounding the village. Large trees including beech, ash and oak line Charlestown Road, although there has been some unfortunate loss of particularly prominent individual specimens in this area, and deciduous woodland forms a green backdrop to some parts of the village. The eastern horizon includes a clump of Scots pines at Carlyon Bay which makes a distinctive silhouette against the skyline.

The reservoir ponds and leats of the harbour water supply system form an important and unique feature in the green landscape and are set within deciduous woodland. There is currently no public right of way to the ponds or woodland areas.



*Garden greenery is a significant element in the character of the polite cottage rows.*



*Views into gardens add an important green aspect to many areas of the settlement.*

Garden planting is an important feature of the village, particularly the long front gardens of some of the cottage rows; the instances of conversion of these to parking have created unfortunate gaps in this feature, which is important for both the setting for these dwellings and the wider historic character of the settlement. Back gardens are largely concealed from the roadside by the continuous build lines of the cottages. The former back-to-back housing detached garden plots on Duporth Road have been allowed to become overgrown but are proposed to be reinstated as gardens in future development of the former coal yard to the north.



*Mature trees along the wide Charlestown Road give it something of the character of a tree-lined boulevard.*

The recreation ground, now known as the Regatta Field, was formerly one of the ore floors in the settlement. It provides an informal open green area for the community and includes a play area and football goalposts. The churchyard forms another significant green space with a variety of interesting monuments and typical churchyard planting of yews, evergreen shrubs and deciduous trees. The south-eastern corner of the churchyard has a considerable collection of trees which in turn border a

further wooded area to the east and the ropewalk, which is itself defined by a prominent row of mature trees.

One of the historic cask banks to the north of the inner basin is laid to grass with tree and shrub cover. Self-sown trees, scrub and ivy cover on the revetment to the north end of the harbour also add greenery to the scene but there are concerns about the potential impact on the historic fabric.



*Trees and grass on the Grade II Listed cask bank at the north end of the inner harbour soften and lend charm to what is otherwise an area of relatively hard landscaping.*



*Trees and greenery are prominent in views to the east, with the Lovering dry stack standing out behind Polmear farm.*

### **Activity**

The variety of historic and current uses and activities contribute greatly to the character of Charlestown. Historically numerous trades and activities were represented in the village: the 1891 census included mariners, coastguards, merchants, carpenters,

blacksmiths, coopers, foundry workers, farmers, tin, lead and copper miners, shoemakers, agents, shipowners, carters, carriers, masons, agricultural, coal and dock labourers, tailors, grocers, butchers, carpenters, drapers, dressmakers and other garment makers.

The harbour remains the focus of the settlement, but the village is no longer defined by its maritime trade and its associated industries. A number of historic ships operate from the harbour, which also provides winter shelter for several vessels and is used for ship and boat repairs and maintenance. The settlement is surrounded by agricultural land.

The village is popular for tourism and leisure uses, including gig rowing, and hosts an annual regatta. It is located on the South West Coast Path and is popular with walkers. The village supports several restaurants, cafes, public houses, a hotel, guest houses, offices, gift shops, galleries, holiday accommodation, the church and community hall, the Regatta Field and the Shipwreck Treasure Museum. All of these add vibrancy and provide facilities for the local community and visitors.



*The Grade II Listed gun shed and lime kilns complex accommodates a variety of visitor-oriented businesses.*

## Loss and intrusion

Charlestown's unusual history in terms of its industrial development combined with long periods in the same private ownership has resulted in an exceptional historic environment whose importance and completeness set it apart from the majority of other industrial settlements in the county. This uniqueness and the perceived threat of overdevelopment in the late 1990s prompted the local authority, Restormel Borough Council (RBC), and English Heritage to jointly commission an historical and archaeological survey of the settlement, produced in 1998 by Cornwall Archaeological Unit. The aim of this survey was to define and explain the historic character of Charlestown in terms of its surviving buildings and sites, and to provide a resource against which to assess future development of Charlestown.

Following on from the survey RBC designated an Article 4(2) Direction in 2002 bringing a greater degree of control over changes to the unlisted buildings in the Conservation Area (details in Appendix 1). This Direction coupled with the large number of Listed Buildings within the Conservation Area, which are subject to Listed Building Consent, has helped maintain Charlestown's historic integrity. However, some insensitive change and loss had occurred historically, and more recently before the tightening of conservation control.

### **Loss**

#### **Historic fabric**

The 1998 Cornwall Archaeological Unit survey produced a gazetteer of all the sites and buildings identified during the project, derived from historic sources, maps and fieldwork. Most of the structures recorded in the gazetteer were noted as extant. However, there have been some losses, including:

- various outhouses and small buildings;
- elements of Polmear Farm, including outhouses, a barn and a mowhay;
- some of the features of the working harbour;
- several copper ore floors;
- a smithy on Quay Road;
- a cooperage and sawpit on Charlestown Road.

The major losses of historic structures in recent years have been the demolition of the Lovering china-clay dry (leaving the stack and linhay frontage) and of much of the foundry complex. A row of four houses on Charlestown Road dating to the period 1825–1842 and Listed Grade II has also been demolished and replaced with a row of four modern buildings. Historic structures on the western portion of Eleven Doors have been removed and the site redeveloped.

Other losses include front garden walls removed to provide off-road parking, original doors and windows replaced with inappropriate modern designs and some loss of original cast-iron rainwater goods. Mature trees which formerly bordered the churchyard along its boundary to Church Road (probably a survival of trees on earlier field boundaries) are no longer present; some of those on the street boundary of the cottages at 66–82 Charlestown Road have also been lost in recent years. Trees which formerly defined the street-line in front of nos 99 and 103 Charlestown Road have been lost but subsequently replaced.

#### **Intrusion**

There has been some successful new development within Charlestown which sits comfortably alongside the historic fabric. However, some redevelopments of historic industrial buildings have been on an over-large scale and utilise materials and treatments which do not relate to the local vernacular and

are undeservedly dominant within the historic form of the settlement. Examples include the Shipwreck Treasure Museum complex (built on the footprint what was formerly a single-storey clay cellar), the development on the former cooperage on Charlestown Road, with its conspicuous timber cladding, and the Longstore, adjacent to the harbour, with its prominent metal roof.

Some infill housing has been constructed with little regard to local character, with designs which include non-local stone and plastic windows and lack chimneys. In some instances, these new dwellings are sited in prominent positions behind low front walls which leave gaps in otherwise bounded streetscapes and make visible large expanses of hard standing.



*Signage clutter can detract from the surrounding historic fabric.*



*Killas stonework and brick detailing on the former Church of England Sunday School, located on the edge of the churchyard on Church Road. The utilitarian form of the street lighting is inappropriate to the quality of the historic environment and green setting in this area.*

The utilitarian streetlights along the northern end of Charlestown Road and on Church Road are over-large and more appropriate to a bypass or other major road than to a sensitive historic location.

In some prominent and significant areas of the settlement overhead cables are very visible and are not sited with regard to or respect for the surrounding historic fabric.



*The wide hard-surfaced space fronting 103–109 Charlestown Road was originally a working area forming part of the large West Polmear farm complex. The form and scale of street lighting is inappropriate to the sensitive historic streetscape.*

In several areas, most notably around the harbour and in proximity to the cluster of enterprises catering for visitors, there is an over-provision of street signage, which gives a cluttered and untidy air which detracts from the historic character and quality of the settlement. The frequent signs marking restricted access to areas off the main routeways are also intrusive and again are not always sited with respect for the surrounding historic fabric.

The modern telephone box outside the Rashleigh Arms car park is visually obtrusive and strikes a discordant modern note in its sensitive historic setting.



*The public realm is cluttered in places, here by a combination of traffic management infrastructure, electricity supply and overhead cabling, a replica galley and commercial signage. The presence of the tree on the roundabout to some extent mitigates and softens the visual impact.*

### **Neutral areas**

The wide expanse of tarmac in front of nos 91–109 Charlestown Road is to some extent mitigated by the planting of replacement street trees. The open nature of this area reflects its historic character as part of the former farm complex here but the uniformity of the tarmac surface with the road surface is overpowering and may attract vehicle parking, which would diminish the otherwise charming quality of the historic setting.



*Massive moorstone blocks and old repairs in brick on the seaward side of the Grade II\* Listed outer harbour wall.*

### **General condition and Buildings at Risk**

The condition of buildings in Charlestown is generally good. However, there are a few structures, including a proportion of the surviving outhouses, which are currently in a derelict or deteriorating condition and therefore at risk. The potential loss of these structures and their current underused and poor condition is a negative issue affecting the special character of the Conservation Area.

The condition of the harbour, associated ephemera and lock-gates is an ongoing issue; the structural condition of the harbour itself, particularly the walls of the outer basin, is of concern. Self-sown trees and scrub vegetation have taken hold of the harbour sides to the north of the inner basin. While these have been subject to occasional management measures, root action is likely to be causing damage to the masonry.

The harbour owners currently take an *ad hoc*, reactive approach to repairs and maintenance on the harbour complex, responding to problems as they occur. However, the Grade II\* Listed designation of the harbour complex and its status as a key attribute of the Cornwall and West Devon Mining Landscape World Heritage Site would strongly indicate a requirement for a conservation management plan, based on and informed by a comprehensive condition survey and structural assessment and regularly updated. (This is strongly advocated in the *Cornish Ports and Harbours* project report on Charlestown.)

The reduced functioning of the ponds and leats comprising the water supply and flushing system for the harbour is an issue, as is the condition of the sluice houses. These should also be subject to a condition survey and their maintenance incorporated into the conservation management plan indicated for the harbour.



*Mortared boundary wall with granite gate piers to the former gardens of the back-to-back houses along Duporth Road. The high visibility of historic boundaries within the Conservation Area means that they merit careful repair to conservation standards, using appropriate methods and materials.*

Many prominent boundaries and outbuildings within the settlement require conservation work to avoid further deterioration and potential loss. It is particularly important that characteristic features such as decorative wall cappings are not lost and that appropriate methods and materials are used in patching and re-pointing.

The Grade II\* Listed Wesleyan Chapel and attached Sunday School were formerly on the Historic England Buildings at Risk Register but have been removed following remedial work and conversion of the buildings to beneficial uses.

The site of the Lovering clay dry, with its landmark stack, has been in a semi-derelict condition for a number of years but has recently been redeveloped for housing. The historic plots opposite 51–63 Charlestown Road similarly now form part of a development on the former coalyard site.

Former allotments immediately to the south of the Regatta Field and the orchard to the west of 28 Charlestown Road are important green spaces but have become neglected.

## 9 Problems and pressures

Charlestown's combination of attractive natural setting, good quality historic houses with many surviving original features and an historic harbour attracts a great deal of interest from those who would like to live and work in the village, together with increasing visitor numbers. The challenge for Charlestown is to manage future change in such a way that it maintains its vibrant, busy character without sacrificing its unique and sensitive historic environment.

### Challenges

#### *Development*

Proposals for extensive development within the village and harbour and in the surrounding landscape have been made since the sale of the estate in 1986. These have included developing the surrounding fields, which at present maintain the settlement's discrete character. The 2020 St Austell Bay Parish Neighbourhood Plan establishes development boundaries which restrict future development to the current built-up extent of the settlement.

There is significant development pressure for conversion of remaining historic industrial structures and former employment space to residential use.

There is also pressure for development of new leisure and entertainment provision, catering particularly for visitors, with consequent changes to the historic character of the settlement.

These pressures, together with the decline in commercial use of the harbour and Charlestown's relative prosperity and high profile as a leisure and visitor destination, make it challenging to maintain its authentic character as an historic port and industrial settlement.

#### *Buildings*

- The high levels of survival and consequent completeness of the historic environment within the historic settlement make incremental loss of traditional architectural features due to inappropriate alterations all the more damaging.
- Some recent 'anywhere' development has taken place which fails to respect and enhance the special character of the Conservation Area and represents a significant threat to that character.
- The structural condition of the harbour, including associated infrastructure such as the surviving clay chute, and the requirements of its long-term structural maintenance and upkeep.

#### *Public realm*

- The lack of a coordinated positive tree management strategy and the over-maturity of a number of trees may result in a loss of significant tree cover and the eroding of this important element of Charlestown's character. It is intended that the recent appointment of a Tree Warden will mitigate this problem.
- Uncoordinated public realm elements and visually intrusive additions on private property detract from the quality of the historic environment.
- The reservoir ponds, leat system and surrounding countryside could be more accessible as amenities, and their historic role and significance better understood and appreciated.
- The surviving open yards and ore floors are potentially vulnerable to development and resurfacing.

### ***Local green spaces and green buffers***

Current green spaces within the Charlestown area could come under development pressure, with any such development highly likely to impact on the historic character of the settlement. The 2020 St Austell Bay Parish Neighbourhood Plan includes a Green Buffers policy which identifies areas to east and west of Charlestown as important in maintaining the setting of the settlement (including the World Heritage Site) and in maintaining a natural separation from surrounding developed areas. The green buffers are defined in the *Cornwall site allocations development plan* document (2019).

Two green spaces, the Ropewalk and Regatta Field, are identified as Local Green Spaces in the Plan. The Church Road playing field, immediately adjacent to the Conservation Area, has been similarly identified.

### ***Traffic and parking***

Charlestown is increasingly popular as a visitor destination for residential stays but also for short-duration leisure visits – for a meal, a walk or to exercise a dog, for example – with consequent pressures from traffic levels and vehicle parking. In addition, Church Road, Charlestown Road and Duporth Road are used as ‘rat runs’ for local traffic avoiding congestion elsewhere in the St Austell area, particularly around school start and finish times. These factors have a significant impact on the historic character of the settlement, particularly in terms of visual intrusion, noise and movement, and affect the ease with which the high-quality historic environment can be enjoyed by pedestrians. There are particular problems for residents without dedicated parking spaces.

Traffic management measures in the area adjacent to the main car park (roundabout, islands, chicane, etc), while presumably

necessary, are in their current form inappropriate to the setting and historic character of the area.

### ***Environmental***

The problems of coastal erosion leading to cliff retreat are significant and likely to cause further problems for the South West Coast Path and for historic buildings located close to the cliff edge.

Increased frequency of severe weather events in this coastal location potentially threatens historic structures, including the fabric of the harbour.

The challenges of responding to climate change in terms of flooding, increased incidence of severe weather events and the need for renewable energy and efficient buildings.

### ***Opportunities***

#### ***Heritage and conservation: public engagement***

Charlestown has a unique and fascinating history which at present is not easily accessible. The Cornwall Archaeological Unit report (1998) highlighted the fact that the major industries of Cornwall – fishing, mining, farming, engineering and china clay – have all been significant in shaping this small village. In addition, the village has interesting stories to tell about its ownership and more recent role in film and television. These attributes offer a number of opportunities:

A village trail based on leaflets, discreetly sited interpretation panels or digital technology could help visitors better understand the surviving historic fabric and its significance. The route could potentially incorporate links to the wider natural setting, including the upper and lower ponds and ropewalk if access is achieved at some future period. (This and the following opportunity would contribute to the 2020 St Austell

Bay Parish Neighbourhood Plan policy aimed at supporting educational activities and schemes which provide additional interpretation of the historical significance of the World Heritage Site.)

Research on Charlestown's history by a community history and archaeology group, with support for appropriate publication or other dissemination of the results, offers potential for increasing local understanding and appreciation of the historic settlement. Such research would provide a basis for enhanced future management of the historic environment and would also offer opportunities for local people to further engage with Charlestown's unique sense of place. Such a group might also form the nucleus of a conservation or 'friends' group to raise awareness and champion local heritage and conservation issues.

Similarly, community-conducted reviews and appropriate recording of vernacular elements of the public realm, including (for example) historic surfacing and street furniture, and of significant 'hidden' details on private premises, could reinforce understanding of the significance of these historic components and work to prevent future loss.

The findings of such projects could be used to develop principles and themes for future locally distinctive public-realm provision, potentially including, for example, surfacing, lighting, benches, railings and boundary walls. There may be opportunities to source street furniture which reflects the ironworking tradition of the village, together with the use of local natural materials.

Surveys could also be aimed at identifying elements of the current streetscape which do not reflect the high quality of the surrounding historic environment and developing an approach to tackle problems of signage clutter and inappropriate street furniture.



*The portal to the tunnel under Quay Road which formerly carried a tramway from the Lovering clay dry to the harbour, a unique feature of Charlestown's history as a china clay port.*



*Historic granite paving adjacent to the Rashleigh Arms.*

Existing examples of locally distinctive street furniture such as the granite and cast-iron railings should be identified and maintained and repaired where necessary. Similar features forged at Charlestown, in use in the wider landscape, could also be identified and preserved.

There are several memorial seats set prominently around the village which are likely to be of great importance to the families and friends who have sponsored them. The possibility could be explored for developing an appropriate future design for such benches, onto which the plaques could be transferred when the existing benches need to be replaced. However, care should be exercised concerning the potential over-provision of such benches, at the risk of adding to existing clutter in the public realm.

### ***Designations***

The Charlestown Conservation Area was extended in 2013 and currently no further extension to the boundary is required.

There are opportunities, however, in seeking designations for additional historic features within Charlestown. There are a number of historic buildings which make a significant contribution to the historic character of the settlement but which are not currently designated and arguably merit Listing on (at minimum) grounds of Group Value.

The cask banks near the harbour and Rashleigh ore floor have recently been designated as Grade II Listed Buildings.

The *Cornish Ports and Harbours project* report on Charlestown proposed that additional protection might be given to the site of the late eighteenth-century Battery on Crinnis Head by seeking its designation as a Scheduled Monument. (The walls are currently Listed Grade II.)



*The impressive tree-clad earthwork of the Lower Pond rising above Duporth Road. There is currently no public access to either of the two ponds.*

### **Green spaces and trees**

Charlestown's wooded setting and the significant number of mature trees within the settlement are key elements of its character, although there have been significant losses, not least in the 'landmark' avenue which now only partly survives along Charlestown Road. There is a need – and a significant opportunity – to maintain and enhance these attributes in the long term by a programme of appropriate planting and tree maintenance.

There are some small areas of green space in the village which are currently uncared for and overgrown. These are an intrinsic part of the village's history and if valued and properly maintained could enhance its present character. These sites include:

- A small field immediately to the south of the Regatta Field which in 1825 was recorded as part of a china stone yard.
- A garden recorded as an orchard in the pre-World War II period on the south side of the lane linking nos 28–34 Charlestown Road to the main axis of Charlestown Road.

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### **Maps**

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## **11 Appendix 1: Charlestown Conservation Area – Article 4(2) Direction**

In 2002 Restormel Borough Council made a Direction under the Article 4(2) of the Town and Country Planning (General Permitted Development) Order 1999. The effect of the Order is that, within the Charlestown Conservation Area, development described below requires planning permission. This gives the Council a greater degree of control over change within the Conservation Area.

- The enlargement, improvement or other alteration of a dwellinghouse, where any part of the enlargement, improvement or alteration could front a highway or an open space. [This includes the replacement of doors and windows].
- The alteration to a roof slope of a dwellinghouse which fronts a highway or an open space.
- The erection or construction of a porch outside any external door of a dwellinghouse, where the external door in question fronts a highway or an open space.
- The provision within the curtilage of a dwellinghouse of any building or enclosure, swimming or other pool, or the maintenance, improvement or other alteration of such a building or enclosure, where the building or enclosure, swimming or other pool to be provided would front a highway or open space, or where the part of the building or enclosure maintained, improved or altered would front a highway or open space.
- The provision within the curtilage of a dwellinghouse of a hard surface, where it would front a highway or open space.
- The installation, alteration or replacement of a satellite antenna on a dwellinghouse or within the curtilage of a dwellinghouse, where the part of the building or other structure on which the satellite antenna is to be installed, altered or replaced fronts a highway or an open space.
- The erection, alteration or removal of a chimney on a dwellinghouse or on a building within the curtilage of a dwellinghouse.
- The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure within the curtilage of a dwellinghouse and fronting a highway or open space.
- The painting of the exterior of any stone, slate or rendered surface which fronts a highway or an open space of a dwellinghouse; or any building or enclosure within the curtilage of a dwellinghouse, other than such a surface which at the date of the Direction is already painted.
- Any building operation consisting of the demolition of the whole or any part of any gate, fence, wall or other means of enclosure fronting a highway or an open space.

## 12 Charlestown Conservation Area Management Plan

The Conservation Area Management Plan (CAMP) is intended to stand alongside the Character Appraisal. The document as a whole seeks to emphasise the unique character and significance of Charlestown as an historic settlement, underlined by its status as part of the World Heritage Site and numerous historic environment designations. It aims to aid and support the process of managing the inevitable change in a way which encourages what is sympathetic and positive for sustaining Charlestown's historic character and significance.

The Plan includes general guidance on the conservation and enhancement of the key elements that contribute to the quality of the townscape. At the end of each section is a list of best practice bullet points to aid retention of historic character and architectural quality.

It is hoped that the document will act as a reference for all who make decisions which may impact on the special character of Charlestown – property owners, planners, developers, designers, the local authority and statutory undertakers. To this end it will be available via the internet and in print form through the library, Parish Council, etc.

Special character is derived from the overall effect of many components and is dependent for its survival on a great number of individuals making informed choices about the management of their own piece of the jigsaw.

Some control is applied by the Local Planning Authority through the Article 4(2) direction – which brings certain types of permitted development under Council jurisdiction.

It is of fundamental importance that owners and contractors recognise that their actions can and do have a significant impact on the quality of Charlestown. Good decisions and sympathetic works take more thought and often cost more; but the rewards are great and will be appreciated in decades to come by future generations.

## Article 4(2) Direction

In 2002, to protect the many dwelling houses in the Charlestown Conservation Area, the Council served an Article 4(2) Direction bringing under planning control a number of alterations which would normally be 'permitted development'. This was done to ensure that the historic and architectural merit of such buildings was not adversely affected by the use of modern materials, inappropriate details, and badly designed extensions. The works now requiring planning permission are listed in Appendix 1 of the Conservation Area Appraisal.

To date the Direction has had some success in controlling unsympathetic change. However, a number of inappropriate windows, modern off-the-shelf front doors and replacement slate roofs exist from before the serving of the Direction and some boundary walls have been lost.



*The Article 4(2) direction, with the earlier preservation resulting from ownership history, has resulted in a good survival of historic windows and doors on unlisted buildings throughout Charlestown.*

## Management issues and recommendations within the Charlestown Conservation Area Character Areas

Charlestown's Character Areas are shown on map 3 and described in the Conservation Area Assessment. These issues and potential actions are highlighted for the attention of all potentially responsible and involved interests: land and property owners, planning authorities, conservation and interest groups, public agencies, service providers, developers, designers and all and any others with a potential involvement or influence in the long-term future of Charlestown. Other significant points are likely to emerge over time and may be added in future revisions of this document.

### Coast and shore

- The Character Area is vulnerable to, and potentially at significant and increasing risk from, the consequences of climate change, particularly extreme weather events, rising sea levels and storm surges, with consequent impacts on coastal morphology.
- Assess the medium- and longer-term viability of retaining the sections of the South West Coast Path between the harbour and the Crinnis Head Battery and adjacent to Salamander to the east of the harbour, to inform future management and a potential requirement for the creation of alternative access routes.
- Address ongoing management issues at Crinnis Head Battery:
  - Control vegetation which threatens potential damage to masonry and buried archaeology and obscures the views out from the battery which emphasise its historic defensive function.
  - Continue measures to maintain ground stability and ensure safety along the cliff edge.
  - Incorporate the site within an interpretation strategy for Charlestown.
- Future management planning for the harbour should include the loose architectural material relating to the harbour structure on west beach.

### Historic harbour

- Current maintenance and management of the harbour fabric appear to be carried out to an appropriate conservation standard, but interventions are apparently *ad hoc* and reactive rather than based on long-term planning for future conservation.
- There is some visible evidence of past repairs and interventions inappropriate to a designated Grade II\* structure, the principal focus of the World Heritage Site, and these merit remediation.
- High-priority requirement for a comprehensive condition survey of the historic harbour (to include the historic water supply infrastructure) and the development of an appropriate comprehensive conservation management plan, including prescription of appropriate conservation methods, materials and standards, to provide a basis for future management.

Declining commercial maritime use of the harbour could generate pressure for inappropriate alternative uses and development to underpin continued maintenance. Encourage continuation of appropriate uses which preserve the historic character and integrity of the harbour to support its viability and long-term sustainability. Such uses would be valuably informed by a comprehensive conservation management plan for the harbour complex.



*Winter maintenance in progress on an historic vessel in the harbour.*

### **Harbourside**

- The international significance of the harbour as a key component within Area 8ii of the World Heritage Site, together with its Grade II\* designation, should be the primary factors in determining future change and appropriate management for this Character Area, which constitutes the harbour's immediate setting.

- Commercial leisure provision has prompted some developments (conversions or adaptations) which are over-large in terms of their massing within the particular historic context and which in their forms and materials take little or only token account of the Area's character.
- Vigilance needs to be exercised over future development proposals, including minor alterations, to ensure that cumulative change does not erode historic character, and that key elements of it such as the scale of buildings and suite of historic materials remain predominant within the Area.
- Predominance of commercial leisure provision, together with vehicle traffic and high visitor footfall, has resulted in public realm clutter, particularly in terms of signage, traffic management infrastructure, seating and randomly placed 'objects'. There is need of a robust approach whereby such clutter can be managed and controlled.
- Maintain the 'locally listed' status of the tunnel access to the east side of the harbour and continue to press for formal designation.

### **The 'Charlestown mix'**

- Policy and practice should be aimed at maintaining the diversity of the 'mix'. This survives well in terms of the varied character of the historic built environment, but further erosion in terms of diversity of uses should be resisted, particularly further changes away from employment- and community-related uses and towards residential.
- Maintain existing historic open storage areas and their surfacing; increase the extent of visible surfacing if opportunities present. Defend these areas against encroachment, development and resurfacing.

- Encourage retention of outhouses for their contribution to the character and overall sense of place of this Character Area.
- Promote good practice to owners of non-designated structures as well as those with designations, including appropriate maintenance and retention of important components of the character of the built environment (for example, wooden sash windows, historic rainwater goods, historic boundary walls).
- There is significant clutter in the public realm, not least traffic and commercial signage, and in visually accessible private areas such as gardens and access ways, the latter sometimes in inappropriate materials (for example, garden structures and bin shelters associated with residential accommodation along Duck Street).
- Pursue policies and programmes aimed at reducing the negative visual impact of overhead cabling, particularly in the most sensitive locations.
- Encourage appropriate forms in modern public realm provision (street lighting, telephone box, railings, traffic signage and infrastructure, etc).
- Develop policies aimed at reducing traffic impact and the visual intrusion of on-street parking.

### **Green setting**

- Include the components of the harbour water management system (ponds, leats, sluices) in any future condition survey and conservation management plan for the harbour.
- Encourage appropriate management (including tree management and new planting) of the woodland and agricultural land in order to retain their amenity value in the long term.



*The Lovering dry stack and the distinctive clerestory roofs of the Wesleyan Methodist Sunday School: contrasting components of the 'Charlestown mix' Character Area.*

- Encourage and support appropriate survey and recording of surviving historic industrial features within the Character Area (these were largely omitted from the 1998 Cornwall Archaeological Unit investigation), to improve knowledge and underpin future management.
- Continue to explore the potential for improved public access to historic features such as the ropewalk and ponds and areas which would potentially be of significant public amenity.



*Part of a cottage row in Church Street.*

### ***Historic residential periphery***

- Ensure that any future new development within the Area is fully appropriate to its historic character, including the form, materials and treatments of new structures and their curtilages, and of their boundaries.
- Maintain the existing Article 4(2) direction against removing street boundaries and creating hard surfaces fronting highways.
- Pursue policies aimed at reducing the visual impact of overhead cabling, particularly in the most sensitive locations.
- Encourage appropriate modern public realm elements (street lighting, railings, traffic signage and infrastructure, etc).

- Develop and pursue policies aimed at reducing traffic impact and the visual intrusion of on-street parking.

### ***Modern development***

- Ensure that the scale, forms and treatments of new developments do not intrude on the authenticity and integrity of adjacent historic features and nearby Character Areas.
- Promote incorporation of appropriate components in new developments to maintain key elements of the character of Charlestown's historic built environment in wider views and to enhance adjacent Character Areas. Consider, for example, slate roofs and chimneys, long front gardens, substantial boundaries to the street frontage, new boundary form, fabric and style closely matching the historic ones, and provision of footpaths.

### ***Modern development on historic sites***

- Ensure respect and appropriate long-term conservation-standard maintenance for historic features incorporated into new developments, including boundary walls.
- As for the previous Character Area, promote incorporation of appropriate architectural forms in new developments to maintain key elements of the character of Charlestown's historic built environment in wider views, such as, for example, slate roofs and chimneys.
- Similarly, ensure that designs for new development incorporate elements which enhance the character attributes of adjacent Character Areas; for example, garden greenery and tree planting.



*Historic structures retained within the redevelopment of the former foundry site. The Pattern Store (above) now provides accommodation for St Austell Bay Parish Council and is an important community amenity. The waterwheel is a significant feature, highlighting Charlestown's industrial history.*



### **Church, graveyard and community buildings**

- Significant opportunity for some tree and other planting to maintain and enhance the 'green' character of the Character Area.
- Develop and pursue policies and programmes aimed at reducing the negative visual impact of present street lighting, street furniture and intrusive telegraph / electricity supply poles and overhead wiring.
- Develop policies aimed at reducing traffic impact – particularly unnecessary through-traffic – and the visual intrusion of on-street parking.

### **Roads, lanes, access**

- Permeability is a significant element in the character of the historic settlement and should be maintained, limiting wherever possible the effective 'privatisation' of many of the smaller lanes and access ways.
- Retain and maintain existing high-quality historic public realm components and street furniture, including safety railings (for example, alongside the leat in Duporth Road), glinter stones, granite kerbs and granite slab paving adjacent to weighbridges and the Shipwreck Treasure Museum, cast-iron goods, and other detail.
- As proposed for the Character Areas through which the principal road axes pass, there is a need to pursue policies aimed at reducing traffic impact and the visual intrusion of on-street parking.
- Promote the reinstatement and long-term management of street trees.
- Seek replacement of street lighting inappropriate to the quality and character of the historic environment.

- If currently unsurfaced routes are in future to be surfaced, seek replacement with treatments which maintain or enhance existing character.



*Distinctive dressed granite setts and stone metalled surfacing in Quay Road.*



An early twentieth-century gravestone commemorating a Charlestown 'master mariner'.



Excessive signage and public realm clutter can detract from the quality of the historic setting.

## 13 Thematic issues and recommendations

### Development

Development boundaries for Charlestown are defined in the 2020 draft St Austell Bay Neighbourhood Plan. Within the development boundaries, the Plan permits infill or rounding off or building on previously developed land.

Development of the surrounding green fields would weaken Charlestown's identity as a significant historic place distinct from the neighbouring settlements of St Austell, Duporth and Carlyon Bay. The 2020 draft Neighbourhood Plan includes the Ropewalk, Regatta Field and Church Road playing field (immediately outside the Conservation Area) as Local Green Spaces and also includes a Green Buffers policy for Charlestown. These buffers are defined in the Cornwall site allocations development plan document (2019) and cover areas to east and west of the settlement which are important in maintaining its setting (including that of the World Heritage Site) and upholding a natural division between it and nearby developed areas.

Any new buildings should be sited with reference to their surroundings and to reflect existing historic street patterns. They should be of design, materials, scale and detailing appropriate to Charlestown's historic character. The 2020 draft Neighbourhood Plan includes the policy that development within Charlestown will only be supported where it meets the requirements of the World Heritage Site and the settlement's Conservation Area status. This will be demonstrated for particular development proposals through 'provision of a site-specific design statement which explains how the proposed development meets these requirements and references the key

design language of the village', as identified in the Charlestown Conservation Area Character Appraisal and Management Plan [this document] and the Charlestown Village Design Statement (1996). Developments should also conform to principles laid out in the Cornwall Design Guide and the Chief Planning Officer's advice note, Good design in Cornwall.

Active commercial use of the harbour and marine enterprises operating from the village are an important part of its character and should be supported and encouraged.

Pressure to convert industrial structures and employment spaces to residential use should be resisted, particularly as so few now remain.

### Buildings

Great efforts should be made to uphold the Article 4(2) Direction to ensure that good conservation practice such as the retention of historic features or their like-for-like replacement is upheld. The diminution of character caused by the loss of original doors, windows, roofs, etc. is always greater than the sum of the individual parts and this is especially true in an historic setting as sensitive as Charlestown.

Current Article 4(2) restrictions do not relate to all of the most recent permitted development rights and it is therefore recommended that the current Article 4 Direction for Charlestown should be reviewed.

Building materials and techniques used in new constructions and in alterations or extensions to existing ones should be appropriate to the setting and to the highest conservation standards, following the style and character evident in existing buildings and other structures within Charlestown. The erosion of character produced by 'crazy-paving' walling and similar poor-quality pastiches of traditional construction styles has a

significant negative impact on the otherwise strong sense of quality and tradition in Charlestown's built environment. In stonework the contrast with traditional forms tends to be emphasised by the use of newly quarried rather than recycled materials.



*Contrasting historic fabric and modern random stone walling in the main Charlestown car park.*

### **Public realm**

Trees in the Conservation Area are afforded a degree of protection through their location within it as well as in many cases being subject to Tree Preservation Order Areas and individual Tree Preservation Orders; these provide an extra level of protection.

Trees should form part of a wider strategy to address general management, amenity and health and safety issues. This strategy should include the wider woodland setting of the Conservation Area and the replanting of indigenous fruit trees

in the village orchards. A Tree Warden has recently been appointed.

Street furniture should be reduced to a minimum by good design. Signs, traffic signals and lighting should, where possible, be located on existing furniture and buildings. New designs should be simple, appropriate to their context and coordinated in terms of style, colour and siting.



*New houses on Barkhouse Lane incorporate elements of distinctive local building traditions.*



*The heritage-pattern lanterns in the lower part of Charlestown are appropriate to the setting and provide effective lighting without additional street clutter.*

The possibility of public access to the ropewalk, reservoir ponds, leat system and surrounding countryside from within the settlement should continue to be explored, and the conservation of the leats and ponds both in terms of the natural and the historic environment encouraged.



*The northern end of the former ropewalk. There is currently no public access.*

The surviving areas of open yards and ore floors are an important part of the distinctive character of Charlestown and all further applications for development which would result in their loss should be resisted. Where original surfacing survives this should be retained. Where surfaces have been lost to modern treatments such as tarmac, it is possible that historic surfaces survive as buried features, and this should be investigated in advance of development. Consideration should be given to removal of superimposed tarmac or concrete, and also to replacement of modern materials with surfacing

respectful of local traditions and appropriate to the surroundings.

Consideration should be given to relocating the modern telephone box adjacent to the Rashleigh Arms to a less obtrusive site or replacing the existing structure with an historic telephone kiosk or a new structure in a simple and appropriate design.



*The public realm in some areas has become over-cluttered. The modern cabin-style telephone box near the Rashleigh Arms is not sympathetic to the surrounding historic environment.*

## **Designations**

(Map 2 Designations)

### ***Conservation Area***

The Charlestown Conservation Area was extended in 2013, as recommended in the Conservation Area Assessment and Management Plan (2013). No further extensions to the Conservation Area are envisaged.

### ***Scheduled Monuments***

Scheduling of the Battery site on Crinnis Head would provide it with additional protection and potentially provide additional support for future management.

### ***Locally important heritage assets***

A list of locally important heritage assets was compiled for the St Austell Bay Neighbourhood Plan (listed in the *Charlestown Conservation Area Assessment*). Two of these, the group of cask banks at the head of the harbour and the Rashleigh car park ore floor, has been designated Grade II Listed Buildings.

Future local listing initiatives, including those undertaken by local community members, may identify and propose other heritage features for inclusion in the list. Such additions should be given similar weight to that accorded to features on the current list.

### ***Other historic features***

In addition to formally designated and locally important heritage assets, there are other features which make notable contributions to Charlestown's character and heritage significance. In the context of this particularly complete historic settlement, any loss or substantial alteration to these would, in many instances, have a significant impact.



*The Sunday School of 1880 at the east end of the graveyard in Church Road.*

### **Non-designated historic structures**

There are a number of distinctive historic buildings which are not subject to formal designation but which make a significant contribution to the historic character of the settlement.

Examples include the moorstone (granite) terrace of double-fronted cottages at 81–85 Charlestown Road and adjacent shopfront, the cottage pair at 30 and 31 Quay Road, which is prominent in views towards Polmear farmhouse and the stack of the former Lovering clay dry, the former Board School, the church Sunday School (included on the list of locally important heritage assets), the brick range of Duck Street and the double-fronted detached cottage with façade niche and high boundary wall at 8 Charlestown Road.



*The survival of a variety of historic outhouses, sheds and workshops is a notable element of the historic built environment in Charlestown.*

Many of these structures are described in the 1998 archaeological and historical assessment of Charlestown produced by Cornwall Archaeological Unit; most are also on the Cornwall and Scilly Historic Environment Record. (Inclusion in a Historic Environment Record is highlighted as an important source of information in compiling a 'local heritage list'.)



*Granite gate piers with pyramidal caps at the entrance to The Grove.*

Good survival of minor structures – outhouses, washhouses, privies, small stores, workshops and sheds – is a key character attribute of Charlestown. Usually constructed of vernacular materials, they offer evidence of former ways of life but also maintain the sense of a busy, working, industrial and industrious settlement, with evidence of historic activity even in otherwise secluded corners.

Street details and ephemera include the surviving areas of granite surfacing adjacent to the weighbridges and to the former china clay cellars (now the Shipwreck Treasure Museum) and numerous glinter stones (also known as guard stones), positioned to prevent damage from the iron-rimmed wheels of carts and wagons to building corners and boundaries and which

constitute direct evidence of the importance of horse-drawn transport in Charlestown's industrial history.

Harbourside ephemera are also important but these are likely to be included in the formal Grade II\* Listing of the historic harbour.



*A workshop or store on Quay Road.*

## 14 General guidance

### Archaeology

The history and nature of Charlestown means that there is archaeological potential virtually everywhere apart from where the ground has been cut away by deeper modern foundations: the whole of the Conservation Area should be regarded as an archaeologically sensitive area.

Any works that involve ground disturbance may reveal significant discoveries. Where work is subject to the planning process it should be considered within the context of the NPPF and may be subject to pre-application archaeological assessment and/or relevant conditions.

If work is being carried out by private owners they should be alert to indications of previous activity: pieces of artefacts, traces of wall footings and changes in the colour of the earth, for example. If such discoveries are made individuals should contact Cornwall Council's Historic Environment Record for advice. Significant finds ought to be recorded to add to our understanding of historic Charlestown.

Statutory undertakers carrying out trench work should seek advice before starting and agree a watching brief where appropriate; for example, if cable undergrounding is carried out.

Where there are conditions attached to any planning, Listed Building or Conservation Area approval, or any other relevant approval requiring archaeological investigation and recording, then this work shall be funded by the applicant as it is not supplied by the local planning authority or Council. Similarly, outside the planning system any investigation will require funding. Archaeological work should be carried out by appropriately qualified contractors to best-practice standards.

Significant discoveries should be appropriately published and otherwise publicly disseminated.

### The built environment

This guidance should be considered in conjunction with the *Cornwall Design Guide*.

#### Roofs

The topography and development pattern of Charlestown is such that the roofscape is of importance to the overall character of the place. Roofscape character is based on the quality and patina of the materials; with the form, pitch and orientation of the roofs themselves. Sometimes there is order but most of the attractive roofscapes are more jumbled and dynamic, changing depending on the vantage point.

Chimneys punctuate the roofscape and other quality details, in the form of rainwater goods, etc., add richness on closer inspection.

#### Slate

Slate is the prevailing roofing material and a good deal of locally sourced historic roofing slate is in evidence. There are fine examples of rag slate roofs and others using smaller slates but also in random widths and diminishing courses.

Today there is a much wider variety of products available. Artificial slates should always be avoided as they inevitably harm the quality of the roofscape. With natural slate being imported from Spain, South America and China, great care is needed when specifying real slate. Some of these materials are suitable replacements on non-prominent buildings or new-build, but they are never a satisfactory replacement for historic slate roofing. Wherever possible, historic Delabole or other

Cornish slate should be reused and re-laid and the use of new Cornish slate preferred over imported slate.

New slate ought to be fixed using nails – clips are usually specified to compensate for poor slate that splits when holed as using a correct lap will prevent wind-lift.

Owners of buildings with rag slate must be aware that the slate will actually have a lot of life left in it but may be suffering from nail rot. Opportunistic contractors will often offer such owners an amazingly cheap price to re-roof in artificial or imported slate, knowing that the rag or random slate they reclaim can be sold on or re-used on much more lucrative work elsewhere.

### **Chimneys**

Loss of chimneys is nearly always detrimental to the character of the roofscape. It is seldom necessary and ought to be resisted. Repair or reconstruction must be the first aim unless there are extenuating circumstances such as serious structural concerns.

Alterations can rob chimneys of their distinctive character by the application of smooth, crisp render that hides stonework, flattens a pleasingly uneven substrate or covers decorative brickwork. Removal of drip slates and historic pots also detracts from the visual quality of the area.

### **Rainwater goods**

Most of the historic rainwater goods in Charlestown are cast iron and there is some survival of cast iron ogee-section gutters with lion heads embellishing their junctions, which add to the appearance of individual buildings and collectively enrich whole street scenes. With proper maintenance these items can offer good service for well over one hundred years. When replacement is needed there are plenty of suppliers of historic

profiles; many are available factory finished and some in cast aluminium.

Plastic is an inferior product which will not last as well or look as good – especially if it has a modern box profile. It doesn't take paint well but unpainted it soon develops a coating of algae. Like other plastic building products, when it is replaced it has to go to landfill where it will not break down for centuries, so the environmental costs deserve consideration.

### **Ridges, hips, eaves and verges**

Traditional ways of edging roofs are easily lost when roofing work is undertaken. Clay ridge tiles may be replaced by concrete, mitred slate or mortar fillet hips covered by tiles, box soffits replace open eaves or moulded fascias and slated or mortared verges can be lost to boards. All of these apparently slight changes have a cumulative impact that is far greater than each individual act would suggest.

Many of the hipped roofs in Charlestown have mitred edges and this finish should be replicated when roofing work takes place there.

Lead details such as hips ought to be retained. Where lead flashings have not previously existed they should only be added if that can be executed with subtlety. All new leadwork must be treated with patination oil to prevent oxidation and leaching.

### **Dormers and rooflights**

To preserve Charlestown's distinctive roofscape, the insertion of dormer windows should be avoided, as their historic use in the settlement is very limited. Rooflights can allow the use of valuable roofspace and there are good modern interpretations of low-profile metal units available. Where they can be inserted with little impact to townscape views, especially on screened or

rear roof slopes, this is acceptable. The smallest unit needed should be used and it ought to be a quality metal unit with a slender frame. In groups or terraces neighbours should try to use rooflights that are complementary in their size, type and location.

### **Solar panels**

While the Council clearly would wish to promote sound, sustainable energy systems, the installation of such systems can seriously erode the historic integrity of Listed and unlisted buildings in Conservation Areas. Careful consideration should therefore be given to their positioning to avoid compromising the character of the historic environment.

Very often there are alternative locations away from the historic building where solar panels can be fitted. This may result in such equipment being fixed to less sensitive buildings which are part of the curtilage. Alternatively, there are less obtrusive solutions available, such as ground source heat pumps. Although solar panels should be reversible, they can be most damaging to historic roofscapes.

### **Roofing: a summary**

- Note and record detailing before starting works to enable reinstatement.
- If traditional details are missing look to similar buildings for inspiration.
- Repair local historic rag and random slate roofs or re-use in situ.
- Maintain or recreate authentic details to ridges, hips, eaves and verges.
- Repair chimneys and retain historic pot, drip moulds or cowl details.

- Repair or reinstate metal rainwater goods in traditional profiles.
- Avoid dormers unless there is strong justification.
- Only use rooflights and solar panels sensitively and consider impact on views.
- It is always advisable to check with the local planning authority as to whether permission is required for alterations.



*A scantle slate roof in a prominent position alongside Charlestown Road.*

### **Walls**

Charlestown is located in an area of rich geological interest and as a consequence a number of different materials were available for building. Killas (slatestone) would have been quarried in and around the village, while moorstone (surface outcrop granite) was available from the uplands of Luxulyan, Lanlivery and the Hensbarrow area; at a later period, granite

was available from nearby quarries in the wider St Austell area and Pentewan stone from quarries to the south.

Some domestic buildings are rendered with roughcast or smooth lime render, while others have stone walls of granite blocks or killas with granite or brick dressings. The majority of working and industrial buildings are of granite or slatestone construction and are unrendered.

Great care and understanding is needed in the repair of all traditional materials in order to prolong their useful life and protect them from decay. Careful appraisal of prevalent materials in a particular locality ought to inform and inspire the designers of new buildings so that contemporary additions enrich the area.

Choice of colour is a matter of taste, but it is worth remembering that plain limewash was almost ubiquitous in the past and only natural pigments were available. Bolder colours like blues and greens were beyond the reach of all but the wealthiest; consequently, these colours often seem unsuitable on humbler dwellings.

### **Stonework**

Many buildings in Charlestown are of local stone construction. Although most of the stone used in Charlestown is durable, these walls are still vulnerable to damage if poorly treated. All stonework must be pointed using lime mortar that flexes with the walls and allows them to breathe. Pointing should also be flush or slightly recessed, especially on wider joints, and should never project in front of the faces. A well-graded sand, free of 'soft' (or fine clayey) particles, is best for most work.

### **Render**

Render covers rubble stone on a variety of buildings. Traditionally this render was always lime based and that remains the only sensible choice as cement-based renders are incompatible with all of these building types.

Generally speaking, the finish of render is a reflection of the status of the building and / or its function. So functional buildings, humble cottages and the rear elevations of some higher status dwellings have roughcast, bag-rubbed or float-finished render that follows the unevenness of the wall beneath. These renders were hand-thrown to achieve a better key and texture is derived from the coarse aggregate; modern 'tyrolean'-type finishes take their texture from cementitious droplets and have a fundamentally different character.

Grander and more aspirational buildings have smooth render, sometimes fine stucco; these renders may be lined in imitation of ashlar stonework below. Considerable skill is needed to achieve this type of finish.

Coating lime renders with modern masonry paint will trap moisture over time and can cause failure of the render. This is often interpreted as the failure of an inferior old-fashioned product, but it is in fact the result of conflicting technologies. Where possible historic renders ought to be repaired and retained, with masonry paint removed using specialist stripping products. Limewash remains by far the best and most effective surface coating on old buildings and has a lovely matt finish, but it is pointless applying it over paint. There are alternatives to traditional limewash which have similar breathable qualities and matt finish such as mineral paints which may be acceptable in some instances.

### **Slate hanging**

Slate hanging occurs on only a very small number of historic buildings in Charlestown, usually where the building is in an exposed location, where penetrating damp has been a problem or on elevated side elevations of attached buildings where access is difficult and a durable, low maintenance solution was essential.

### **Brickwork**

There are few historic buildings in Charlestown entirely constructed from brick. However, it was used extensively on later buildings and outhouses in the form of lintels, decorative window surrounds, quoins and chimneys, and is prominent on the façades of the Granary and Polmear farmhouse and in buildings such as the Count House and the Duck Street cottages. The use of lime mortars for repair is equally important for brickwork.

### **Walls: a summary**

- Traditional finishes should be repaired whenever possible, not replaced.
- Compatible materials and finishes are essential on historic walls.
- Authentic finishes should not be removed or covered.
- Where traditional finishes have been lost, sympathetic reinstatement is desirable.
- Limewash allows old walls to breathe; masonry paints trap moisture.



*Prominent use of brick in the Duck Street row.*

### **Joinery**

Authentic joinery and historic glass adds to the historic character and visual quality of any Conservation Area. The extent of survival is often indicative of the percentage of Listed Buildings; but also of the value local people place on the historic fabric of their town. Like many other places Charlestown has a mix of original joinery and replacements, some sensitive but some that is poorly detailed.

At present the replacement of windows and doors in unlisted dwelling houses within the Conservation Area is controlled by the Article 4(2) direction.

Unless badly neglected over a long period of time, traditional joinery is rarely beyond repair. In many cases the timber used was so well suited, sourced and seasoned that it is far more durable than any modern alternative. Detail may have been lost

by years of painting but great care needs to be taken when stripping paint as historic paints contained lead. If repair is not possible, replica replacement is the next best thing, although replacement requires the use of primary resources and energy that makes it a less sustainable option. The use of imported hardwood from unsustainable sources ought to be avoided and PVCu has significant ecological issues in production and disposal.

There is no product that is maintenance free. Timber needs painting every few years, but each time the result looks fresh and new. After a hundred years or more sash cords or hinges may need renewal; this is quite easily done and gives the unit a new lease of life. When modern opening mechanisms or double-glazed units breakdown the answer is replacement of the whole unit (hence the piles of PVCu windows accumulating at recycling centres in the absence of satisfactory means of disposal). Traditional windows can normally be upgraded in terms of energy efficiency through draught proofing without compromising their character.

## Windows

The size, type and design of the windows in an historic building reveal much about its age or development, its use and the status of its occupants in the past. Humbler buildings often have casement windows that vary in design according to age, use and local custom. However, the majority of windows in Charlestown are sash windows, which also vary in size and detail according to age and use. The enduring popularity of sash windows reflects their versatility in providing controlled ventilation.

The intrinsic value of the view through an historic window is appreciated by many sympathetic owners. They enjoy the

elegance of the glazing bars and enthuse about the distortion and play of light in non-uniform historic glass. With care, old glass can be salvaged and re-used; where it has been lost, modern equivalents can be sourced from specialist suppliers.

When new windows are needed there are a number of issues to consider:

- Proportion and subdivision – The glazing pattern of the original windows ought to be retained, (or restored if lost), as that is a critical part of the whole building. It indicates the size of glass available or affordable at the time of construction.
- Mode of opening – The introduction of top hung or tilt-and-turn opening lights is always visually jarring and harmful to historic character. Overlapping 'storm-seal' type details are an entirely modern introduction and are unnecessary if flush units are properly made. Spring loaded sashes are an inferior replacement mechanism compared with properly weighted double-hung sashes.
- Glazing – Traditional glazing bar profiles, properly jointed and glazed with putty, (or glazing compound), rather than beading, will give a genuine appearance.
- Thermal insulation – Timber double glazing for multiple pane window designs often results in the glazing bars being much too thick or slim but externally mounted and fake, which is unconvincing.
- Beading further detracts from the appearance if added. Alternatives such as 'slimlite' or 'slenderglaze' can achieve better aesthetic results but will rarely be an acceptable alternative for historic joinery.
- The use of shutters and/or insulated curtains/blinds can greatly reduce heat loss without the need for window replacement.

- Draught-proofing – The most significant heat loss through old windows is due to poor fitting and lack of draught-stripping. There are proprietary systems that retro-fit draught excluders and greatly reduce the amount of air changes and so heat loss.
- Sound insulation – In noisy locations people often replace windows with modern double-glazed units to reduce the problem. In fact, secondary glazing is more effective than double glazing and allows retention of traditional windows.
- Sills – traditional sills should be retained unless beyond repair.

### **Doors**

Doors are just as vulnerable to insensitive replacement as windows. The conservation principles summarized above can be applied equally to doors. Most traditional door types allow for individual expression by painting and attractive ironmongery, etc. Unfortunately, many owners choose to express their individuality by replacing a serviceable vintage door with an off-the-peg unit in stained hardwood or PVCu which is damaging to historic character.

### **Shopfronts**

A few historic shopfronts have survived in Charlestown and there are a few former elements of historic shopfronts which act as a reminder of how economic activity, shopping and employment patterns have changed over the years.

Regarding the surviving historic shopfronts, every effort should be made to retain their character through the retention of historic features.

### ***Joinery: a summary***

- Historic joinery items add character and quality to the settlement and ought to be retained and repaired if at all possible.
- When replacement is necessary, this ought to be an exact replica.
- Where joinery has been lost in the past and reinstatement is desirable, look at similar properties in the vicinity for inspiration.
- Design, mode of opening and colour of finish are the most important considerations.

### ***Enclosure***

In the past enclosure was about demarcation and also keeping out passing animals. Historic enclosure is threatened with change by the desire for greater privacy – leading to the addition of timber fence panels or over-large vegetated hedges, for example.

Alternatively, boundaries may be removed to provide parking. At present the erection of walls and enclosures, and the creation of hard standing, form part of the Article 4(2) Direction and require planning permission.

The tendency towards close-boarded fencing is one that is having a very tangible visual impact. Apart from being a characteristically modern approach, these fences are quite expensive, require regular maintenance over the years and make it difficult to establish planting due to overshadowing and wind damage. Timber fences also tend to be stained in eye-catching colours that are often unsympathetic to an historic setting.

Garden structures can also be jarring elements if poorly located, badly designed or brightly coloured.

## Walls

Stone walls, both boundary and retaining are the most common means of enclosure in the village and are a significant contributing factor to the character of the Conservation Area. The majority are constructed from granite or killas with a simple stone cap. Most are mortared and, in some instances, coursed or semi-coursed. There are also examples of Cornish hedges: that is, stone-faced earth banks with soft vegetated cappings.



*Surviving and removed street boundaries in Church Road.*

For new enclosure stone walling is likely to be the most suitable option, provided the height and style relates to any established local trend. Recycled stone deriving from the same sources as that visible in historic structures is preferable to newly quarried

stone brought from sources which did not historically provide materials for Charlestown's built environment.

There are only a few historic brick boundary walls in Charlestown, but brick has been widely used historically for small-scale patching or for heightening boundaries otherwise constructed of stone.

## Railings

Although not abundant there is clear evidence that cast or wrought iron railings and gates were historically a more significant element of the townscape than today. As in many other places, much ironwork is likely to have been removed during wartime.

Where historic examples of railings and gates survive, they should be retained. Additionally, there are some buildings and locations which would benefit considerably from the re-introduction of railings. As well as being attractive in themselves, they can also offer definition to the street scene and be a real enhancement to some types of property. The most common application is on properties with a minimal front garden or yard; in these locations they offer demarcation without visual weight and avoid shading windows or planting.

## Vegetated hedges

In the more rural parts of the village and where property adjoins farmland, hedges are characteristic. A mixed deciduous planting of hawthorn, field maple, hazel, holly, beech and other indigenous species is most traditional. Within a few years such a hedge can be laid to form a dense and effective boundary that is a wildlife resource that can draw insects, birds and small mammals into gardens.

Single-species plantings of beech, yew, laurel or box may be appropriate in some circumstances but are not a practical solution for most places and they demand more maintenance than a rustic mixed hedge.

Modern coniferous hedges support little wildlife, are often unattractive and not very neighbourly.

### **Garden structures**

The siting of sheds, summerhouses, decking, gazebos or other structures should be sensitively located. If visible locations are unavoidable, careful attention should be paid to scale, form design and naturally painted materials should be used to make the structures less jarring.

Garden structures currently form part of the Article 4(2) Direction and require planning permission. In some instances, such as in prominent undeveloped front gardens, such structures will be unacceptable.

### **Enclosure: a summary**

- Retain historic enclosure and forms of enclosure wherever possible.
- If an enclosure has been lost, consider the locality and use an appropriate replacement.

### ***Townscape features***

In addition to the buildings and walls that give Charlestown its special character there are other items that make a significant contribution to the overall appearance. There are attractive items that need to be cherished and retained, and others which are in need of repair or enhancement.

### **Floorscape**

As detailed in the accompanying Conservation Area Assessment, there are a number of different surviving historic floorscape treatments reflecting the selection of local materials available. These include water-rounded beach cobbles, rough metalling, granite kerbing and granite paving. All historic surfaces should be appropriately maintained and restored where possible.

Public carriageways are blacktop and it is better to use this honest and established surfacing rather than introduce manufactured pavements or similar. Road markings in sensitive areas should be kept to a minimum.



*Detail of the ore floor surface exposed in the main car park.*

## Seating

There are some thoughtfully located seats around the village where the pedestrian can stop a while and enjoy the views. Unfortunately, some of these are in need of repair, others mismatching and untidy. There is a need for enhancement of these minor spaces and renewal of seats where needed.

## Signage

Business signage should be sympathetic to the character of the building and the area. It should be of a scale, design, materials and fixings compatible with the surrounding historic environment.

Traffic signage should be restricted to those signs which convey essential information, should be located onto existing lamp columns, posts or buildings where possible, and should avoid large backing panels.

There is potential for St Austell Bay Parish Council to work in partnership with the highways authority and local landowners and businesses to agree a standard for signage and endeavour to reduce signage clutter within the Conservation Area.

## Planting

Trees and hedges are an important element of many significant views and their retention is often of considerable importance. Work to trees in Conservation Areas is controlled and owners or contractors must contact the Local Planning Authority for advice before embarking on felling, topping or lopping works.

Decorative planting has its place in the public realm but needs to be well planned and maintained to be a positive feature. On private land, owners can enhance their little bit of the village with suitable planting – it can often be the finishing touch that makes a location really special.

## Climate change

The wide-ranging actions required to limit further damaging emissions, combined with the need to adapt historic assets to make them more resilient to a changing climate, will have significant implications for the historic environment and its future management.

While it is wrong to say that historic buildings cannot be successfully upgraded to mitigate climate change, the significance and integrity of historic assets can be threatened by poorly designed and ill-informed adaptation and mitigation responses. The non-renewable character of historic features and potential for their damage and loss should always be taken into account when adaptation and mitigation responses are being planned and executed.

Specific detailed advice on how to improve the energy efficiency of historic properties can be found on the Historic England website:

<https://historicengland.org.uk/research/current/conservation-research/energy-efficiency/>

Cornwall Sustainable Buildings Guide:

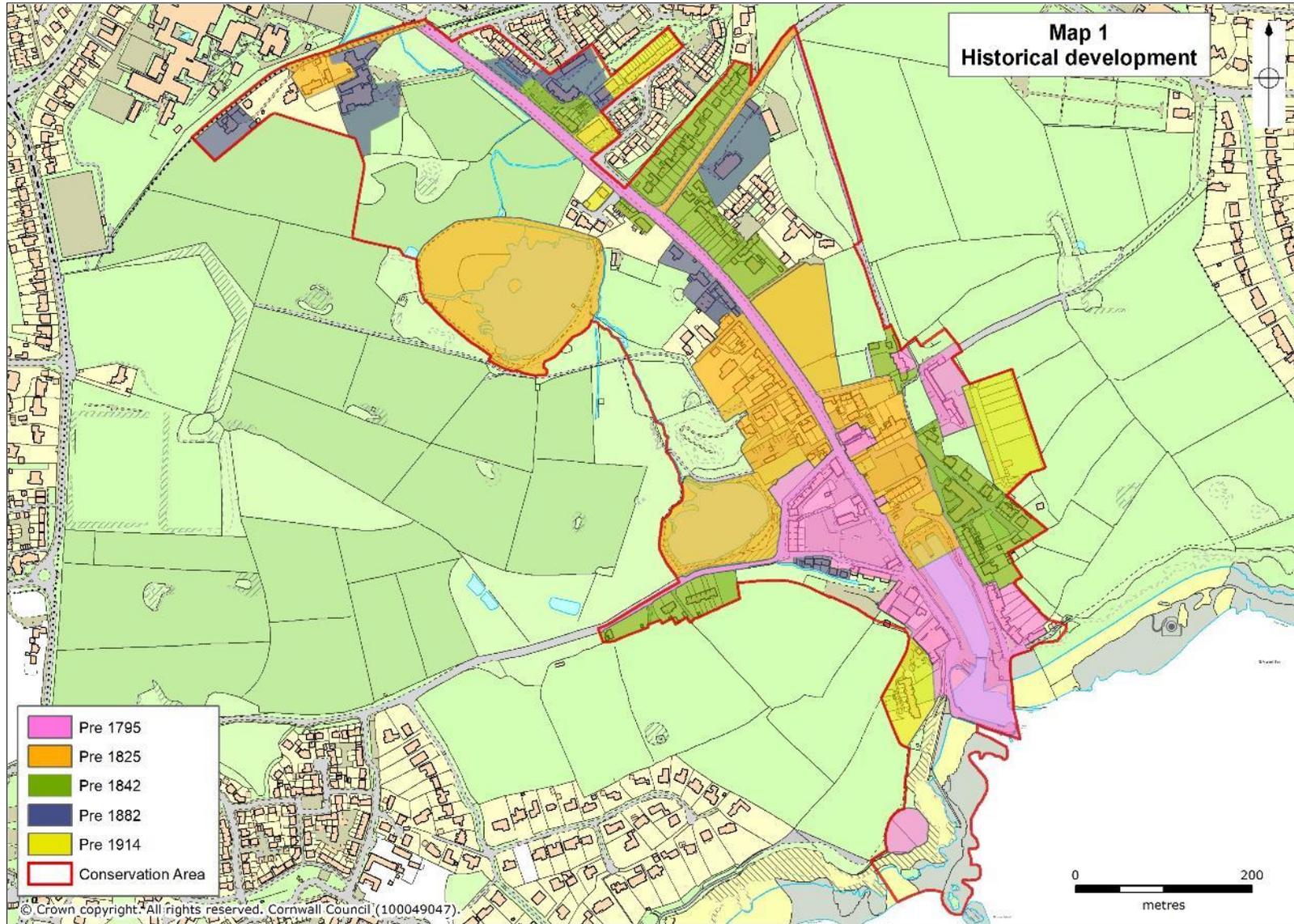
<https://www.cornwall.gov.uk/media/3630844/Sustainable-Building-Guide.pdf>

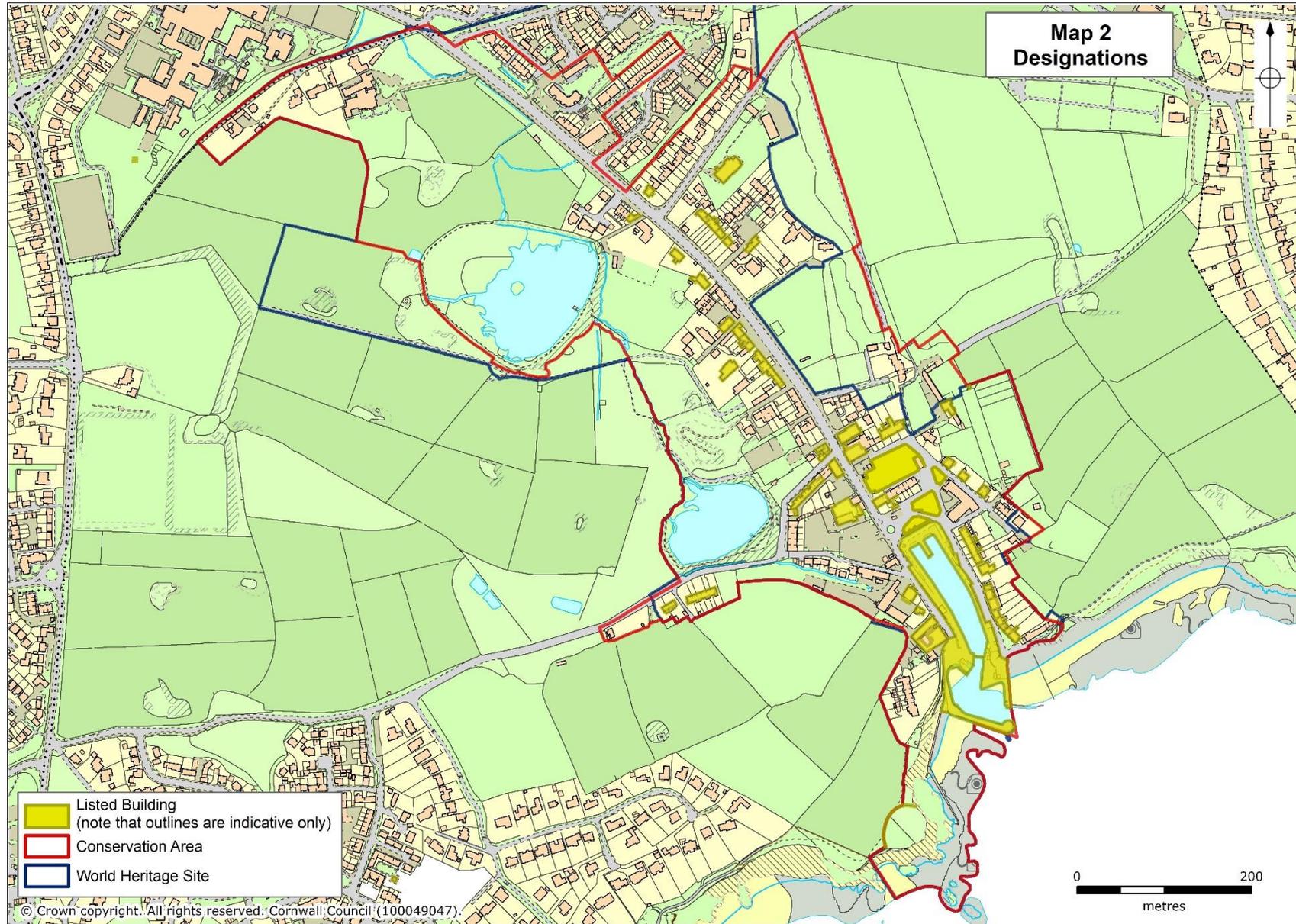
Cornwall Council advice on improving the energy efficiency of historic buildings:

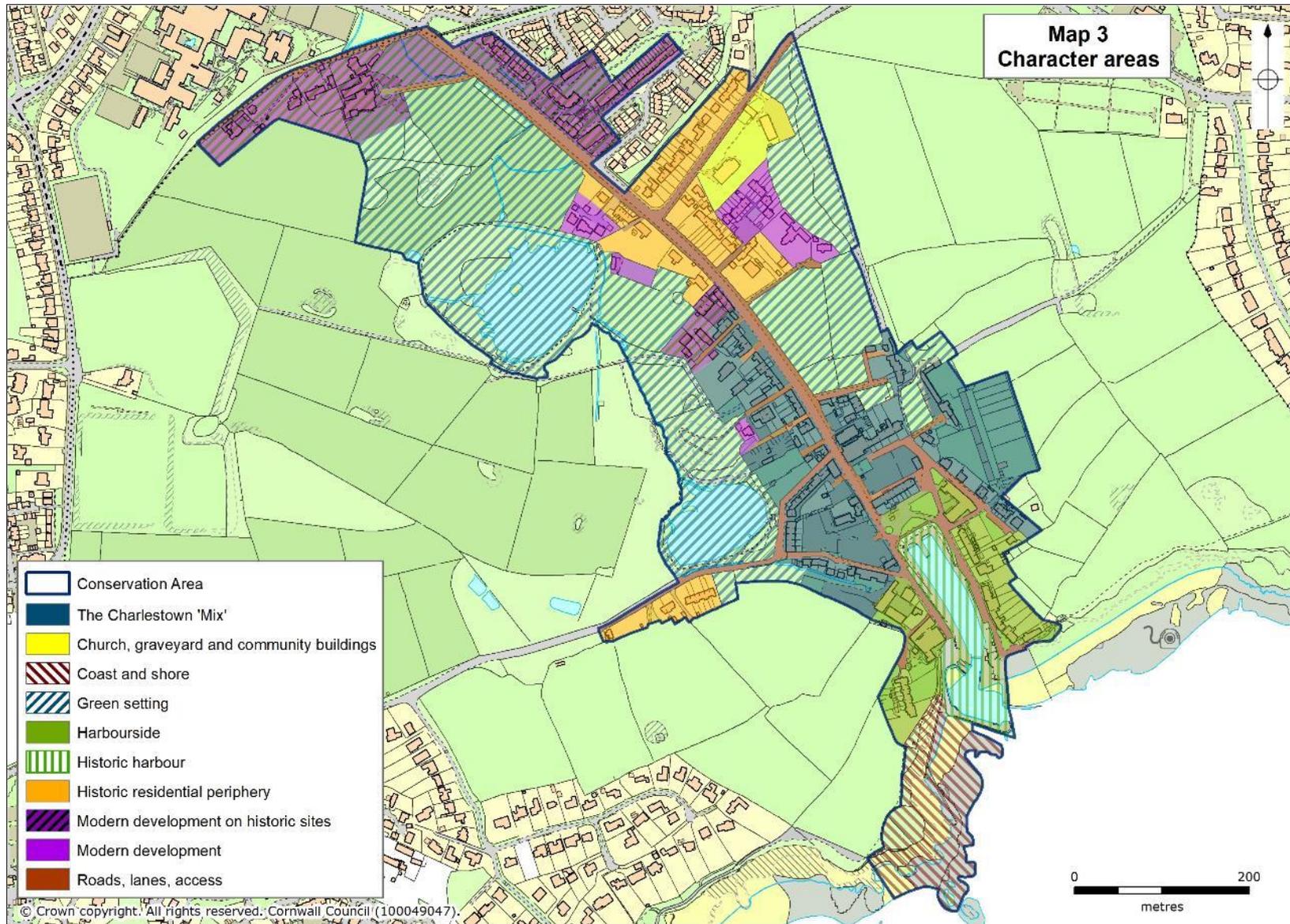
<http://www.cornwall.gov.uk/default.aspx?page=18046>

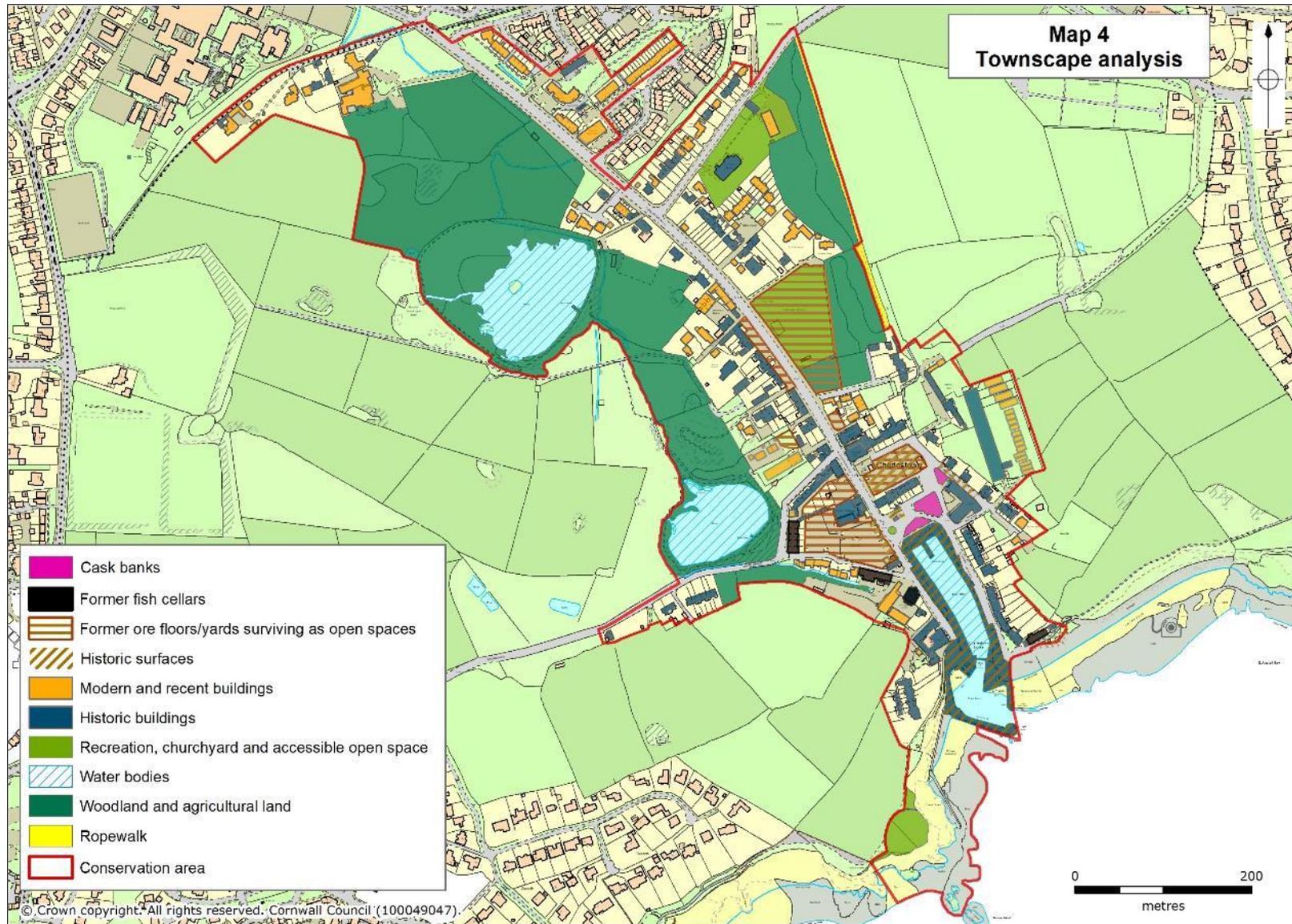
## 15 Maps

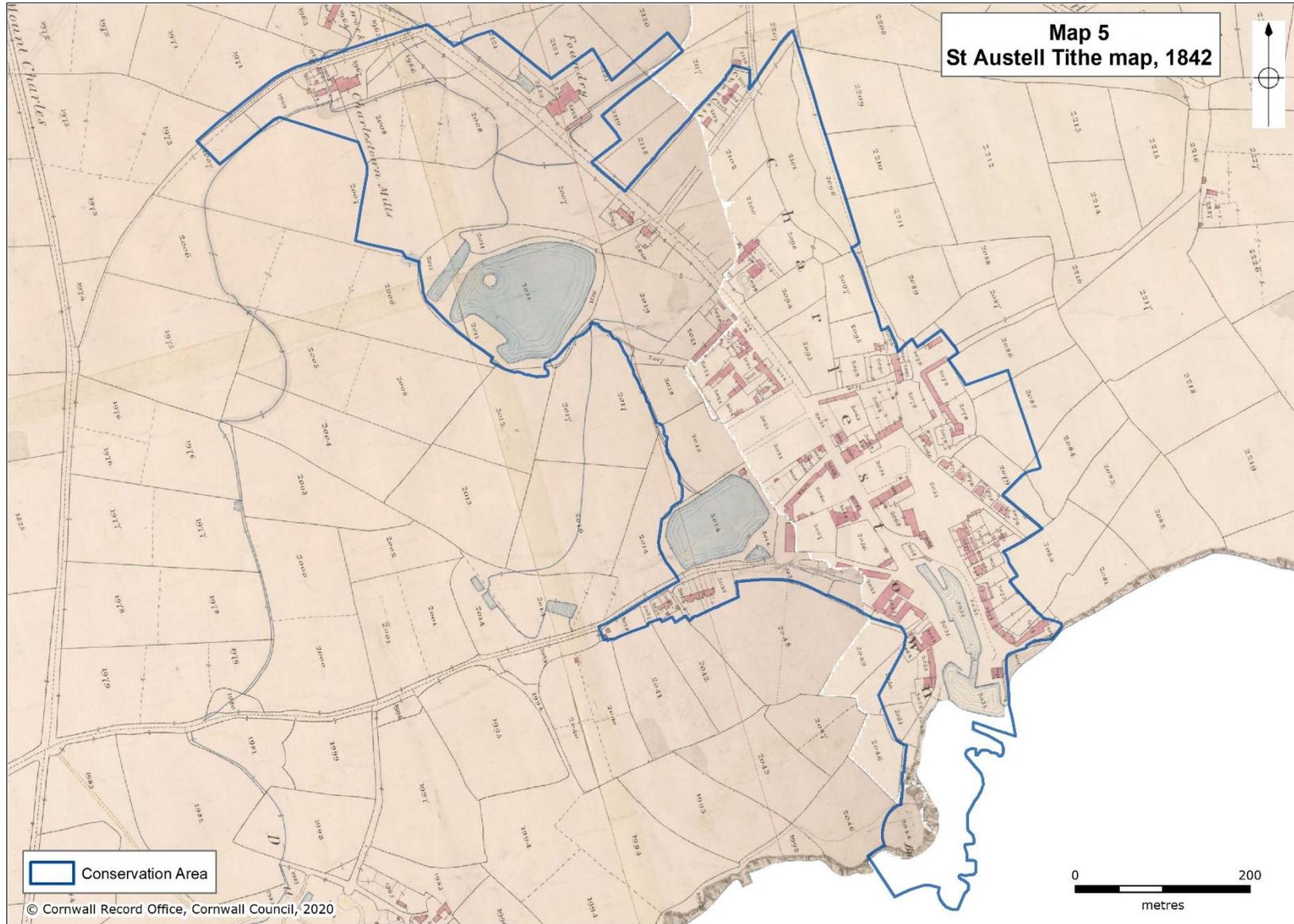
- Map 1 Historical development
- Map 2 Designations
- Map 3 Character Areas
- Map 4 Townscape analysis
- Map 5 St Austell tithe map, 1842
- Map 6 1<sup>st</sup> edition Ordnance Survey 25in: 1 mile map (c 1880)
- Map 7 2nd edition Ordnance Survey 25in: 1 mile map (c 1907)
- Map 8 Revised Ordnance Survey 1:2500 map (c 1936)

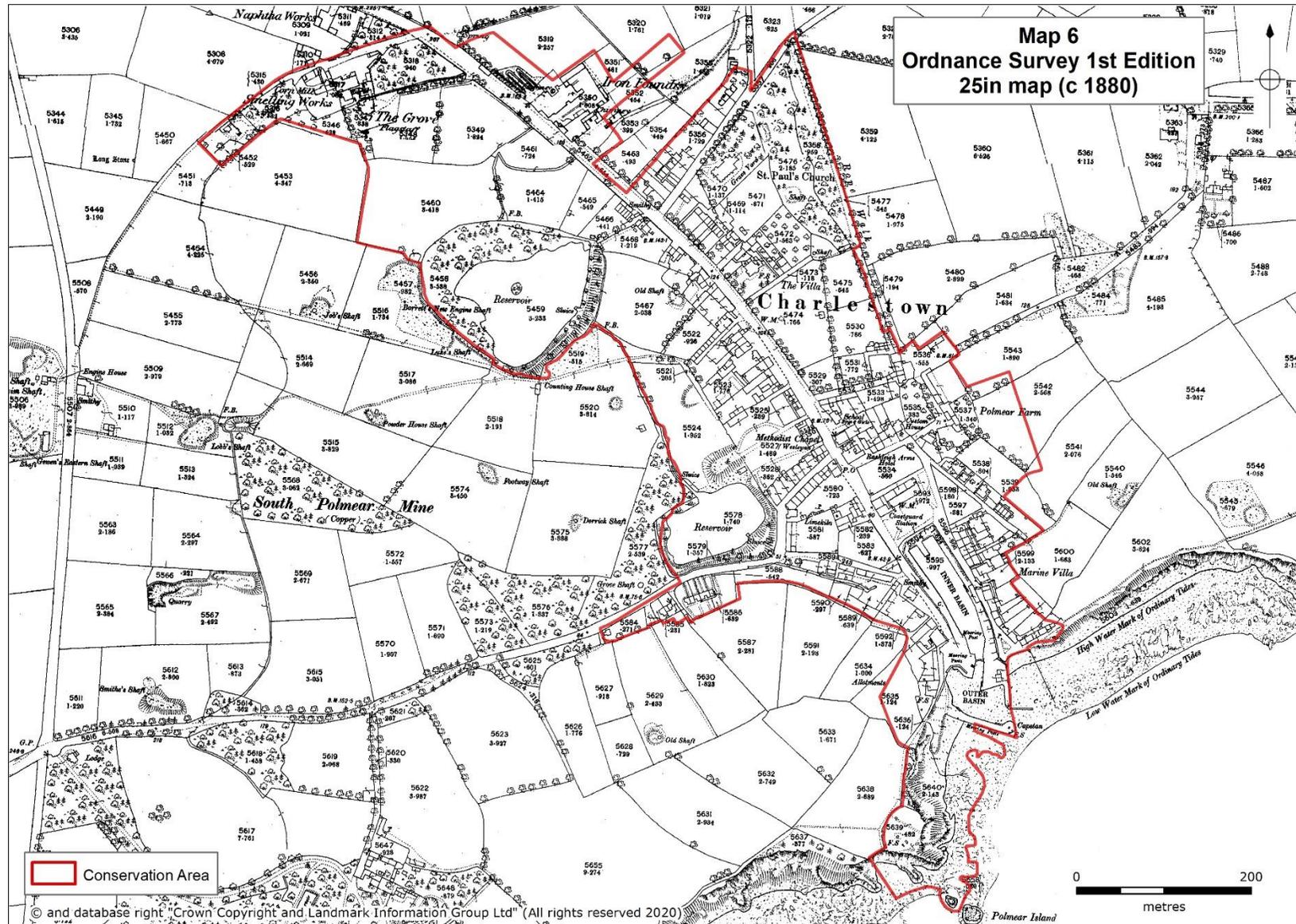


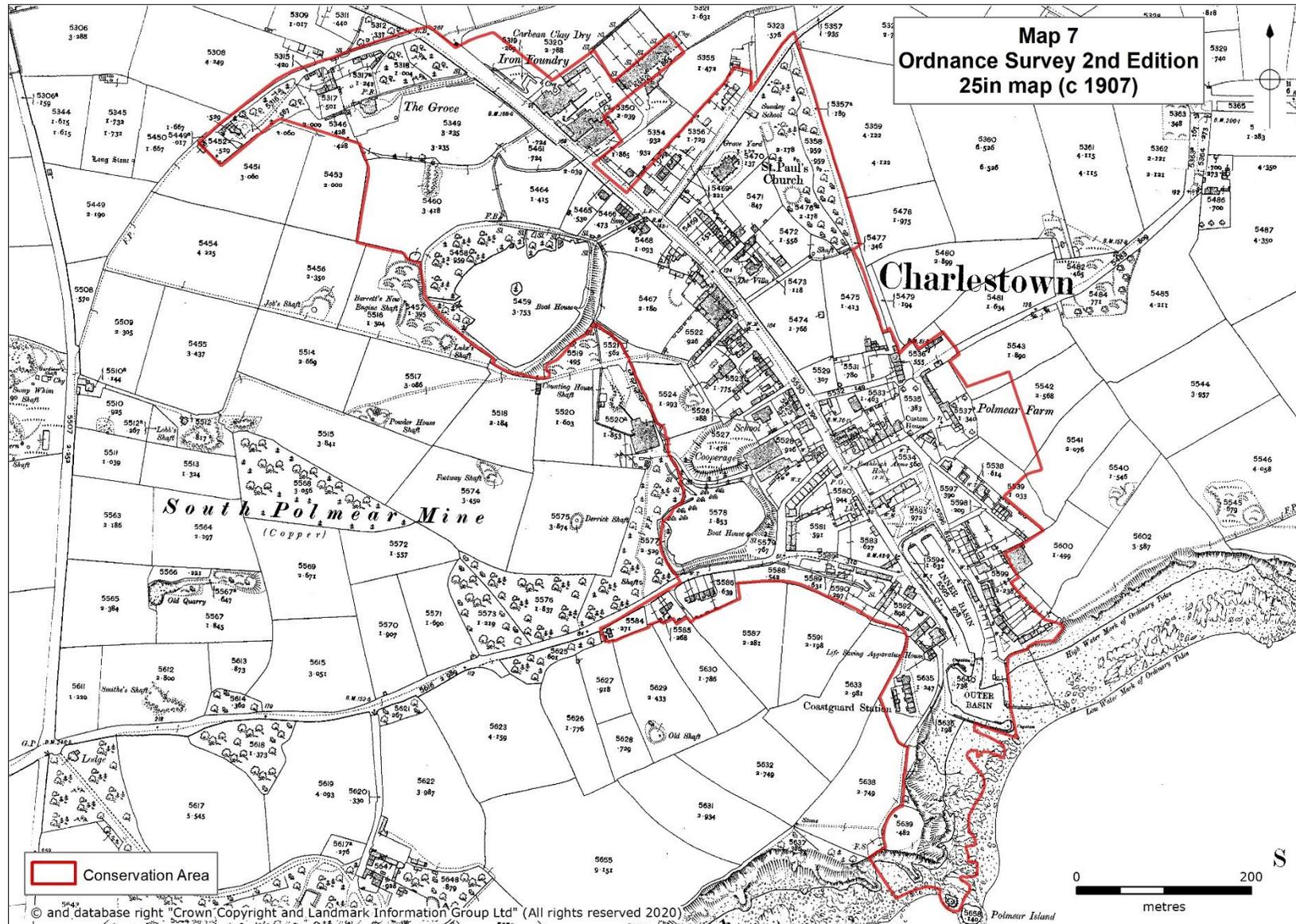


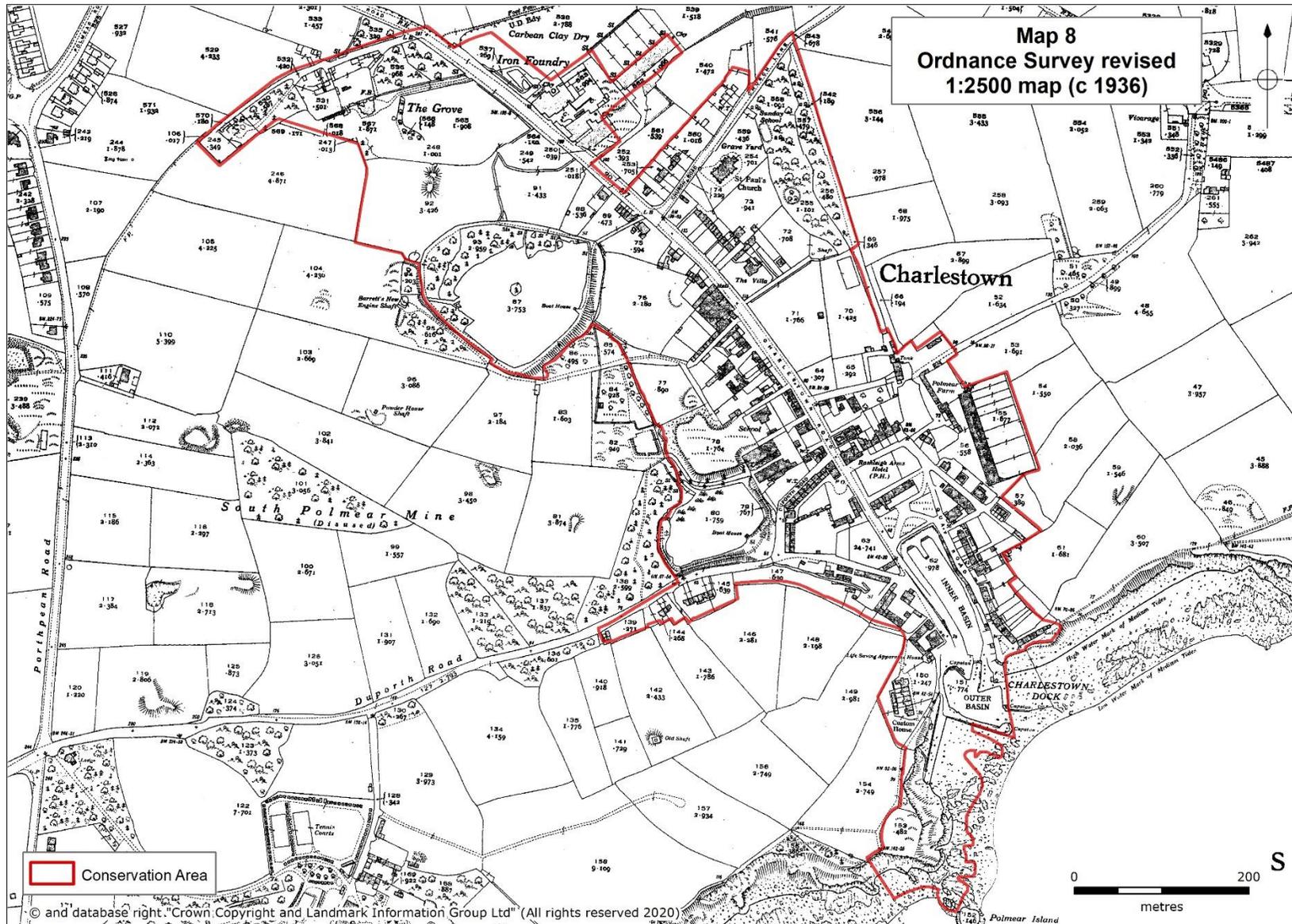












## 16 Appendix 2: report on public consultation

The draft Charlestown Conservation Area Character Assessment and Management Plan was sent for consultation to 22 statutory and other organisations identified as key stakeholders. It was publicised through posters on St Austell Bay Parish Council's noticeboards and promoted on the Cornwall Council website. An article was published in the local press on 17 February 2021.

The consultation invited respondents to comment on the following questions:

1. In general, has the Appraisal adequately identified the Conservation Area's special architectural and historic interest?
2. Do you think the Conservation Area has any other aspects of special interest which should be included in the Appraisal?
3. In general, has the Appraisal adequately identified the good and the harmful features of the Conservation Area?
4. Do you think the Conservation Area has any additional good features which should be identified in the Appraisal?
5. Do you agree with the management proposals set out in the Appraisal?
6. What other action, if any, do you consider is needed to preserve or enhance the Conservation Area?

Three written responses to the consultation were received from identified organisations; two further suggestions were made informally. The responses, and the actions taken, are listed in the following table.

Respondent	Comments	Action
<b>Historic England</b>	<p>There is no requirement (outside of London) to involve us in the preparation of such documents but we are happy for discretion to be exercised where there may be issues affecting a Conservation Area of particular interest. In this case, we are aware of the resource constraints affecting most local authorities these days and the difficulties this poses in preparing and keeping up to date a suite of Conservation Area Appraisals and Management Plans. Increasingly we note local planning authorities empowering individual communities to undertake these exercises and the additional benefit which this has for them in understanding, valuing and taking greater responsibility for an Area's special interest and management.</p> <p>On that basis we then also note that although any consultations we might receive would normally come from the local planning authority Cornwall Council has mandated the Parish Council to draft the documents in question and undertake this consultation exercise, after which it would assume responsibility for securing their formal adoption.</p> <p>Our first comment must therefore be to congratulate your community for its initiative and for overseeing the production of a most impressive document. The Appraisal and Plan is very comprehensive in its scope and depth of coverage of the qualities which define the special historic character of the Conservation Area, and the issues which exist that have the potential to threaten its integrity.</p> <p>We agree generally with the content and recommendations of the Appraisal/Plan and our observations on the documents can therefore be summarised as follows:</p>	
	<p>1. The main document is quite lengthy and we wonder if it might be useful to include an Executive Summary which, in addition to covering the Area's special interest, might also summarise issues and recommendations for attention. This could have the advantage of helping to promote main points in more bullet point fashion so they stand out and best attract desired attention.</p>	<p>St Austell Bay PC considers that a summary might encourage readers to skip the main content of the document and has therefore decided not to implement this suggestion.</p>
	<p>2. We wonder too if the extensive schedule of proposals within the Management Plan might be ordered in terms of importance (eg high, medium, low) and priority (eg short-, medium, and long-term), possibly with the identification of inter-</p>	<p>The PC notes the comment but points out that because so much of the content of the</p>

	dependencies. This could help establish a sense of imperative where necessary, even if it is impractical to set out a specific timeframe or programme.	Management Plan refers to land in private ownership, and therefore outside its control, it is difficult or impossible to prioritise.
	3. In that vein, it might also be desirable to explore the benefits of the Management Plan securing Supplementary Planning Document (SPD) status.	The Local Planning Authority Conservation Officer advises that the document will be formally endorsed by Cornwall Council (as are all other Cornwall Council Conservation Area appraisals and plans) and as such it will have weight as a material planning consideration in the planning process.
	4. A possible review of the Article 4(2) Direction against the GDPO as it has changed since the Direction was created.	Comment noted.
	5. Cornwall Council has recently been awarded funding to pilot Local Listing in the county and while it may not be possible to include Charlestown in initial study areas the success of the project could lead to wider, targeted, roll out.	Reference to possible future 'local listing' added to the text.
	6. Working with partners such as the highways authority over issues such as signage might be a good idea – to form an agreed standard for works, maintenance protocols, and to attempt some removal of clutter.	Text amended.
	7. Might it be desirable for the issue of increased tourism, conflicts with car movements and car parking to be further considered. For example, are there any solutions that could be suggested? Are there ways of encouraging non-car visitors? How can the impacts of increased tourism be managed? These may of course be matters for the Neighbourhood Plan to address.	As indicated, these issues are considered in the St Austell Bay Neighbourhood Plan.
	8. Is there a need to tackle enforcement issues more effectively, including initiatives involving the community to help prevent their occurrence in the first place. This is important to conserving character and has potential to secure buy-in from local residents and other stakeholders regarding conservation measures generally.	Comment noted.

	<p>9. In terms of the Maps:</p> <p>a) We appreciate that the identification of Listed Buildings as polygons is meant to be illustrative only but nationally Historic England identifies them by points only. This may lead to potential issues with accuracy and interpretation and so a health warning may be desirable.</p>	<p>Note added to Map 2 to indicate that the Listed Building outlines shown are indicative only.</p>
	<p>b) Add Cask Barrels [<i>recte</i> Banks] as listed structures to the map.</p>	<p>Added to Map 2. (NB. These features were Listed after the consultation draft maps were produced.) Also indicated on Map4.</p>
	<p>c) We wonder whether the Shore character area should extend to the east of the harbour too.</p>	<p>The area to the east of the harbour lies outside the Conservation Area and is not therefore included on the characterisation mapping. However, a note has been added to the text indicating that the character of the Coast and Shore Character Area does extend to the east of the harbour.</p>

<b>Local Planning Authority Conservation Officer</b>	Page 2 – Include the NPPF Planning Practice Guide 2019 under 'National Policy' and call this section National Policy <i>and Guidance</i> .	Text amended.
	Include reference to the emerging CC Climate Emergency DPD under regional policy.	Text amended.
	Under Local Policy include the St Austell Bay Parish Neighbourhood Plan (2020).	Text amended.
	Pages 6/7 – under activities highlight the use of the coastal footpaths and the use of private beaches by both locals and visitors. Include also, the festivals/events such as Charlestown Regatta and the local gig rowing?	Text amended.
	Page 8 – An Article 4(2) Direction removes certain permitted development rights <i>on</i> unlisted dwelling houses in the village.	Text amended.
	Page 23 – Under 'Harbourside' I was not sure what the statement <i>Highly visible but largely ephemeral modern component relating to leisure and tourism</i> meant?	Text expanded to clarify.
	Page 77 – Reference to Restormel District Council and RDC should be replaced with Restormel Borough Council and RBC.	Text corrected.
	Page 92 – Under 'Coast and Shore' state the need to retain historic iron work (railings and kissing gate) found along the coastal path up to the Battery.	Reference to historic ironwork added to Character Area description. However, cliff falls have made it necessary to re-route the coast path to the Battery. Some of the rails and one of the gates have been lost and there will be no public access to this area.
Page 93 – where is [sic] states <i>Declining commercial maritime use of the harbour could generate pressure for inappropriate alternative uses and development to underpin continued maintenance. Encourage continuation of appropriate uses</i> suggest changing this to; <i>Declining commercial maritime use of the harbour could generate pressure for inappropriate alternative uses and development to underpin continued maintenance. Encourage continuation of appropriate uses that preserve the character and integrity of the harbour to support its viability and long term sustainability. Such uses would be valuably informed by a comprehensive Conservation Management Plan for the Harbour.</i>	Text amended.	

	Page 100 – Section under ‘Public Realm’ might be a little mis-leading as most trees within Conservation Areas are protected by virtue of being within the CA, regardless of whether they have a TPO on them (which is a further layer of protection).	Text amended.
	Page 107 – Under ‘Roofing’ encourage re-use and re-laying of all historic Delabole slating found in the village and the use of new Cornish slate over new imported slate.	Text amended.
	Page 112 – Under ‘Railings’ – include reference to historic gates and the need to retain these historic features where they survive.	Text amended.
	<p><b>Maps</b></p> <p>Map 4 – Modern developments on historic sites perhaps needs updating to show the developments currently underway on the clay dry and coal yard sites.</p> <p>Map 4 – I believe the site of Wreckers was also a former fish cellar?</p> <p>Map 4 – There are some historic surfaces in the main car park either side of entrance as mentioned in text on page 33 but these are not highlighted on map and could be.</p>	Map 4 amended.

<p><b>Landowner</b></p>	<p>Response to Question 2:</p> <p><b>Yes</b></p> <p><b>From chapter 8 “Settlement character” onward : Page 28, fourth bullet-point :</b> <i>“Access to the green area is almost entirely limited to visual: there is currently <b>little</b> pedestrian access – other than to the Regatta Field – for the general public”.</i> <b>There is a dedicated PRow via the SWCP leading into Charlestown from the east, and there is a presently permissive (but soon to be dedicated) SWCP route leading westward to Duporth via the Crinnis Cliff Battery. These routes, east and west of the village, accessing the Battery and Duporth, and also the footpath to Campdowns, each provide unique perspectives when approaching or leaving Charlestown.</b></p> <p><b>Pages 51-52:</b> The Crinnis Cliff Battery (the Charlestown Battery) is described thus : <i>“The <b>Battery</b> is a crenellated walled enclosure, roughly semi-circular in plan, with an entrance at the western end, located on a cliff overlooking the seaward approaches to Charlestown. Within the enclosure are the remains of military structures. Charlestown is the only mineral port in Cornwall with its own defence, which was established by Charles Rashleigh as part of the original development of the harbour”.</i></p> <p><b>Having been built in 1793 for defence during the Napoleonic wars, The Battery was for a century used by a local militia, The Crinnis Cliff Volunteers, and eventually was abandoned in 1897. The picture below is dated about 1850, and shows the Battery flagpole on the headland and the small storage shed, both now lost.</b></p>	<p>Text amended to acknowledge access by Campdowns footpath to the portion of the Character Area adjacent to Polmear Farm.</p> <p>References in text to South West Coast Path enhanced.</p> <p>Text amended in light of the comments.</p> <p>References to the Battery capitalised.</p> <p>The date of abandonment is included in the text.</p> <p>(NB. The photograph shows the terrace of coastguard houses built in 1892 and therefore dates somewhat later than suggested.)</p>
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**Apropos Page 92, 'Coast and Shore'** : regarding the Battery, it is proposed to :

- *Manage vegetation which threatens potential damage to masonry and buried archaeology; removal would also improve views out from the **Battery** to emphasise its historic defensive function;*
- *Provide appropriate alternatives to the present temporary safety fencing on the seaward side;*
- *Incorporate the site within an interpretation strategy for Charlestown.*

**Please note that the Trustees of the Battery have for some months been engaged with Cornwall Council on the future management of the site, and the first two of these bullet-point proposals, on the vegetation and the fencing,**

Text amended.

Comment noted.

	<p>have already been implemented. However, whilst it is helpful to remove vegetation as stated, great care must be taken to ensure that cliff-edge vegetation is not managed in any manner which might threaten the stability of the cliff-edge. Regarding the third bullet-point, we would seek to co-operate with the 'strategy' proposal. (n.b. Cornwall Council is drafting necessary documentation for a new, longer peppercorn lease or licence).</p> <p>Please note also that <u>Page 85</u> (last paragraph) states : "<i>The Cornish Ports and Harbours project report on Charlestown proposed that additional protection might be given to the site of the late eighteenth-century battery on Crinnis Head (currently Listed Grade II) by seeking its designation as a Scheduled Monument</i>". The Trustees would support this proposal.</p>	<p>Comment noted.</p>
	<p>Response to Question 3</p> <p><b>No</b></p> <p><b>I believe that this Appraisal, whilst obviously being the product of the Cornwall Archaeological Unit, from chapter 8 onward, is littered with opinion and personal taste, drawn from a very restricted agenda, and those opinions are presented as if factual. Such an intense propaganda exercise proposes that absolutely every villager shares the wishes and values of the Appraisal's authors to live in a museum where everything is either static or stuffed.</b></p> <p><b>Surely it is more conducive toward public acceptance to propose a naturally evolving, living environment which allows a modicum of personal opinion and an appreciation of an evolving, sustainable future which will in due time itself become part of the history of Charlestown.</b></p> <p><b>Further, the Management Plan seems largely to ignore what is the most significant gap in the community environment, the provision of affordable housing for the younger generation of Charlestown. Taken to its logical conclusion, this gap must result in a continuing proliferation of 'second homes' and, more worryingly, an exodus of younger-generation villagers.</b></p> <p><b>One is entitled to ask : If the Cornwall Archaeological Unit had existed in Charles Rashleigh's lifetime, would his work ever have begun ?</b></p> <p><b>It seems to me that the imposition of a set of antiquarian standards, if not a set of rules, created through a very distinct and restricted ideology, places an imbalanced emphasis upon the constraints to be undemocratically suffered by future populations of the village. As stated earlier, opinions are not facts, even</b></p>	<p>Comments noted.</p>

	<b>this opinion, but any wholesale adoption by the St. Austell Bay Parish of the present set of unilateral opinions from the Cornwall Archaeological Unit would, in my view, be a step much too far. Be careful what you wish for !</b>	
	<p>Response to Question 4</p> <p><b>Yes</b></p> <p><b>At present largely ignored are those perennial endeavours by local business-people to keep this museum alive within its vital essence of community. This despite the pervasive rules and regulations within which they must work. These endeavours should be strongly supported in order to counterbalance the straight-jacket policies advocated in this proposed 'Management Plan'. The world of work should be encouraged, and should be seen to be encouraged, as a natural element of humanity, even in Charlestown.</b></p>	Comments noted.
	<p>Response to Question 5</p> <p>No</p> <p><b>The hectoring phraseology of the Sections following Page 99 onward, headed 'Thematic... recommendations, and ...Guidance' are likely to discourage many readers, and this would suggest that the very object of the Management Plan is self-defeated. Please appeal to people's positive instincts, please do not batter them with a lot more than the Ten Commandments.</b></p> <p><b>Anyway, these proposals appear to be based almost exclusively upon personal opinions and objectives, drafted in such a manner as brooks no dissent. They certainly do not encourage fresh thinking, or even constructive criticism. They barely stop short of the worrying concept of a retinue of self-appointed 'Village Commissioners' who seek to bestow upon themselves quasi-autocratic powers. This despite the existing pervasive and wide-ranging statutory powers and protections already pertinent to the village.</b></p>	Comments noted.
	<p>Response to Question 6</p> <p><b>Upon one thing we can surely all agree, a 'community' is a living thing, but it can only ever be a community living within the context of its collective environment. Thus, for a community to be cohesive and to thrive must surely require that any such 'Management Plan' must adopt a much less prescriptive, wider, and much more participative approach toward the creation of a framework capable of accommodating all sections of that community, not just the antiquarians.</b></p>	Comment noted

<b>Anonymous</b>	Add the waterwheel in Foundry Park as a feature of special interest (mentioned in the 2013 document).	Text amended to include the waterwheel as a locally important heritage asset; further photograph including the waterwheel added.
<b>Anonymous</b>	Make reference to the surviving south-west boundary wall of the foundry site (photograph included in the 2013 document).	Photograph and caption of boundary wall added; text amended to include references to the boundary wall as a significant historic feature.

