

Cornwall Industrial Settlements Initiative

LOOE

(Caradon/Liskeard Area)



April 2002

CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

Conservation Area Partnership

Name:	LOOE	Study Area:	Looe
Council:	Caradon District Council	NGR:	SX 2553
Location:	East Cornwall, on the south coast 7 miles south of Liskeard	Existing CA?	Yes
Main period of industrial settlement growth:	1848-1885	Main industry:	Port

Industrial history and significance

- Significant as a medieval port, specialising in deep sea and foreign trade and fishing.
- Its industrial phase was brief (effectively from 1840 to 1880).
- Unlike more purely industrial ports, it never either developed significant industry on its own account, nor became solely reliant on ore/mineral trades.
- The 19th century development of tourism and the continuing increase of the fishing industry in the 20th century effectively countered any hardship and loss experienced as the industrial trade declined.
- A vital part of the spectacular boom in the Caradon mining and granite industries, Looe was linked to them by canal and railway developments of significance in the wider industrial context.
- The significance of the industrial period to the present character and appearance of Looe cannot be too highly stressed - despite its medieval history, most of what is emblematic of Looe dates from the mid-late 19th century (the bridge, the quays, the harbour-side and major public buildings, the seafront).

Other comments

Exceptionally important survival of the medieval plan forms of the medieval boroughs (and evidence of their shifting sites and morphology); the numbers of late medieval, 16th and 17th century buildings still standing is unusual in Cornish urban context.

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

Recommendations

Historic areas

- Proposed alterations to the existing conservation area boundaries.
- Prepare a full CA Appraisal.
- Proposal for inclusion in both statutory and local gardens registers.

Historic buildings

- Review Statutory List.
- Prepare list of locally significant buildings.

Policy and management

- Article 4 Direction with wider powers to control PD on single dwelling houses and alteration and partial demolition of small buildings in CA to reinforce the existing controls in the curtilages of dwelling houses.
- Article 4 Direction to control alteration and partial demolition of walls in CA which do not front onto highways (to counter the restriction in the extent of current controls).
- Restrict development on the outskirts.
- Full survey of archaeological potential.
- Additional local plan policy requiring archaeological investigation and recording prior to development.
- Management schemes, development briefs and conservation plans for the most sensitive historic buildings and areas.
- Site specific design guidance, based on the immediate context of Looe, covering new developments and statutory provision (roads and signs etc.).
- Back-land areas and rear lanes to be recognised as an important aspect of Looe's character.
- Creation of a series of town and industrial heritage trails.
- Improvements to railway station area and links to town centre.

Conservation Area Partnership

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The Cahill Partnership
and
Cornwall Archaeological Unit

April 2002

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This report presents the results of an assessment carried out by The Cahill Partnership following desktop research by Cornwall Archaeological Unit (Bryn Perry Tapper). Assistance was also provided by David Moore, Caradon District Council. The report text was prepared by The Cahill Partnership and edited by Jeanette Ratcliffe (CAU Senior Archaeologist and CISI Project Manager). The report maps were produced by John Brinkhoff (CCC Planning Directorate Technical Services Section) from roughs prepared by The Cahill Partnership.

Front cover illustration

Looe from the north-west. (CAU F19/80/SX 253 535)

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Abbreviations in main text

AGHV	Area of Great Historic Value
AGSV	Area of Great Scientific Value
AONB	Area of Outstanding Natural Beauty
CA	Conservation Area
CAU	Cornwall Archaeological Unit
CCC	Cornwall County Council
CISI	Cornwall Industrial Settlements Initiative
GPDO	General Permitted Development Order

HES	Historic Environment Section, Cornwall County Council
HERS	Heritage Economic Regeneration Scheme (English Heritage)
HLF	Heritage Lottery Fund (ing)
LB	Listed Building
OALS	Open Areas of Local Significance to Settlement Character
OS	Ordnance Survey
PD	Permitted Development
SPG	Supplementary Planning Guidance
THI	Townscape Heritage Initiative (Heritage Lottery Fund)
[1]	Site number on Figure 4 and in the gazetteer (Appendix)

1 Introduction

1.1 Background

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

1.2 Project aims

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

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

1.3 Project methodology

The methodology involved historical research, followed by a site visit(s). For the historical research, a date range of 1750 to 1945 was chosen, as this represented the period of industrial growth and decline in Cornwall. Archaeological and historical sources housed at CCC (see Section 11.1) were consulted, together with Listed Building data supplied by the District Councils. Using this information, Ordnance Survey base maps were hand coloured to show: the different phases of historical development; surviving historic components from each development phase; archaeological sites, key historic buildings, and statutory designations. These maps (which formed the basis for Figures 2-4), together with copies of the primary sources consulted, were bound into a folder for each settlement, for use during site visits.

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

1.4 Date of Assessment

Looe was assessed as part of CISI during February/March 2001

2 Location and setting (Fig 1)

2.1 Geographical location

The twin settlements of East and West Looe are located at the mouth of the combined estuaries of the East Looe and West Looe rivers. The principle settlement on the south-east Cornish coast between Fowey and Saltash, it is approximately 7 miles south of Liskeard, 10 miles east of Fowey and 15 miles west of Plymouth. It is a town/parish council within Caradon District; see Figure 1.

2.2 Landscape setting

The study area is dominated by the deeply incised valleys of the Looe rivers to the north and the sea to the south. The setting of the town around the estuary is in constant flux, subject to the changes brought by the tide, transforming the river into mud flats. West and East Looe has each its own small-scale setting – East Looe is more concentrated on the flat area of former sands between sea and valley side, while West Looe nestles into a deep valley. Areas of open downland, now much diminished in their effect by late 20th century housing, form the skyline above.

3 Summary historical development (Fig 2)

3.1 Medieval-1841

- East and West Looe were medieval planned boroughs founded by rival manorial lords from two adjacent parishes - East Looe was created from the lands of Pendrym Manor in the parish of St. Martin, West Looe (Porthvean) from the manor of Portlooe in Talland. Both were in existence by 1201.
- The prosperity of the two towns was based on deep sea trading, linked to the medieval wealth of east Cornwall (Liskeard and Bodmin were the two largest towns in Cornwall at the time) and the export of local agricultural produce, local fisheries, cloth trade and processing and the import of luxury goods.
- Each town was given special borough or burgess rights to attract settlers, and had a corporation able to own property, with chapels that remained subject to the mother churches until the mid 19th century.
- Local topography led to a distinctive settlement pattern, with the main estuary providing safe and relatively deep water; smaller side valleys provided sheltered sites for building, natural access routes for roads down to the water front and side creeks off the main channel for harbour facilities. West Looe most clearly retains this layout, with evidence of planned burgage plots (and successive stages in the expansion of the borough). Shutta, which may have been the original location of the Borough of East Looe (it was certainly recognised in the 14th century as a separate town), has an almost identical layout. East Looe retains many of the regularly laid-out garden plots owned by the burgesses that lined the main approach roads, although medieval burgage plots are less certainly identified.
- East Looe was built on the shoreline protected by a sand and shingle spit across the mouth of the estuary. Buildings on the shoreline (the Old Guildhall), and on the spit (St Mary's Church) clearly show a presence here by at least the 14th century, if not earlier. The building of the bridge in 1405-11 effectively closed the upper reaches of the main channel to shipping - Shutta would have had no value as a port from then on.
- Although changing trading patterns meant that by the early 16th century both towns were experiencing decline, by mid century the Newfoundland trade (fish from the Atlantic taken directly to Spain and the Mediterranean, with cloth, luxury and foodstuffs imported back to Britain) was so prosperous that the corporation of East Looe built on what had been the

shoreline market area and the sandy foreshore beyond. This expansion into the estuary along successive lines of the shifting sand bar has created parallel rows (of mostly 16th date) which now form the core of East Looe.

- It was this ability to expand which enabled East Looe to dominate the estuary, becoming once again a major trading and shipping port throughout the 16th and 17th centuries, while West Looe experienced relative decline, becoming dependent largely upon fishing.
- Ancillary activities dependent upon the trade were the cloth trade and processing, fish curing and processing and corn milling; tide mills were already in operation locally by 1602, and that at Polvellan dates from 1614.
- By the mid 18th century, the Newfoundland trade had declined, newly expanded deep water ports like Plymouth and Falmouth were taking the overseas trade, and Looe (East and West) concentrated on fisheries and coastal trade (largely export of corn and import and processing of limestone and other fertilisers). The economy of the towns was kept relatively buoyant by the proximity of the ever-expanding naval base and towns in Plymouth Sound, through trade, as an attractive residential area for local gentry and especially for naval officers, and because the continental embargoes of the Napoleonic wars stimulated the development of tourism (East Looe acquired a bathing machine in 1800) for just this class of visitor.
- Mariners, fishermen and maritime tradesmen, merchant and trading houses (especially the corn-factors) continued to be major figures in the town, together with the increasingly important navy men. There were large numbers of specialist and luxury shops and professionals in the town in the period. Non-conformism and schools developed relatively early in Looe, with Baptists and Quakers, Congregationalists and Methodists all present by 1791, while a Mathematical School had been founded by the relatively early date of 1716. Even so, a contemporary visitor described Looe (especially the poorer West Looe) as decayed, small and miserable, and full of poverty and discontent (Keast 1987, 60).
- The early 19th century was a period of quiet decay in Looe – trade did not increase after the end of war in 1815, the scaling down of the navy establishment affected the town, the quays were falling down and the two corporations were moribund. There was little protest locally when in 1832 both towns lost their MPs.
- The Liskeard Canal brought some economic revival. It was built in 1828 as an alternative access route for the rich agricultural area around Liskeard, traditionally exporting most of its produce and importing vast quantities of fertilisers, lime and other bulk goods through Lostwithiel (from Fowey) and St Germans, both of which river routes were silting up.
- From about 1830 onwards, there was a revival in the Cornish coastal trade with small schooners trading in granite and copper ore, and Looe shared in the trade and profited from the shipbuilding boom thus stimulated, with important yards on the beach at Churchend.
- The building of the canal down the East Looe River reinforced the predominance of East Looe, but there was little change in the late medieval pattern of quays and slips in either town. After 1700, with the 16th/17th century resurgence in trade finished, there was also little expansion in the settled area of either, the main exceptions being the late 18th century villas at Polvellan and Klymiarven/Waterloo Villa. Both towns were significantly smaller in the early 19th century than they had been at the height of their medieval expansion. As a discernible element in the built fabric of the two towns, the years between the late 18th century and 1841 have left less of a mark than the preceding or following periods.

3.2 1841-1880

- By 1840 the locally prominent Buller family had recognised that changes were required if Looe was to capitalise on the growing industrial importance of the Caradon mines where exploitation of copper had begun in the mid 1830s. By 1843, the Liskeard and Caradon Railway had been built to serve the mines, running to the canal at Moorswater near Liskeard. Looe immediately became the principal port of export for the ore. The ancient granite quarries at the Cheesewring were also linked by the railway to the canal. By 1860 the railway was extended down to Looe; passenger services started from 1879.
- A parliamentary inquiry into the state of the towns and harbour at Looe led to the formation of the Harbour Commissioners in 1848. By 1852 the bridge had been rebuilt; new approach roads constructed; the old quays at East Looe reconstructed with a series of large warehouses and fish cellars; Buller (or Copper) Quay new-built and connected by tramways to the railway yards at Shutta; a new breakwater had been built at Churchend by 1856 and the river bed cleared of a shingle bank. In West Looe the old inlet was infilled and new quays constructed.
- The new roads (Buller Quay, Polperro Road and Station Road) also opened up new building land. This was only lightly exploited in West Looe (particularly because access to the quays and the old core area was not improved when Polperro Road was made), but virtually the whole of Fore Street by Buller Quay was rebuilt at this time, with villa properties being built along the new Station Road to the north.
- The principal activities became the shipping of copper ore and importing of coal, although the great series of large warehouses which still stands along the quayside was built for general and grain cargoes (a major, if unremarked upon, part of the trade of Looe) and for the storage and processing of fish. Fishing remained important and from 1870 the shift from seining to drift fishing in the Cornish pilchard fishery favoured a revival of the pilchard fishery in Looe. There was little in the way of industrial activity actually within the towns, the quays mostly used as large open storage areas for ore, coal and granite (the last also cut and dressed there) and there was also some shipbuilding.
- Shops and service trades increased with the growing tourist trade and the increasing numbers of wealthy residents, with expanding numbers of hotels and lodging houses.
- Most of the new building in the mid-late 19th century was contained within the old borough boundaries. With the re-development of the quays around what is now West Looe Square, most of the properties around the old core of the town were substantially rebuilt or altered, as was Churchend and much of the old core of East Looe.
- Development on the hillsides above the river began in the mid 19th century in Barbican Road, Shutta Road and Shutta (still within the ancient borough boundaries). This was mostly middle class housing, most workers' housing being built in the old streets, or re-using the older buildings as they declined in status. Despite the investment in the quays, the 19th century saw only modest growth in population: from 970 people in East Looe and 746 in West Looe in 1856 to 1 200 in East Looe and only 800 in West Looe in 1878.

3.3 1880-1908

- Copper prices began falling in 1873, and although output still remained high, the local industrial boom began to suffer. The Caradon mines had closed by the end of the decade, despite large, rich reserves. At the same time, cheap sources of granite from Norway/Sweden and Scotland were beginning to compete with the Cheesewring quarries.

- Attempted re-workings of the Caradon mines in the 1880s failed and the ore and granite trade in Looe ended. In 1885 the Liskeard-Caradon Railway went bankrupt; the Moorswater to Looe section survived because of the passenger/tourist trade.
- In 1881 Looe had still been above all an active commercial port, a town made up of boatbuilders, master mariners, with smithies and warehouses on the quays. But inns and lodging houses were an increasing element in the make-up of the town, and the improvements in the character and quality of provision was as much due to the tourist trade as the traditional maritime activity. The trend continued with, in 1907, a bright new future being predicted for Looe based on the railway attracting the 'quality' end of the tourist trade. Little mention was made in the promotional literature of the quays and maritime trade.
- East Looe was a thriving commercial centre, the streets lit by gas, with various public buildings, institutes and chapels rebuilt or extended in the 1870s and 1880s. West Looe at this time was described as a residential seaside village, although most of its public buildings were also rebuilt in the 1870s and 1880s, and its population grew much faster than East Looe (1 200 in 1901 compared to 1 344 in East Looe).
- The engineer/entrepreneur Joseph Thomas of Looe built the rail link to the main line at Liskeard 1898-1901, ensuring the success of the growing tourist trade. In 1900, 21 000 passengers had reached Looe by rail and, by 1908, the figure had risen to 70 798. Thomas was also responsible for upgrading Station Road, making it the main road to Plymouth; creating the new road, villa and hotel estate at Hannafore from 1893; and creating the access ramp from the bridge down to an improved riverside road and extended quays in West Looe.
- Apart from the development of the Hannafore estate (from 1893), new building in this period was still largely contained within the old borough boundaries, with some infilling of back plots and the old garden closes (a desire to obtain an elevated position and good views led to the development of the upper roads over-looking the river) and rebuilding of older properties. Such extensive schemes as there were, were associated with specific projects like the engineering works carried out by Joseph Thomas at Hannafore and Station Road, or with the rebuilding of the chapels (Quay Road and Chapel Ground, West Looe), or the Coastguard Station (1892).
- Development remained piecemeal - the major rebuilding programme of the mid 19th century meant that there was very little new building in the years around the turn of the century and even the Hannafore estate had scarcely filled up all the plots along the new road to Hannafore Point by 1910, although for the first time the modern town was encroaching on what had been isolated cottages, farms and hamlets on the outskirts.

3.4 1908-1946

- Despite reinvestment in the Caradon mines (1908-14) and on the railway and bridges to Looe (1909-1910), by 1917 the whole section of the railway north of Moorswater had been taken up and the track sent over to Flanders to replace lost railways there.
- Little or no ore was now exported from Looe (Kelly's 1910), although granite was still shipped out in large quantities. Still importing large quantities of coal, building material, timber, scantling, manure, limestone, the major export had again become corn, and boatbuilding, fishing, crabbing and fish curing were also increasingly important; 1910 saw the last flourish of the pilchard trade. Together with the burgeoning tourist industry, this activity meant that Looe remained quite prosperous up to the First World War.

- After the war, Looe gradually ended its days as a major trading port – in 1919 a large part of Lower Quay collapsed, taking with it some of the quay railway, which was not replaced; a war memorial was erected in the 1920s over the site of the rails on Buller Quay.
- There was a brief boom in fishing in the 1920s, 600 were employed and large boats built, but it had nearly all gone by 1930, although boatbuilding (largely yachts and leisure craft) continued with yards at Polvellan and Polean.
- Throughout this period, Looe became above all else a tourist town. The resident population of the town scarcely grew over the period, the population figure for East Looe in 1931 was 1 433 (virtually the same as in 1901), that for West Looe 1 444 (only 200 more).
- This period saw the greatest extent of expansion on both sides of the valley, both into the long abandoned medieval plots on the upper slopes and along the river sides and out of the old medieval limits of both boroughs, with serious encroachment for the first time onto the ancient common downs in both East and, especially, West Looe. The Hannafore estate was scarcely further developed in 1925 than it had been in 1908, but by 1946 the estate was extended and infilled by building tightly packed suburban detached houses rather than the large elegant villas and hotels originally envisaged.
- While most of this development was in middle class and holiday homes and, increasingly, bungalows, a growing number of small estates of workers' cottages and council housing were also being provided. Despite this, development was still largely contained within the old borough boundaries, with the exception of new housing at Polean and Polvellan (where the burial ground was also extended). Barbican still remained untouched by housing until after the Second World War.

3.5 Post 1946

- In 1946, with fish stocks recovering because of war, fishing enjoyed resurgence in Looe in terms of tonnage caught and value, but 80% fewer people were employed compared to pre-war days. The fishing industry has taken over more of the port in the 20th century, Looe now being the second largest fishing port in Cornwall after Newlyn; the ore quays are now given over to fishing and the fish market stands on the site of granite processing yards. The great warehouses at the quayhead are now converted to shops, flats and the public library. There is now no appreciable export or import trade or deep sea port handling in Looe.
- By 1965, with a population of about 4 000, tourism was unchallenged as the main industry, but there were still 280 boats registered, shark fishing and recreational fishing in particular becoming big business.
- The dependence on tourism is symbolised by the filling-in of the Polvellan millpond and its conversion to car parking. Some of the old established industrial and manufacturing uses here have ended (milling, gasworks), others continue (boatbuilding, builders' merchants) but are increasingly marginalised in both use and townscape terms as tourist-related uses have developed.
- The settlement has greatly expanded in the late 20th century. Surrounding the old cores, and spreading up onto the crest of the river valleys, are large housing estates, a mix of public housing and private estates (the latter especially along the coastal slope east of the town towards Millendreath). The large Sunrising Estate between East Looe and St Martin is in many respects a distinct place from the old town, accessed by a separate road link to the principal roads, with its own schools, shops and community facilities, and with pedestrian and vehicle links limited by narrow roads, restricted access and steep hills.

4 Character

4.1 General

The general standard of the townscape is extremely high; Looe is in many respects a good example of a surviving medieval town.

There are many late medieval and early post medieval buildings surviving, most of which are statutorily listed (see Fig 4 and gazetteer). There is also a significant amount of late 19th/early 20th century fabric associated with tourism. Linked and dominated by the 1856 bridge [28] there is a third and, for the purposes of this study, significant strand of building and structures, which was based on and financed by Looe's industrial role as a port for the Caradon mines and the Cheesewring granite quarries.

4.2 Buildings

While histories, guidebooks and local planning documents do recognise the importance of the industrial period in Looe's history, they tend to lay stress on the surviving medieval fabric and topography of the town when discussing buildings and urban character. Perhaps this is unsurprising given the need to promote the town as a picturesque holiday resort.

The surviving buildings from this period do indeed include some of the oldest recorded and best surviving examples of their type in Cornwall, and further detailed investigation is required to date them, and to identify uses and histories, especially in relation to the trading and fishing history of the town (the true numbers and dates of surviving fish cellars for instance). There is probably a lot more medieval fabric behind some of the fairly anonymous facades, especially in West Looe.

What is perhaps more significant historically and archaeologically is the recognisable survival of the early plot layouts and topography of at least three medieval planned boroughs (Shutta, East Looe and West Looe), with their subsequent extensions and evidence of shifting focus. The garden and orchard plots along Shutta Road and Barbican Hill may be the site of the earlier medieval town, although this is not proven.

The bulk of East Looe is probably not medieval in origin, except perhaps along Higher Market Street. Most of it is an almost completely 16th century expansion out from the medieval core. As such it is in itself probably unique in Cornwall. The original market space, laid out on the old foreshore, is readily identifiable, now infilled with substantial structures replacing what were originally temporary market stalls. The layout of parallel rows of streets was determined by consecutive movement of sand bars out into the estuary.

Although there may be some 15th century building fragments, very little is certainly older than the 16th century in either town and even the antiquity of the two church towers is debatable given the recorded frequent rebuilding and restorations. Within East Looe, and to a lesser extent West Looe, it is the 16th and 17th centuries that have left the most distinctive body of surviving buildings before the 19th century.

There are perhaps more recognisably old buildings in West Looe than East Looe, even though fewer are so conveniently (or speculatively) dated on the outside. There are also more 18th century structures in evidence here, perhaps a reflection of the early change to a quieter and more residential character that attracted genteel residents. Other buildings in West Looe tend to be smaller in scale than in East Looe: - the Market House [86] of 1853; the 1880 Congregationalist Chapel [53] (compared with the former Methodist Chapel [437] in East Looe); the Harbour Commissioners' warehouse [183], compared with those on the opposite side of the river [381]-[387].

Little of consequence was rebuilt in the town or added to it in the 18th or early 19th centuries, apart from the two or three surviving villas still standing in the remnants of their ornamental grounds (Polvellan [6], Waterloo Villa [418] and Havenford [177]). These remain redolent of the increasing attraction of Looe as a genteel place of residence and resort, mostly in response to the growth of Plymouth.

However, the mid-late 19th century is central to Looe's character, with many of the principal structures and townscape components dating from after the great schemes of rebuilding and expansion in the 1850s. In East Looe this includes: the bridge [38]; Buller Quay [297] together with Fore Street and all the principal frontages; Buller Street; the area around St. Mary's and the seafront warehouses and cottages; St Mary's itself [355]; Boscarn House [373]; the adjoining terrace [327][328] and the houses up the hill [405][407]; the monument [370], obelisk [371], lifeboat house [368] and banjo pier [389]; Hannafore Road [192] and seawalk [191] and houses out to Hannafore Point [179][189]; even the beginnings of ornamental walks onto the downs. Equally, in West Looe, nearly all the buildings along the river side [77] [53]-[57], the quays themselves [80][84] and West Looe Square [173][82][83] date from this period. The major exception is St. Nicholas' Church [180]. Even then, both town churches are largely 19th century (St. Mary's 1850s and 1882, St. Nicholas' 1852, 1862 and 1902) in their current form.

Of the quays themselves the only surviving fragments earlier than 1856 are by Middleton Corner [309], and in front of the Harbour Commissioners' stores [185], ironical since the Commission was responsible for the rebuilding of the other quays. Most of West Looe quay frontage dates in fact from around 1895 (or the rebuilding in 1931) [39][40]. This does not in anyway down-value the quality of the towns but in fact adds a layer of distinctiveness which places Looe firmly in the mainstream of Cornish 19th century history.

Moreover, the 19th and early 20th century buildings in Looe are good in themselves, the equal of many of the more overtly industrial towns in the county. This is despite the fact that many of the mid 19th century buildings are notoriously hard to date and made fairly non-descript by the almost universal use of render in the town. Apart from the scenic qualities and sheer scale of the bridge, quays, warehouses and Hannafore Road, which frame the whole harbour and estuary mouth, the warehouses are historically and architecturally significant as a group, there being nowhere else in Cornwall with such a good group as this. The engineering heritage of the mid 19th century is also very evident in the impact of the huge retaining walls that everywhere mark the passage of roads along the hillsides of both East Looe (Shutta Road/Barbican Hill) and West Looe (North Road, Polperro Road) and are such an important part of its physical and visual character.

Even West Looe, which was by and large a much quieter place architecturally as well as economically, has exceptional quayside warehouse buildings [183][181], and good groups of ecclesiastical [53][57][93] and domestic [56][171] buildings showing strong family likenesses that contribute to its distinct identity – one might see the hand of a single architect or builder at work here.

A detailed study of the 19th century architects active in the town would be of great interest, with nationally important figures like G E Street (St Mary's) and the Sedding family (St Nicholas') at work here, a recognition of the qualities of the buildings might prevent future inappropriate alterations such as those carried out to St. Mary's and Boscarn House [373]. Along with St. Mary's, all the chapels are also now converted (or altered poorly) [93][139][395][437], with the sad result that the built inheritance of ecclesiastical structures does not compare with some of the true industrial settlements in Cornwall. Much the same could be said of the educational buildings, especially with the loss of the Board School [26], although the conversions of the remaining Sunday school buildings have been more sympathetic [22][57]. The historical and

social reasons for this contrast in the nature of social and public buildings in Looe compared with the mining towns of Cornwall warrant further research.

The contribution of Joseph Thomas to the current character and appearance of Looe cannot be overemphasised. Not only was he responsible for creating the Hannafore estate, but also the scenic Hannafore Road, the present line and extent of the quayside in West Looe (as far south as St Nicholas' church), the present form of the Banjo Pier and other prominent aspects of the character of the town are directly attributable to him.

Commercial properties in the town, and especially shopfronts, have also not fared well in recent years. This is doubly unfortunate given the often quoted passage in Wilkie Collins' *Rambles Beyond Railways* which celebrates shops and shopkeeping in Looe. Some of the best surviving examples are in West Looe, where the pressures of late 20th century tourism and commerce have had less impact [88][165].

Just as there are many late 19th century domestic buildings of note in Looe [373][249][255][256], the early 20th century has also left some important buildings showing a sensitivity of materials and detailing above the usual standard in Cornwall. Examples include the extremely interesting Arts and Crafts designed Trelawney Terrace above Polvellan [23]; some of the well detailed large houses on both flanks of the estuary [122][132][403 - especially 'Jax']; and much of the good workers' housing [25]. Despite some losses and alterations, even the dominating presence of Hannafore Road [192] with its hotels and villas is still redolent of this age, particularly Rond Anneth and its neighbours [79], the group at Hannafore Point [189] and [198][199].

4.3 Materials and local distinctiveness

Looe is predominantly a stone-built town, particularly using the local country stone, granite being used only sparingly (for instance as quayside capstones). There is, however, a great deal of timber framing (medieval and 19th century) which is unusual in Cornwall, and also much render (both the timber framing and the rubbly quality of the local stone leading to its use). Most buildings in Looe, whatever they are built of, are rendered or painted – exposed stone is rare, but where it does exist is highly effective and stands out in the street scene [82][292][303][332].

Brick is used sparingly, although there are some late 19th/early 20th century examples of brick and terracotta detailing, and many individual bricks can be found all over the town bearing the stamped mark 'Looe' – a substantial brickworks once operated at Hannafore. Much use of cast ornament on late 19th century buildings helps give local character, especially in West Looe [56][171].

Because of its valley location, the roofscape of Looe is one of the most varied and interesting of any Cornish town, but the stock of traditionally slated roofs is rapidly diminishing.

The enclosed nature of the town centres, and the steep valley sides, also mean that very few properties have truly private rear elevations, so that the usual servicing clutter of pipes, bins, flues, sheds etc. is a very visible element in the built character of Looe, not always to its benefit.

There is little original road surfacing in Looe, but there are important areas of cobbled paving, especially in the outstanding survival of long lengths in West Looe Hill and Fore Street [104][142], and the significant area in Churchend [365]. In both cases, granite and slatestone are used as kerbs to frame and partition the area of cobbling.

4.4 Gardens and green spaces

The gardens of many of the 19th and early 20th century developments up the river valley side form an important element in the local character. These private spaces are particularly important given the lack of public open areas or formal garden space within the town – the small garden by the town hall in East Looe being the only provision. Equally important is the feeling of an open, almost rural backdrop to the main core of West Looe. In the broader sense, the remnant downs

behind each of the two towns are now incredibly important not only as a setting to the urban landscape, but in terms of their amenity and as a foil to the bare, un-landscaped mass of late 20th century housing on the hilltops.

More than this, however, there is a tradition of designed landscape and gardening within Looe that has been neglected in recent years. The Downs are managed ornamental spaces as much as a wild area, as is Mount Ararat – indeed, the history of and potential for enhancing the ornamental and scenic walks here is even greater. The wooded setting of the valley itself, currently undergoing management and enhancement, is as much the result of careful landscaping as natural, the presence of the Trenant estate and deerpark being responsible for much of it. There are landscaped grounds of outstanding importance at Polvellan [8] and Klymiarven [418] which should be protected, enhanced and perhaps made accessible to the general public; lesser examples at Boscarn House [374], Common Wood House [212], Darloe [92], and Trehaven [249] and various houses at Hannafore might also benefit from similar attention.

4.5 Character areas

This section summarises the distinctive character of different areas of the town.

4.5.1 The harbour

Around the lower part of the estuary, a sense of enclosure is given by the bridge, the long, straight lengths of quay walls and the narrowing of the estuary mouth where the tall warehouses on East Looe come close to the water's edge, echoed by the warehouses and cliff on the west side. Although concentrated in East Looe, the marine-based activities in this area are still shared by both towns; the Harbour Commissioners operate from West Looe and fishing boats tie up to both quaysides, even though the fish market and handling is all done on the East Looe side.

4.5.2 East Looe

Although the approach from the bridge end is dominated by an intrusive array of signs, and the organised chaos of the Buller Quay car park (still not an attractive introduction to the town despite recent improvements), Fore Street as it unfolds is a picturesque but not atypical main shopping street in a Cornish context: nearly all the buildings along its length are 19th century, some of very good quality, mixed in with some important 16th and 17th century buildings. Although the range of shops and tourist goods on offer makes for a bright and vibrant scene, this is not set against a high quality streetscape or backdrop of good shopfronts and ground floor treatments such as would really give East Looe a distinctive and high quality character.

At its heart, the town is dominated by high density, narrow medieval streets with many late medieval and early post medieval buildings. Because of their origin as late infill on an earlier open market and sea shore, the rows are so densely packed that they have no yards or garden space, alleys are often bridged over by buildings and it is difficult to distinguish frontages from rear elevations. Drainpipes, service ducts, soil pipes are found indiscriminately on all elevations, dustbins are set (necessarily) out in the street, and personalisation of space is possible only by setting a few potted plants outside the door, as many householders do to very great effect. This humanisation and addition of colour is made all the more necessary since the use of small concrete pavements in recent paving schemes has reduced the ground colour and texture through most of the central area to dull uniformity. The balance between informality and clutter, between personalisation and municipal design, between recognition that this is a place where people live as well as being a tourist honeypot, has not yet been successfully achieved in East Looe. The relict market space in Middle Market Street is a good example of an exciting space framed with interesting buildings, intriguing views and glimpses and yet it is treated as little more than a convenient parking space.

The uses in the shopping streets today give little hint of their closeness to the quays, but the glimpses of the tall warehouses, and even the modern fish market and processing buildings,

closing off most of the views towards the river are one of the unique features of the town. The mid 19th century quays in fact command equal if not more space as the tourist town and give a feeling of openness in contrast to the tight knit street pattern. The quays are still very much working areas with modern fishing facilities in the heart of the town or used as a car park.

4.5.3 Churchend

The sense of an opening out from the tight street pattern is even more marked at the seafront. There is a general recognition that this area is undervalued, and what could be spatially an exciting area is very poorly detailed at present. The beach and sea are shielded from the town by the heavy 1970s sea defences, with the result that East Looe is cut off from the sea and also has a feeling of being threatened by it.

It is perhaps no coincidence that the least attractive 20th century buildings in Looe are at the junction of Higher Market Street and Church End. Moreover, the town church, the expression of its historic and civic character for most of its history, one of the most important structures in East Looe (if not its principal building) and even in its later stages the work of one of this country's greatest 19th century architects, has been insensitively converted to housing.

There are ongoing investigations into possible enhancement schemes for Churchend. Any such scheme must recognise that here, more than anywhere else in Looe, the 19th century legacy is dominant. Churchend is framed by and decorated by Banjo Pier (1850s and 1899) [389], the warehouses (1860s)[381]-[387], the adjacent Seaview Cottages [362]-[366] (mid- late 19th century), St Mary's Church [355] (1850s and 1882) with the rows of cottages around it [341][361], the Lifeboat Station (1866) [367][368], the Obelisk (1881)[371], the Memorial Fountain (1902) [370], Boscarn House (mid 19th century) [373], the mid-century terrace at the base of Higher Market Street [327][328] and the larger houses on the slopes above [405]- [407].

On the west side of the estuary are the picturesque developments of hotels and villas along Hannaford Road (from 1893) [179][189] set over the battlemented and arched road [192] and seafront walk [191]. All of the residential properties here are picturesque not only in their outlook, but also in their detailing, reflecting the seaside setting. This is further reflected in the wider setting, the 20th century seaside villas on Eastcliff above Churchend [403], and the walks and promenades out into the open land of Mount Ararat.

4.5.4 Shutta Road/Barbican Hill

The roads going up and out of East Looe with their ancient pattern of regular plots, still retain something of the back lane character normally expected in a medieval town but completely missing in the tight enclosed spaces of the main area of East Looe. These roads are dominated as much by the great series of walls along their length as by buildings, with both ancient enclosure walls [413][420] and 19th century engineering retaining walls [414]. Ancient winding roads and paths [413][438], springs and wells [436][460], quarries [419][422] and 17th century burial grounds [416] are set amongst picturesquely sited and designed houses and gardens. The whole is seen from across the valley as a sequence of mature, walled gardens and informally arranged rows of houses. From within, it is a sheltered, enclosed and scenic area which echoes some of the grander and better known Victorian and Edwardian resorts.

The area is backed up-slope by more mundane modern housing and bungalows, but the topography of the hillsides and the barrier of the Klymiarven Hotel [418] and its grounds means that these impact relatively little on the immediate character of the roads.

Barbican itself remains a recognisably ancient farming hamlet with some interesting buildings [423][427][430]. Surrounded as it is by modern housing, the distinctive qualities of the group can be easily missed; the road going through it is treated more like an estate road at this point,

making little reference to the change in date, scale or materials of the buildings around. Only when it dips down to the town is a sense of a gateway to something different recognised.

Station Road is seen from most viewpoints as part of the Shutta Road/Barbican Hill group rather than as part of East Looe, and this is an accurate reflection of its late development, since the road itself was merely a tidal foreshore track before the building of the railway in the 1860s. Again, although there are some good buildings along the road [255][256], it is the walls [257] in front of and behind the buildings - high, sheer and often overgrown, that set the character of the area.

4.5.5 Shutta

Shutta rises up its valley as a distinct and separate place. The pub [245], old coachhouse [246], mature gardens attached to a good mid 19th century house [221] (again with strong lines created by enclosing walls [247]) contribute to a sense of a gateway to another place. The roadway was, when Shutta was laid out as a medieval town, a tidal inlet and quay area. Once the original settlement area, it is now a remote and quiet residential street. Now it has one early post-medieval cottage [229] of note and some mid 19th century cottages [235][240]-[242]. Otherwise, the houses are mostly 20th century, and although the earlier developments generally respect the ancient layout, and add a great deal of picturesque detail and quality to the scene [218][227][230][234][239][250], more recent developments have not always been as appropriate. The recently completed Sunrising estate respects nothing of the topography, plot layout, scale or detailing of the rest of the settlement.

Dominated by a steep hill, Shutta Road has no pavement and originally ran out into the countryside. The surrounding housing estates are, as at Barbican Hill, scarcely seen or felt in Shutta until actually reached through pedestrian routes. Some form of subtle landscaping on the edges of the estates could enhance this feeling of separateness without cutting off one area from the other. Along the back lanes [233] are good walls, springs [232] and the important survival of St Martin's Well [461], an ancient site now largely 19th century in character which, despite being nearly absorbed by modern housing developments that pay no heed to the historical topography, manages to retain something of its air of rural seclusion.

4.5.6 West Looe

West Looe is in many ways much more recognisably a medieval town than East Looe. The long, gently meandering medieval street of two and three storey buildings is mostly set in a steeply sloping valley, with still recognisable regular plots behind. Development has by and large respected the plot boundaries, so that even at the western end of the hill where no old houses survive on the road frontage, the sense of a regular planned layout can still be felt. The underlying historical topography and urban layout can equally still be sensed around West Looe Square, which was laid out over the tidal ancient inlet; St Nicholas' Church set the boundary of the medieval town, and North Road was a new road cut to join the town to the 15th century bridge at this point.

The main street is defined by the close proximity of the houses onto the street, sometimes only separated from it by a granite step or a piece of original cobble paving. Generally, the textures in West Looe are much more important than in East Looe, with small scale details like paving, the sound of water running just below the surface of the main street, the materials and uneven shapes of the buildings themselves making more of an impact.

Nonetheless, the quayside areas are no less dominated than East Looe by mid-late 19th century quays, buildings and townscape created after the Harbour Act of 1848. Although many of the small working buildings that were on the quayside until the early 20th century have since been removed, it is clear that behind much of the later tourist-induced alterations to the standing

buildings are the remains of working warehouses and yards, set amongst the workers' cottages, their pubs, chapels and Sunday schools.

The area around the meeting point of Fore Street, North Road and West Looe Square is a delightful conglomeration of small spaces, intimate alleyways, changing angles and perspectives that originally reflected the curving edges of the inlet/quayside as it was before the 19th century. With the creation of West Looe Square, a new and more formal element was added to the townscape, which has not been enhanced by the 1960s fire station and poor quality flats. St Nicholas' Church is a landmark building here, playing a much more dominant role in its townscape than does St Mary's in East Looe, and making a real gateway from the town to Hannafore.

4.5.7 Hannafore

Hannafore is secreted around a corner from the main urban area and, while there has been some erosion of its original character (a hotel resort of c.1900), especially around Hannafore Point itself, it still has a very distinct early 20th century feel with its bowling green and tennis courts, something of the Sussex coast set by default in the wild coastal scenery of Cornwall. Its open character is a foil to the constricted townscape of West Looe and it stands as a testament to the vision of one man (Joseph Thomas).

4.5.8 Polvellan

Just as there is a marked change of character north of the bridge in East Looe, so in West Looe the area around Polvellan and Polean is in many ways quite distinct from the ancient borough in its valley to the south. The late 19th and early 20th century villas and houses along the riverside [45] and North Road [46] form an indistinct connection between the borough proper and Polvellan, a reflection that this was a small suburban area that developed only really after the building of the new bridge in 1856. As on the eastern side of the river, the roads and retaining walls [9] [42] play a significant role in defining character, and are just as dominant when actually moving through the streets themselves.

The riverside changes north of the bridge where there is no longer a public quay and walkway, but, instead, the private domain of the mill [33], millpond enclosing walls [5][32] and the associated buildings and yards [31]. The small street leading down to the Mill Pool has a distinct character of its own, a small working area separate from the hotels and villas south of the bridge, with just a few cottages [34] set amongst working buildings [35] and derelict industrial sites [36]. Once beyond this small tight enclosure, the landscape dominates the scene. The beautiful wooded valleys and broad expanses of water become the main setting of the townscape, the most significant elements of which are the equally broad if less picturesque expanse of the car-parking at the Mill Pool, and the relict woodland and ornamental grounds of Polvellan House [8]. The post-war infilling of the tidal millpond has in itself been one of the most significant changes and losses of historic character, not only of this area, but indeed in the whole of Looe. Such industrial/commercial activity as remains here is being marginalised in term of both use and townscape impact as the area turns mire and more to tourist-related activities (such as the Discovery Centre, an important gateway building to Looe and its district).

Behind these riverside areas, the terraces of early 20th century housing of various types [4][10][16]-[25], the burial ground [13]-[15], the roads and walls [9], even the industrial estate [1] are all sensed as part of the deeply wooded landscape of the valley, with the open downland on the crest; Polperro Road itself is, remarkably, more of a woodland drive in character than a principal approach to a bustling tourist town.

4.6 Landscape, views and panoramas

Looe is as much, if not more, favoured by its natural setting as its built environment. Even in the heart of the town, the tidal estuary provides a gentle rhythm of ever changing light and reflection

in an enclosed space. There are glimpses out to the open sea, which is felt as much as a threat as an integral part of the town, with the excessive sea defences of the early 1970s in East Looe reinforcing this feeling.

But the sea also provides the fine beach, from which the town seems almost cut off visually. From the seaward side Looe is seen as a barely perceptible inlet in a wide sweep of low cliffs – the late 20th century housing around Plaidy and Millandreath is more prominent in the wider coastal scene, and the role of Mount Ararat separating Looe from this sprawl, is of paramount importance (as is that of the remnants of West Looe Downs) in containing the spread of West Looe and Hannafore.

The fantastic views of the sea from higher land on both the East and West Looe sides are matched by views up the wooded estuary valleys, within which are set suggestions of the industrial past (Polean, Trenant Point, the old gasworks site), and are in part defined by the railway line contrasting with the soft edged tidal mud flats.

Intimate spaces and glimpses of spaces abound in both West and East Looe due to the topography. There is a seemingly endless network of footpaths, alleys and steps, both public and private, essential to Looe's character.

Unfortunately, all the views into and out of each side of the valley are dominated by late 20th century housing, insensitively located on the skyline and inadequately landscaped.

5 Designations

5.1 Scheduled monuments

There are no scheduled monuments in the study area.

5.2 Listed Buildings (Fig 4)

Survey: 1973. Total 100 buildings, over one third 17th century or older. There are 49 Listed Buildings, the details of which can be found in the gazetteer, 46 are Grade II, and 3 are Grade II*. There are no Grade I Listed Buildings.

5.3 Conservation Areas (Fig 4)

Both East Looe and West Looe were designated as a single conservation area in 1973. This was extended in 1987 to include much of the 19th century valleyside development as well as more of Shutta, the Millpool Area and the Downs in East and West Looe.

5.4 Other designations

There is a comprehensive range of policies covering Looe in the Cornwall Structure Plan (1997) and Caradon Local Plan (adopted December 1999), principally aimed at recognising and protecting the natural environment and scenic setting of the town while encouraging the economic and tourist-based infrastructure. Reference should be made to those documents for a full description of the policies, only the principal of which are summarised here:

- *Special Area of Great Landscape Value (Policy CL6)* - covers the whole of Looe and the surrounding area.
- *East Looe Valley Protection Scheme (Policy C15)* – stretching north from Trenant and the northern edge of Shutta.
- *Land to be kept free of development (EV10)* - West Looe Downs, the high land to the south of West Looe Hill; the grounds of Polvellan House and land to the east of the entrance to Polean Industrial Estate, the bowling green and tennis courts in Hannafore. In East Looe the high land to the east and south of the Old Barbican (Mount Ararat), and land to the south and north of Shutta.

- *Policy LO1*: Polean/Mill Pool - balance of employment, shopping, traffic management and parking, tourism and environment.
- *Policy LO2*: protecting the centre and outer edge of town from large scale industrial and retail development .
- *Policies LO3, LO4 & LO5*: these policies are aimed at preserving the vitality of East Looe's primary shopping core by strictly limiting and managing proposed changes of use to non-retail uses, including the sale and consumption of food and drink.
- *Policies LO6*: protecting the existing stock of hotel use.
- *Policy LO7*: measures are proposed to improve the appearance and use of Looe sea front, including enhancement to the façade of the Boscarn Hotel, resurfacing the Church End car park together with environmental improvements, repairing/repaving the promenade; reuse of The Albatross building as an events space.
- *Policy LO8*: aimed at enhancing the character of Looe Conservation Area by requiring that new development uses appropriate building materials, scale, proportions; shopfronts relate in scale and design to original shopfronts in adjacent properties; new development complements the existing roofscape; that paved areas and boundary wall should be appropriate, and that extensions and replacements should be in appropriate style.
- *Policy LO9*: this policy controls proposals for additional storeys on domestic properties.
- *Policy LO10*: proposals for extensions/new buildings on the steep slopes in the conservation area will be refused if, for example, unneighbourly in scale or an undesirable reduction in open hillside.
- *Policy LO11*: there will be a general presumption against the provision of off-street parking on steep slopes within the town development limits unless strict tests are passed.

6 Current issues and forces for change

6.1 Looe Action Plan

Looe Action Plan was prepared for the Looe Town Forum by the Civic Trust Regeneration Unit as a follow-on from a previous action plan prepared in 1988 (*Looe Action Plan*, 1999). Its main areas of focus are:

- East Looe sea front area
- the street scene in both East and West Looe
- the harbour and possible outer harbour
- creation of a coastal walkway
- pedestrian walkway to Hannaford
- The Millpool Project
- affordable housing.

6.2 Recognised Issues

The main current issues in Looe are:

- the potential of Polean for retail/mixed use development
- the future of the grounds of Polvellan House

- enhancement proposals for Churchend and the seafront
- continuing measures to enhance the conservation area and townscape
- traffic management
- the future of the fishing industry
- proposal for enhancement and extension of the harbour facilities and possible outer harbour
- relocation of the fire station, West Looe Square.

6.3 Issues arising from CISI Study

The current study raises the following issues related to identity, local distinctiveness and historic character:

- *Walls*

Walls form a dominant element of the townscape on both hillsides. Their importance to the historical, visual and spatial character of Looe is ironically demonstrated most clearly where they are poorly treated: large advertising signs, inappropriate render and use of colour, and removal for parking are all more damaging to the townscape than even some of the poor alterations to the buildings themselves. Existing policies need to make more explicit the importance of these features.

- *Station Road and the riverside*

Station Road, particularly on the riverside, suffers from a distinct lack of character that contrasts with the strong sense of place, both on the adjoining valleyside and within the valley as a whole. Since the closure of the railway and the removal of the track to Buller Quay, there has been a lack of clear direction as to the use and treatment of this area. It is ineffectively designed in visual terms and not managed as a main entrance to the town, part of the scenic setting to the valley, car parking area or riverside promenade, all of which it attempts in some measure to be.

The siting and design of the clinic and its car park make no contribution to the settlement's historic character. The mere use of materials that pay some respect to Cornish vernacular is not suitable in the context of architect-designed Victorian and Edwardian buildings that mostly use render and the local dark stones (not light coloured slate stone), have no slate hanging, and use a surprising amount of brick. Not a single building here is hipped, unlike the massive clinic building. It is an example of well-intentioned but misguided localism not actually reflecting the real context of the site.

A comprehensive approach to highways management, signage, advertising, landscaping and footpaths would enhance this area, as would a recognition of the importance of the immediate context in the design of any new works.

- *Churchend*

This area is dominated by mid-late 19th century buildings and townscape. While this does not necessarily mean that Victorian pastiche is appropriate for the seafront, new buildings and environmental enhancement schemes should aim to enhance this strong character and set off its good quality buildings. Revealing more of the excellent Boscarn House from behind additions to the inappropriately detailed Admiral Boscarn pub would have an extremely beneficial effect on local character and appearance. The materials used in any such schemes should equally reflect the dominance of stone, render and slate, and pay careful attention to the use of paving materials if they are to enhance local

distinctiveness: the rare surviving cobbling outside Seaview Cottages and the quality of the granite and stone frontages and surfacing of the quays are particularly important.

Above all, ensuring that a redesigned leisure beach is not considered in isolation from or in competition with the rest of the town and from Churchend in particular, could reconnect this area to the wider townscape, and make a major contribution to enhancing and revitalising its character. If for no other reason than that no visitor can reach the beach without first visiting the town, the beach area is and always will be an appendage to the attractions of Looe, not its principal element.

- *Design Guidance*

Caradon District Council has already produced an excellent general Design Guide, and recently published regeneration-related documents (Looe Action Plan, Townscape Heritage Initiative bidding document) have shown an in-depth and sophisticated understanding of the particular characteristics and issues relating to the historic built environment of Looe (shopfronts, roofs, small scale incremental changes, lack of private investment, poor streetscape). If there is to be an effective move to a proactive programme of enhancement based on the real character of Looe, site-specific design guidance is required based on a detailed audit of materials, designs, details and character. The inappropriate use of modern paving materials, problems associated with drainage, services, waste storage and access in East Looe centre in particular are other issues that need to be addressed.

- *West Looe Square*

Enhancement of the quayside and environmental improvements to the Square are much needed even if the potential relocation of the fire station does not proceed.

- *Skyline housing*

Landscaping would soften the impact of the large mid-late 20th century housing estates high on the skylines above both East and West Looe. This could be achieved by continuing the well-established tradition in the town of extensive areas of greenery on the hill slopes, which would do much to enhance the setting of both town and housing estates – ensuring that the residents of the estates themselves are not cut off from views or a sense of belonging to Looe.

- *Interpretation and Promotion*

Recent developments have included the opening of the Southeast Cornwall Discovery Centre, a tourist information centre in Looe, improvements to the museum, and some brief guides and publications. However, Looe could be further promoted as part of a new, sustainable, specialist tourist market, attracting a wider range of high spending visitors, especially by breaking away from adherence to the outdated concept of the typically short Cornish ‘season’. On a typical early spring day, there are hundreds of visitors in Looe: the Discovery Centre, TIC and museum are all closed. There is no information available for visitors. This is a management problem, rather than one of capital investment, but no amount of new buildings and award winning facilities will improve Looe’s position in the tourist market if it is not open for business.

7 Industrial significance

Looe is in many ways an anomalous settlement within the CISI programme. On the face of it, its significance is as a medieval port, specialising in deep sea and foreign trade, with a strong element of fishery always present. In its long history it has gone through a number of recessions

and recoveries – most notably in the 16th century. In this context, its industrial phase was brief, effectively from 1840 to 1880. The population levels of the twin towns were only barely affected by industrial development, and the transition to a tourist town by the turn of the 19th century and the continuing increase in its fishing industry in the 20th century effectively countered any hardship and loss experienced as the industrial trade declined.

However, in its heyday, Looe was a vital part of the spectacular boom in the Caradon mining and granite industries, and the industrial history of Cornwall as a whole makes less sense if the role played by Looe in finding an outlet for these industries is ignored. Linked to this is the role played by the canal and railway to the mining districts, which have an independent history of their own.

Looe is as significant for what did not happen there as for what did – in contrast to Hayle, for instance, it never developed any significant industrial role for itself apart from its import/export trade. Compared to Portreath and Porthleven, its long history and wide economic base meant that it did not simply cease to exist as a significant economic force once the mines closed. However, in contrast to Falmouth and Fowey, it could not maintain its position as a trading port without the deep water quays necessary by the early 20th century.

While the significance of Looe in the industrial history of Cornwall is somewhat ambiguous, therefore, the significance of the industrial period to the present character and appearance of Looe cannot be too highly stressed. Despite its medieval history, and the surviving medieval topography and layout that provides the skeleton of both East and West Looe, most of what is actually seen and experienced in Looe dates from the mid-late 19th century. This is especially true of those parts of the town which are the most emblematic of its attractions: the quays, the harbour, the seafront, the cliffside developments, the grand houses and mature gardens, the stately commercial buildings on Buller Quay, the warehouses and pier at the estuary mouth. Nearly all the picture-postcard elements in Looe are effectively the legacy of its industrial past.

8 Recommendations

8.1 Historic areas

8.1.1 Conservation Areas

There is scope to consider revision of the conservation area boundaries at Polean/Polvellan, to reflect the approach to the town along Polperro Road, and the early 20th century housing which should be recognised a part of the distinctive quality of Looe, since it reflects its long tradition of scenically sited and laid out and well-detailed housing.

The Hannafore estate merits consideration as an extension to the existing CA, or as a separate designation. It is rare anywhere in Cornwall to have a 1930s housing estate of this type so well detailed and maintained, complete with its tennis courts, bowling green, putting green etc., and all laid out on a plan first proposed and developed in the late 19th century. Its scenic qualities and location make it unique. It meets the relevant statutory criteria, being a distinct area with a special historic importance, the like of which is unlikely to be built in the future.

Likewise, extension of the CA would be merited to the north of Shutta to include the area of ancient borough land including Commonwood House, and the site of the old gasworks. Apart from the archaeological and historical interest of this area, all the buildings within it are clearly seen from West Looe as forming part of the built area of Looe, not part of its rural surroundings.

8.1.2 Gardens

Polvellan [8] and Klymiarven [418] are recognised gardens of distinction (see Pett, 1998) and, as well as enhancement and management schemes, consideration should be given to having them

registered as historic gardens, or developing local policies in regard to such gardens. Other examples in the town that could be covered by enhancement schemes and local policies include Boscarn House [374], Common Wood House [212], Darloe [92], Trehaven [249] and various houses at Hannafore.

8.2 Historic buildings

The Statutory List for East and West Looe is relatively extensive in a Cornish context. There is naturally a bias towards surviving medieval and early post-medieval buildings, but many later buildings, including some of the warehouses, are also listed. Indeed, with the bridge and quays listed, most of the industrial remains in the town are well protected, making it very unusual in Cornwall.

There is some inconsistency in the selection of many of the listings, based probably on an unavoidable lack of access to interiors, or detailed research. Any further survey could be based on co-operative historical research by local interest groups, allowing a greater appreciation of the substantive structures behind the superficial façade.

Under represented are the commercial and domestic buildings of the 19th century, the surviving shops, pubs, houses and hotel, many of which are of good quality. Some of the best examples may sadly be too altered now; Boscarn House [373] and the very fine Arts and Crafts terrace at Polvellan [23] may unfortunately fall into this category, but certainly merit detailed investigation.

Also under represented in the List are the walls, letterboxes, lampposts, drainage gullies, areas of paving, wells, quayside cranes and other street ephemera which are so important in forming the character of the town, and in some cases are important historic structures in their own right.

This makes an imperative the production of a list of locally significant structures which contribute substantially to the character of the settlement. Backed up by Buildings-at-Risk surveys controls and substantive and enforceable policies in the local plan and through Article 4 Directions this would ensure a full and accurate record of the historic fabric of the settlement, strengthen existing Local Plan commitments to prevent proposals that would harm the historic heritage of the town and guide development and promote change that will preserve and enhance the character of the town.

The buildings highlighted in the text, especially in the sections on character, could form a starting point for any such lists, based on thorough research and fieldwork.

8.3 Policy and management

Because of its valley location, the roofscape of Looe is one of the most varied and interesting of any Cornish town, but the stock of traditionally slated roofs is rapidly diminishing.

The enclosed nature of the town centres, and the steep valley sides, also mean that very few properties have truly private rear elevations, so that the usual servicing clutter of pipes, bins, flues, sheds etc. are a very visible element in the built character of Looe, not always to its benefit.

The historically important elements of townscape, and the incremental changes that threaten to damage them, are very visible from many public viewpoints, yet may not front onto public highways or open spaces, and therefore fall outside the scope of current policies and Article 4 Direction controls. It is recommended, therefore, that further controls are sought.

1. Article 4 Directions (Walls)

Article 4 Directions to control the demolition of all walls and hedges, especially for the creation of hard standings, to reinforce the existing controls which only currently cover the curtilages of dwelling houses.

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

2. Article 4 Directions (Buildings)

Article 4 Directions to control the demolition and alterations to individual houses, and to prevent demolition of free-standing outbuildings, which do not front onto highways (to counter the restriction in the extent of current controls).

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

3. No further development

Restriction of further development on the outskirts, particularly on the skyline when viewed from both West and East Looe.

Reason: To retain both the discrete identity of Looe and its historic interest.

4. Archaeology

A full and detailed survey of archaeological potential in Looe and, if necessary, an additional policy requiring proper recording of archaeologically sensitive sites before development.

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

5. Management schemes etc.

Management schemes, development briefs and conservation plans for some of the most sensitive historic buildings and areas, if not already done. Prime examples are:

- East Looe - paving, services, access etc.
- Churchend /Boscarn House
- Station Road and railway station
- West Looe Square
- Hannafore Road
- Klymiarven
- Polvellan Gardens
- Millpool car park, old gasworks
- Polean Industrial Estate
- Traffic signage and control (East Looe, Bridge end/Buller Quay especially)

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

6. Design Guidance

Site-specific design guidance for the town, based on a detailed audit of materials, designs, details and character.

Reason: In order to build on the expertise already demonstrated, and guidance on general principles already produced, and to preserve and enhance the special character of East and West Looe.

7. Backland areas

The backland areas and rear lanes of West and East Looe to be recognised as an important aspect of character, and their informal qualities enhanced, while at the same time preserving the often very important buildings that survive.

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

8. Town trails – new

Creation of a series of town and industrial heritage trails describing Looe's history and integrating with existing publications and initiatives. Rather than a general town trail, these could be themed to relate to specific areas of interest – the medieval inheritance, the fishing industry, the industrial heritage, ships and shipbuilding, the growth of tourism in the 18th and 19th centuries are possible themes, linked to the surviving industrial sites along the river valleys north of Looe (canal, railway, limekilns etc.).

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

9. Railway station improvements

The station area is in particular need of improvement in terms of reception facilities for visitors with integrated signage.

Reason: To present Looe's unique heritage to a wider audience and to provide point of entry interpretative facilities for new visitors.

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Appendix 1: Detailed history and physical development

App 1.1 Pre-1809

The importance of medieval Looe is such that it must inevitably be dealt with in rather more detail than is usual in a CISI report. By 1809, the extent of settlement was less than in the medieval heyday, and the settlement focus (at least in East Looe) had shifted in location at least twice. The Historical Development Map (Fig 2) therefore shows the settlement extent as it was in 1809 rather than giving a true picture of the ebb and flow of development up to that point. Some idea of the full extent of medieval and post-medieval settlement is therefore provided by the addition of a Buried Archaeological Potential Map (fig 5).

The twin towns of East and West Looe were medieval foundations of rival manorial lords, they did not grow ‘organically,’ but were deliberately laid out on greenfield sites and given legal status as boroughs. The de Bodrugan family created East Looe from the lands of Pendrym Manor in the parish of St. Martin; the de Treverbyn family formed West Looe (Porthvean) from part of their manor of Portlooe in Talland. The new towns had their boundaries and building plots laid out, and were given special borough or burgess rights to attract settlers; each town had a corporation able to own property, with chapels that remained subject to the mother churches until the mid 19th century. A series of later royal charters (from the 13th to 17th centuries) confirmed these original grants; both towns were in existence by 1201, although neither has its original foundation charter surviving. This pattern of new, planned towns was a national and international phenomenon, typically of the 12th and 13th centuries, and was most marked in Devon and Cornwall.

There is scant evidence of other medieval settlements on the outskirts of the towns – notably the farming hamlet and possible fortification site at Barbican, and the chapel/possible Benedictine priory at Hannafore, with its associated quay, overlooking Looe Island.

This simple historical summary disguises a more complex development for both towns, some elements of which are dealt with in the analysis of extent of settlement below.

App 1.1.1 Economic activity

East and West Looe are broadly considered as a single entity for the purposes of this analysis. Despite their origin as separate foundations, the twin towns have always shared in the same trade and economic activity, and indeed seem to have operated more in harmony than in dispute with each other throughout their history. This was a not unusual feature of the period and area – Fowey, Polruan, Polperro, East and West Looe seem to have functioned as limbs of a single economic body, with the same major players prominent in all the towns, especially by the late Middle Ages.

There are three broad chronological divisions within this pre-1809 period: c. 1200 - c.1540, c.1540 – c.1700 and c.1700 – 1809.

c. 1200 - c.1540

The foundation of the two towns and subsequent trading prosperity were stimulated by their location close to the rich agricultural area of south-east Cornwall, for most of the Middle Ages the most populous and wealthiest part of the county and seat of most of the important governmental functions. The rich hinterland open to Looe included: Liskeard (a coinage town by 1307 and between 1420 and 1520 the second largest Cornish town after Bodmin); Lostwithiel (seat of the Duchy administration); St Germans (seat of the principal church in the area and former cathedral); Bodmin; Launceston and the tin producing areas on Bodmin Moor.

The bridge over the estuary built 1405-1411, with a chapel added 1436, was of regional importance as it carried the more southerly of the principal routes through the county, from

Plymouth to Fowey and on to west Cornwall, which is why it attracted offerings from all over the country and indulgences from the Church to encourage its construction.

Looe was a deep sea trading centre rather than merely a fishing or coastal trading port, although its staple trade was undoubtedly based on the medieval wealth of the Liskeard area and the export of local agricultural produce, local fisheries and the import of luxury goods. It was in rivalry and sometimes in partnership in this with other local ports such as Fowey, soon developing an economic and military life of its own, the wealth and strength of which is reflected in well-recorded contributions to royal military expeditions throughout the period (see Keast et al). There is evidence of a wide range of trading goods and contacts with, for example:

- 1310 - 5 ships from Looe in Bordeaux trade (wine/fish/salt)
- 1395 – pilgrimage trade to Santiago de Compostela
- 1498 – Irish and Breton cloth trade
- in addition, and most importantly for the purposes of this study, tin was already being exported from Looe by 1500, by Thomas Eliot of Port Eliot.
- Apart from offshore and deep sea fishing, there was an ancient fishery in the estuary itself of some importance; in 1300 this important fishery belonged to the Earl of Cornwall's manor at Liskeard and, in 1530, Leland noted the local salmon fishery. Although never the primary trade of Looe, fishing was certainly one of the mainstays of the port and had a more than local significance. As late as 1555 it was said of (West) Looe that 'most part of all the East country as far as Exeter and Bridgwater are served with fish from the haven' (quoted in Keast 1987, 28).

The dependence on foreign trade meant that by the late 15th century the twin towns experienced serious decline, especially because of the loss of Gascony and Bordeaux in the 1450s, exacerbated by the increasing success of the deeper water ports at Fowey and Plymouth. By the early 16th century, observers tended to dismiss both East and West Looe as merely decayed fishing and market towns, with no hint of their former national and international significance.

c.1540 – c.1700

Recovery came with the 16th century development of the Newfoundland trade (fish from the Atlantic taken directly to Spain and the Mediterranean, with cloth, luxury and foodstuffs imported back to Britain). Polperro had already become active in this trade by 1536. The trade was run by a local cartel of merchant adventurers, and the same wealthy local merchants and gentry families (Rashleighs, Mayowes and Courtneys) generally held interests in Fowey, Polruan, Polperro and Looe.

By the later 16th century, Looe was again one of the principal Cornish harbours for larger sea-going ships (around 100 tons), with the largest local fleet and, by 1616, was with Fowey the leading British port in the Newfoundland trade. The scale of the Newfoundland business was reflected in the numbers employed - by 1652, 1500 men were sailing from West Country ports each year.

The range of economic activities in the area was dependent upon the trade at the port. Early 16th century surveys (1512/1514) record shearmen and tailors in Looe, trades connected with the cloth trade and processing; fish curing and processing were continuous activities reflected in surviving 16th century or earlier fish cellars in Looe.

The corn trade led to an obvious local demand for milling; tide mills were already in operation locally by 1602, and that at Polvellan (Cornish for millpond) dates from 1614.

This resurgence in economic activity was concentrated in East Looe, however, largely because of the localised ability of its corporation to expand its quays and facilities compared to West Looe, and from about 1600 West Looe declines relative to East Looe, becoming more of a simple fishing port.

c. 1700-1809

By about 1700, the Newfoundland trade had declined, deep water ports like Plymouth and Falmouth were taking much of the wider trading capacity of the county away from the older, smaller centres like Looe and Fowey, and a period of more modest activity in Looe set in. The port's trade was relatively small, but varied, and this became a major characteristic as its role in overseas trade gradually declined. It was noted (Gilbert 4, 36,) that while there had been several good trading ships still in the port around 1700, from about 1750 onwards few were employed in foreign trade, most in local coasting trade, and even corn was mostly shipped along the coast. The proximity of the ever-expanding naval base and towns in Plymouth Sound was some compensation for this decline and played an increasingly important role in the economic life of Looe.

The varied trade of Looe at this time included the following:

- iron, tin and lead;
- pilchards and pilchard oil, hake, conger;
- wine, soap, tobacco;
- dowlas (coarse linen from Brittany) and other cloth;
- corn from the rich agricultural land around Liskeard. The corn trade had developed by the late 18th century into the mainstay of Looe's trade. A contemporary account of 1788 'for some years past it hath become a great trade amongst them as cornfactors.....and to lodge the same in their lofts and cellars in the boro'...' (Pearse 1964, 20);
- limestone for lime kilns;
- seaweed, sand, pilchard waste, spent salt all used locally as fertiliser;
- beach shingle sent out to Plymouth for navy ship ballast.

There were obviously maritime-related trades; shipbuilding is recorded at Churchend in 1668, 18th century trade directories reveal a predictable number of ropemakers, sailmakers, cordwainers and other associated crafts.

Other enterprises were set up in and around Looe taking advantage of trade that was primarily intended for markets further afield. By 1666 the growth in the local cloth trade led to the conversion of the tidal Polvellan Mill for dyeing; this seems to be the date of the creation of the big pool, together with the building of a drying house between the mill and the bridge. In 1717 there was an attempt to establish a yarn market in East Looe.

As early as 1677 coasting vessels were dropping limestone ballast into the river, which at low tide was loaded onto barges and moved upstream to limekilns along the Looe estuaries; by 1700, though, limestone was also burnt in kilns actually on the quays at West Looe (1740, possibly as early as 1680), by the bridge in East Looe (1753 – early 19th century) and at Shutta (1680).

Despite Leland's remarks in 1530 that there was no tin working locally (Keast 1987, 21), records of tin exported from Looe go back to 1500, tin streaming and shallow workings had been carried out further up the river valleys for centuries, and there was sporadic exploitation of the lode around Herodsfoot from the early 17th century. In 1791 (British Directory) tin streaming works are noted upstream from Looe.

A final activity that had begun to develop modestly in the late 18th century was tourism, which received some impetus during the continental embargoes of the Napoleonic wars, and the increasing residence of wealthy gentry and navy men living in and around the towns at this time. In 1756 the Red Lion, one of several hotels and lodging houses in the town, was advertising that gentlemen and ladies could hire pleasure boats for the river. In 1800 East Looe even acquired a bathing machine, though it had decayed through lack of use by 1824.

To summarise, in 1791 (British Directory) a reasonably healthy description was given of a port whose principal trade was herring fishery, with good export of corn and import of coal; the local inhabitants included many gentry and professional men, many mariners and trades associated with ships and shipbuilding, and the usual range of shop keepers as well as three substantial corn-factors. However, this picture disguised a century and half of gradual decline and the fragile basis of Looe's prosperity.

By 1808 the Napoleonic blockade had closed Mediterranean ports for pilchards, and had all but ended Looe's overseas trading role; it was now largely dependent on relatively local agricultural export and import of various fertilisers (lime and chalky sand). A contemporary visitor described Looe (especially the poorer West Looe) as decayed, small and miserable, and full of poverty and discontent (Keast 1987, 60).

App 1.1.2 Extent of settlement

East Looe

The bald summary of the early history of both East and West Looe belies a much more complex historical development, particularly in East Looe, suggested both by written records and the surviving topographical evidence, and revolving largely around the role of the separate settlement at Shutta.

Mentioned in a charter of 1320 as a separate town, but part of the borough of East Looe, Shutta was also possibly the site of a French/Spanish raid of 1405. What is unknown is whether Shutta is a later suburb of East Looe, or the original site of the town. It is closer to the parish church, and is much more similar to West Looe in its topography, being in a narrow valley above a small secondary inlet. It has at least a late medieval plot layout, with a back lane to a holy well (St. Martin's Well), just as at West Looe, and as one would expect from a medieval town. There is also some suggestion that the area of 19th century quarries to the north, included within the medieval borough boundaries, may mark an early abandoned extension to the settlement. Given the fact that the main part of historic East Looe as it is now is really a 16th century expansion, it seems likely that Shutta is indeed the earliest site of medieval settlement on the east side of the estuary.

If Shutta were the original borough location, the building of the bridge across the estuary in 1411 would clearly not have been possible had it still been a thriving port, and would certainly have ended any chance of recovery after the raid of 1405.

What is now considered to be East Looe proper, whatever its early origins, is largely a 15th/16th century development on former sand bars and beaches in the estuary. The original shore line is marked by Fore Street and Higher Market Street, probably the only medieval street and originally a water's-edge street as at Fowey. St. Mary's Church (St. Mary in the Marsh) originally stood, like its opposite St. Nicholas' in West Looe, at the very edge of the settlement and on the edge of the working quay and market place. The lack of sizeable burgage plots even for the properties along Fore Street/Higher Market Street may be an indication that these are not the original position of even this settlement – the surviving early regular plots along Barbican Hill (probably medieval, certainly 17th century in date) may be the original site of the borough, the burgage plots as at West Looe and Shutta climbing the steep valley sides above the river.

East Looe developed away from the shore line, and the parallel rows of properties follow the lines of successive sand bars as they moved out into the estuary (Higher Chapel Street, Lower Chapel Street, and The Bay), complicated by encroachment of rows onto the old market area in Middle Market Street. This large, infilled foreshore market area was owned by the town, and its development can be relatively closely dated. A lawsuit of 1585 records many new houses and properties recently built by the borough and burgesses on their communally owned wastelands. Surviving dated buildings reflect this expansion in Fore Street/Higher Market Street (some possible 14th century remains), and the old Guildhall dates from about 1500, the top floor being added after 1587. In 1538, the Guild Chapel of St. George was added to St Mary's Church; opposite the church itself in Middle Market Street is a Tudor doorway, with a dated house (1555) in Lower Market Street.

This expansion was a response to the revitalisation of Looe brought about by the Newfoundland trade, also reflected in parliamentary representation for East Looe in 1571 (West Looe having already achieved this in 1553). The rebuilding and prosperity continued into the mid 17th century.

The legal customs quays were at East Looe; by 1623 ships were so numerous they were cluttering up the quays maintained by the Corporation. Besides new houses in the town, new fish palaces were built (The Bay?).

The sea wall was rebuilt in 1607, and in 1675 the Corporation was taken to court for not whitening the church tower as a landmark or clearing the sand bar from the mouth of the channel; in 1682 a new quayhead was built at Churchend, but already decayed by 1692. Shortly after 1730 two batteries were noted defending both towns, that at East Looe was on the seawall at Churchend, and was washed away in a storm in 1744, a new battery being built further up the hill above the town in 1747 (Tower Hill?), although there were still upper and lower batteries in 1809, and the borough was described as 'fortified towards the sea by a parapet wall with embrasures' (Bond, 1823).

West Looe

Although its earliest charter dates from 1243, West Looe or Porthpean/Portuan ('small harbour', probably referring to the little inlet on the site of the present West Looe Square) was clearly already in existence by 1201, and may not be any later than East Looe in origin, even though the latter has for long appeared the more senior of the two settlements. The scale of the surviving plots and borough boundaries in West Looe, together with such limited population figures as do exist (in 1377 East Looe had 138 taxpayers, West Looe 131) suggest that it was at least the equal of East Looe. Although a planted foundation, a more complicated origin to the town is hinted at by its topography which suggests some sort of organic development around the inlet in what is now West Looe Square, typified by a lack of burgage plots, infill buildings on the strand/market area and the quay-edge chapel.

The shape and disposition of the burgage plots running up the valley indicate one or two planned extensions to this earlier settlement during the medieval period (see Buried Archaeological Potential Map, Fig 5 and Gazetteer Map, Fig 4), in part no doubt linked to the stimulus to trade and settlement after the building of the bridge (1405-11), which required a new road (North Road), and the carrying of the main road up through the town.

West Looe undoubtedly went through the same recession in the late 15th and recovery in the mid 16th centuries as East Looe, and indeed achieved parliamentary representation earlier than its rival (1553, compared with 1571 for East Looe). In 1555, 'Porpehan' was described as 'well inhabited with divers merchants and wealthy men that use trade and merchandise into France Britain and Spain' (Keast 1987, 28).

This mid 16th century recovery was nothing like as successful as in East Looe, however. The town's chapel was closed in 1549, eventually being used as a gaol by 1576. The town was relatively tightly constrained around the small inlet leading up to the Jolly Sailor. Unlike East Looe it had no conveniently large area of commonly owned sand and shingle on which to expand its facilities, nor could its corporation invest in new property. From about 1600 West Looe declined relative to East Looe, and the inhabited area of the borough seems to have decreased as its trade declined to mostly the pilchard and fish trade.

West Looe's quays included the small inlet up to the Jolly Sailor (including Old Quay), Chandler's Quay, New Quay, and several small landing places along the river front.

Minor improvements were made to the quays up to the 19th century; in 1657, 'New Quay' was built adjoining 'Old Quay', but much of the quayside was given over to private owners and operators, unlike the publicly owned and controlled quays in East Looe. About 1680 a lime kiln was set up on the quay and, in 1682, the Corporation granted Thomas Bawden, a burgess, the piece of ground between his house and Chandler's Quay, where the inhabitants had previously been allowed by the Corporation to stack their timber – but he had to maintain right of way, and a place to grave and trim boats.

In summary, once the resurgence in trade in Looe was more or less over by about 1700, there was little expansion in the settled area of either town and, indeed, the later 18th century is not especially evident even within the built-up areas of either East or West Looe. There are, of course, a few individual buildings of note, and the main exceptions to this summary view are the two major villa residences at Polvellan (from 1787 onwards) and Klymiarven/Waterloo Villa (actually late 18th century in origin), which in their relatively large grounds formed the only considerable addition to the built-up areas of the two towns before the mid 19th century.

App 1.1.3 Settlement function and characteristics (c. 1800)

Non-conformism and schools developed relatively early in Looe, compared to many parts of Cornwall where they are more usually associated with industry and particularly mining. While the town chapels continued to be subject to the mother churches, the distance from them, together with a widespread link between trade and non-conformism, encouraged the early growth of dissenting communities, with Baptists and Quakers noted by 1650; the surviving Friends Burial Ground is dated 1690. The Congregationalists were established in West Looe by 1771, and Methodists by 1791, and Sir Harry Trelawney (d.1834) set up a private preaching house of his own in West Looe soon after 1800. The absence of any Anglican chapel in West Looe between 1549 and 1852 naturally led to a relatively large number of non-conformist congregations developing on this side of the estuary. The growing population and competition from non-conformists led to St Mary's being rebuilt (Buller patronage) in 1805. Equally stimulated by the needs of a commercial and trading community, was the relatively early foundation of a Mathematical School in 1716.

Apart from mariners, fishermen and maritime tradesmen, merchant and trading houses (especially the corn-factors) continued to be major figures in the town. By 1800 the Royal Navy had become a major influence not only on the economy but also the social make-up of Looe, the local squirearchy were often themselves navy men while other officers were making homes in and around the town, and Looe was a good recruiting ground for common sailors. The building of Polvellan and Waterloo Villa were a response to this increasing attraction of the towns to the middle classes, as was the growth in the tourist trade. It also accounts for the relatively high number of specialist and luxury shops and professionals in the town in the period, including wine merchants, surgeons, drapers and perruque (wig) makers.

App 1.2 1809-41

App 1.2.1 Economic activity

By 1800, both East and West Looe had fallen into a state of quietude if not actual decay, the fishing and overseas trade virtually destroyed by the French wars, the quays falling down, and the two corporations moribund.

However, some money was still clearly being made from local trade, the war years stimulated an increase in the local lime trade as agricultural production grew, and the number of limekilns in the area rose accordingly, but the trade soon regressed after the end of hostilities in 1815. Looe also continued as a modestly favoured residence for gentleman and officers, perhaps attracted by the relatively cheaper cost of living than places closer to Plymouth.

Liskeard was also still a major market centre in a rich agricultural area, needing not only to export its crops, but also to import vast quantities of fertilisers, lime and other bulk goods. Most of this trade was by 1800 coming through Lostwithiel (from Fowey) and St Germans, but both these river routes were silting up and better communication between Looe and Liskeard was clearly needed and opportune. A canal had been suggested as early as 1777 to supply these agricultural needs, and was finally begun in 1825 and completed by 1828.

From about 1830 onwards, there was a revival in the Cornish coastal trade with small schooners trading in granite and copper ore, and while Looe's share in the trade may have been modest at first, it certainly profited from the shipbuilding boom thus stimulated, with important yards on the beach at Churchend.

The overall impression of this period in Looe is one of limited economic activity, and only modest prosperity.

App 1.2.2 Extent of settlement

The two towns in 1809 were both significantly smaller than they had been at the height of their medieval expansion, so that there is little discernible expansion in their extent after the building of Polvellan and Waterloo Villa (practically the only new building outside the old borough boundaries was yet another villa in its small gardens at Havenford House, West Looe). There may have been some small rebuilding in the long abandoned medieval plots in West Looe, Barbican Hill and at Shutta, but the 1809 map evidence is not clear enough to date this to the 19th rather than the 18th century - the population figures show only a modest increase in 1811 over 1801— from 467 to 608 in East Looe, 376 to 433 in West Looe.

The building of the canal down the East Looe River reinforced the predominance of East Looe as a town, but there was little change in the late medieval pattern of quays and slips in either town. As a discernible element in the built fabric of the two towns, the 32 years between 1809 and 1841 have left even less of mark than the preceding period.

App 1.2.3 Settlement function and characteristics

This economic slackness in Looe was reflected in the decay of its governmental institutions. A coastguard station was established in Looe in 1824, perhaps a reflection that not all the economic activity in the estuary was welcome to the authorities. Both towns were little more than pocket boroughs controlled by the local gentry families (Buller, Trelawney) that supplied most of their MPs and acted almost as proprietorial owners. In 1830 both towns became part of the local Poor Law union, losing even more local autonomy. There was little protest locally when in 1832 both lost their MPs.

There is no recorded expansion in the ecclesiastical or educational facilities in the town beyond those already in existence by the end of the 18th century (Mathematical School, Quakers and

Baptists meeting houses in East Looe and Methodists and Congregationalist meeting houses in West Looe).

By 1840 the locally prominent Buller family had recognised that if Looe was to capitalise on the growing industrial importance of its hinterland (the Caradon mines were beginning to make sales by 1838), desperate changes were required – the bridge and quays were decayed, the sea-wall in a perilous condition and the channel silted up. The Corporation of East Looe had scarcely been able to elect a mayor or agree on a course of action since the loss of parliamentary status in 1832, while the Corporation of West Looe consisted of a single member, the mayor. The family mobilised local support and obtained a parliamentary inquiry into the state of Looe which was to change the face and character of the estuary in the succeeding decades.

App 1.3 1841-1880

App 1.3.1 Economic activity

While the revival of coastal trade, an increase in shipbuilding and the building of the Moorswater Canal had all brought modest prosperity to Looe in the early 19th century, the later 1830s saw a decline in the agricultural boom that had stimulated most of this activity. However, just the same period saw the early stages of a major shift in the pattern of mining in Cornwall, with the opening up of the Caradon Hill copper mines, which transformed the fortunes of Looe. Serious exploration for copper in this ancient tin producing area had begun in the early 1830s, and by 1836 the first significant discoveries were made. The first sales from both South and West Caradon started around 1838, attracting investment and miners from the declining copper mining areas of West Cornwall (about 4,000 were employed in the area by the mid 1850s), and creating a boom in output remarkable even in the traditional boom and bust mining economy of Cornwall. By 1843, the Liskeard and Caradon Railway had been built to serve the mines, and ran to the Looe-Liskeard Canal at Moorswater near Liskeard, so that Looe immediately became the principal port of export for the ore. The great expansion and boom continued into the 1860s – in 1868, South Caradon alone had sold £1.65m worth of ore, and the output of South Caradon in 1873 was larger than any other Cornish mine. Ancillary industries were created by the mining and quarrying boom, apart from pubs and brothels in the wild-west style villages, especially the gunpowder works at Herodsfoot and Trago Mills.

Other smaller mining areas were also increasingly exploited between 1847–84, those around Herodsfoot producing lead, some silver, copper and wolfram, and those at Menheniot silver and lead.

At the same time, the ancient granite quarries at the Cheesewring were also linked by the railway to the canal. Looe had already been an export point for the granite, but it now increased in scale, and the second great strand of Looe's 19th century trading prosperity opened up as the great sequence of Victorian engineering schemes got underway both locally and nationally.

In 1856 48 000 tons of freight was shipped down the canal to the quays at Looe and, by 1860, the inconvenience of transferring goods to the canal, and the difficulty of supplying water to feed the 24 locks along the waterway, led to the decision to run the Caradon Railway all the way down to Looe; both were operated side by side for many years, the canal company becoming by degrees a highly successful railway company. The rail system was also much expanded around the mines and quarries north of Liskeard, and turned from horsepower to steam in 1862. While the upper part of the canal fell out of use, the lower part continued to be used for transport of agricultural produce for the rest of the century. In 1871/72 the canal company took the lease on the Moorswater-Looe railway line, and started passenger services from 1879.

In Looe itself, the principal activities became the shipping of copper ore and importing of coal. There was little in the way of industrial activity actually within the towns. Most economic stimulus was to the shopkeeping and urban trades, with some shipbuilding. The quays were

mostly used as large open storage areas for ore, coal and granite, although from 1860 John Freeman & Co. of Penryn cut and dressed granite on the quays.

Fishing remained an important but very variable activity in the town throughout its main industrial phase. The 1856 Post Office Directory notes the following: ‘There is a very excellent harbour and quay, to which ships of large tonnage come for cargoes of ore and granite. Considerable trade was formerly done from the pilchard fishery, which has now fallen off.’ However, from 1870 the shift from seining to drift fishing in the Cornish pilchard fishery, especially as the pilchards started moving to the east of the county, favoured a revival of the pilchard fishery in Looe.

While the industrial quays, and to a lesser extent fishing, have dominated most histories of the mid century port, there was clearly much in the way of other general trade in the towns, as the great series of large warehouses which still stand along the quayside show. These were not built for ore, coals or granite, but for grain and general cargoes, and to some extent for the storage and processing of fish. The corn trade remained a major, if unremarked upon, part of the trade of Looe.

The industrial period in Looe did not transform the town into an industrial centre. The 1856 Post Office Directory shows the industrial impact was still nascent, more remarkable to its compilers were the markets and two cattle fairs and the number of ‘gentry’ in the town, mostly merchant and naval officers – 29 in East Looe, 20 in West Looe. Traders were mainly shop and maritime related, coal merchants and mine agents being the only unusual addition to what could be expected in any port. West Looe had bone mills (at Polvellan) but only a handful of shops compared to dozens in East Looe, which was clearly bigger and more important.

The industrial boom began to fail in the 1870s - copper prices began falling in 1873, and although output still remained high, the area began to suffer – West Caradon Mine closed in 1874, and South Caradon by the end of the decade, despite large, rich reserves. At the same time, cheap sources of granite from Norway/Sweden and Scotland were being opened up. By 1880, such changes were only just beginning to have an effect and there was no hint that this was a permanent end to the trade.

App 1.3.2 Extent of settlement

With the loss of parliamentary status in 1832, and the formation of the Harbour Commissioners in 1848, it becomes appropriate to treat Looe as a single entity, despite the continuing existence throughout this period of vestigial traces of their ancient separate identities.

The dominating factor in the mid 19th century history of Looe is the creation of the Harbour Commission following the parliamentary investigation set up by the influence of the Buller family. Both the investigation and the Commission were timed well to coincide with great expansion in the Caradon mines and quarries. The 1848 East and West Looe Harbour and Bridge Act set up 13 commissioners who immediately set about transforming the estuary.

By 1856, a new breakwater had been built at Churchend, the river bed cleared of a shingle bank, and the quays at East Looe were reconstructed, with a series of large warehouses on the new quayside south of Buller Street by 1870. Buller Quay (or Copper Quay) was built from new out into the stream, and connected by tramways to the railway yards at Shutta. In West Looe the old inlet was infilled and new quays constructed, and a new bridge linking the towns built.

Associated with these changes, especially the building of the bridge, was the building of new roads (Buller Quay, Polperro Road and Station Road) that opened up new building land. This was only lightly exploited in West Looe (particularly because access to the quays and the old core area was not improved when Polperro Road was made), but virtually the whole of Fore Street by

Buller Quay was rebuilt at this time, with new villa properties being built along the new Station Road to the north.

At this time development on the hillsides above the river was beginning in Barbican Road, Shutta Road and Shutta (no doubt stimulated by the closeness of the railway station). By and large, this was middle class housing, most workers' housing either being placed in amongst the old streets, or, indeed, re-using the older buildings as they declined in status. The growth of the port led to only a modest growth in population, especially in West Looe: in 1856, there were 970 people in East Looe, and 746 in West Looe; by 1878 this had grown to 1200 in East Looe and only 800 in West Looe.

Indeed, most of the new building of the mid-late 19th century industrial period in Looe could still be contained within the old borough boundaries, even those on the roads around the new bridge and out to Shutta, and there was a surprising amount of rebuilding of the commercial centre of East Looe at this time. With the re-development of the quays around what is now West Looe Square, most of the properties around the old core of the town were also substantially rebuilt or altered (further extension of the quays into the river came in 1895). Perhaps more surprisingly, Churchend and much of the old core of East Looe was also almost completely rebuilt at the same time as the church, seawall and pier were re-constructed, with large numbers of cottages built around St. Mary's Church as well as better class and more scenically sited residences like St John's and Boscarn House, the location of which show the first real appreciation in the town of sea views as a desirable asset for 'better quality' properties.

The area outside the old borough boundaries was scarcely affected by development throughout the century – Barbican remained as a clearly separate farming hamlet until the mid 20th century, and Polvellan remained isolated on the edge of the Mill Pool in West Looe.

App 1.3.3 Settlement function and characteristics

The ancient corporations of East and West Looe scarcely managed to respond to the challenge of the industrial revolution, and the town government gradually transferred to alternative bodies, the separate East Looe and West Looe Town Trusts and the Harbour Commissioners dominant amongst them. In 1869 the last mayor of West Looe died – the only surviving member of the corporation, and the town property was put into the hands of a Town Trust by the proprietor, the Duchy of Cornwall.

The growing prosperity and stability of the town is reflected, however, in the growing provision of public utilities and institutions.

The towns were united as a newly created, single, Anglican parish in 1845, with St. Mary's rebuilt in the 1850s and St. Nicholas' rededicated as a church in 1852. The non-conformist groups were already well established, and the only newcomers were the Bible Christians, who built their new chapel in 1846 in West Looe.

With only the old free charity school for boys and a small National (Methodist) School for Girls in 1856, by 1871 a school board had been created for both towns and the new, large Board School built by 1875.

A Mechanics Institute was founded in 1845/6. A measure of how little Looe was actually industrialised is found in the list of trustees of the Institute - shipwrights, carpenters and cordwainers to a man. West Looe also had its reading room and library on the quay by 1878.

A lifeboat station was founded at Churchend in 1866, and a new building and yard erected for it.

The Market House in West Looe was rebuilt in 1853, although this was modest in comparison to the grand new guildhall in East Looe built in 1877 – 'the judicial room is the handsomest public room in the county' as a contemporary Trade Directory put it. East Looe had been lit by gas

since 1866, the gasworks being built well up the river beyond Shutta, close to the railway and the water, while West Looe was given a new water supply and drainage system in the late 1870s.

Most residents in the town continued to be involved in maritime trades, although only a single shipbuilder is recorded, or in retailing. Shops of all sorts had developed to meet the growing tourist trade and the demands of increasing numbers of wealthy residents, to the point where they (the shops) were celebrated in works of literature (*Rambles Beyond Railways*, Wilkie Collins, 1851); even West Looe began to share in the expansion of lodging houses and shops noticeable in trade directories. The town had two banks by 1878.

App 1.4 1880-1908

App 1.4.1 Economic activity

Attempts were made to revive the mining industry at Caradon in 1883; the old cost-book adventurers formed a limited company, raised new capital, with a great deal of investment and work, but the enterprise still failed within a year. With the closure of South Caradon, the remaining works at East Caradon and Glasgow Caradon also closed. Attempted re-workings of the Caradon mines in 1888 failed to have any impact on Looe's trade.

In 1885 the Liskeard-Caradon Railway went into receivership, and from then on only the section between Moorswater to Looe survived because of the passenger trade to Looe.

The 1881 Kelly's Directory describes the town as based around the railway, deep quays, ore and granite export, fishing, coals, manure, limestone, timber imports. The still extensive trade was in the hands of a small number of large general merchant and shipping companies, just as it was in other industrial ports in Cornwall like Hayle, Porthleven and Portreath. Bishop & Peter were the largest – described as merchants/shipowners/coal/corn/lime/manure etc. dealers. Wm. Tregellis was noted as manager of the still active copper ore quay.

Always an element of business in Looe, the opening of the Moorswater Railway to passengers in 1879 had by 1880 much stimulated the growth of a small but significant tourist trade (with hotels/lodging houses/specialist shops).

The engineer/entrepreneur Joseph Thomas of Looe built the rail link to the main line at Liskeard 1898-1901, ensuring the success of the town's growing tourist trade. In 1900, 21 000 passengers had reached Looe by rail and, by 1908, the figure had risen to 70 798. Thomas was also responsible for upgrading Station Road and making it the main road to Plymouth (formerly the main road came down Barbican Hill), as well as creating the new road and estate at Hannafore from 1893 creating a new villa and hotel district for the town, and creating the access ramp from the bridge down to an improved riverside road and extended quays along West Looe to his Hannafore estate.

One important part of the economic life of the town throughout the 19th century which is very difficult to gauge is the building construction industry. Many builders and tradesmen are registered in the town, and there are numerous small quarries all around the estuary. Many of these were supplying limestone for local limekilns to provide lime fertiliser, but many were also providing both lime and stone for the late 19th century building and engineering boom in Looe. As a sideline from his development of the Hannafore estate, Joseph Thomas developed his own brickworks out on the cliffs overlooking Looe Island, shown on the 1908 OS map and operating until 1910 (Ellis, 2000).

App 1.4.2 Extent of settlement

Apart from the development of the Hannafore estate (from 1893), new building in this period was still largely contained within the old borough boundaries, with some infilling of back plots and rebuilding of older properties. Such extensive schemes as there were, were associated with specific projects like the engineering works carried out by Joseph Thomas at Hannafore and

Station Road, or with the rebuilding of the chapels (Quay Road and Chapel Ground, West Looe), or the Coastguard Station (1892).

Development remained piecemeal and relatively small scale, however, and even the Hannafore estate had scarcely filled up all the plots along the new road to Hannafore Point by 1910, although for the first time the modern town was encroaching on what had been isolated cottages, farms and hamlets on the outskirts of Looe, in the case of Hannafore encroaching on the site of the medieval chapel/priory and quays overlooking Looe Island.

Within the town centres themselves, the major rebuilding programme of the mid 19th century meant that there was very little new building in the years around the turn of the century – most of what there was along the quayside, reflected the changing needs of the quays with the demise of large-scale ore handling.

A similar desire to obtain an elevated position and good views that led Thomas to create the Hannafore estate led to the development of the upper roads over-looking the river; that this was a deliberate strategy on the part of speculative builders is suggested by the continuing availability of less favourable land closer to the river's edge and the quays in West Looe, which remained undeveloped until the early 20th century. The widening of the old riverside quays, and creation of a usable access road from the bridge to West Looe was part of Joseph Thomas' developments in the western borough, all aimed at improving access to his estate at Hannafore. In East Looe there was a movement onto higher ground in Shutta Road/Barbican Hill.

A completely new feature of the townscape was the new burial ground of the 1890s, a reaction as much to contemporary legislation requiring burial out of town, as of a greatly increased population.

App 1.4.3 Settlement function and characteristics

In 1884 both towns lost incorporated status, being run in effect by the Harbour Commission, the Town Trusts and local school boards and boards of health until the creation of the Looe Urban District in 1898, the final end to 700 years of independence, if latterly only nominal, between the twin towns.

In 1881 Looe was still above all an active commercial port, the town made up of boatbuilders, ropemakers, carpenters, builders, coal merchants, harbour master, coastguard, master mariners, station master, mining agents, with smithies and warehouses on the quays.

In East Looe there was a thriving shopping and commercial centre, the streets lit by gas, with the Mechanics Institute, Working Men's Club and Reading Room (Old Town Hall), many of the public buildings and chapels were new or recently rebuilt (Town Hall 1877, St. Mary's Church extended 1882, Congregationalist Chapel rebuilt 1880, the memorial obelisk erected on the seafront 1881). West Looe at this time lagged far behind East Looe, trade directories describing it as a residential seaside village, part of a thriving port.

The inns and lodging houses were an increasing element in the make-up of the town, and the improvements in the character and quality of provision was as much due to the tourist trade as the traditional maritime activity. As Kelly's 1881 Directory puts it, 'Visitors from all parts reside here during the summer, in consequence of which many improvements have been made of late years, new houses and shops built and gas lighting'.

The trend continued with, in 1907, a bright new future being predicted for Looe based on the railway attracting the 'quality' end of the tourist trade. Looe had hitherto been an excursion place for Plymouth, but was now getting a new clientele, with a whole new colony of villas (Hannafore) planned, together with all sorts of other attractions - hotels, gardens, boat pier, yacht club, business mostly based on the railway. Little mention was made in the report of the quays and maritime trade.

Much of this new development was concentrated in West Looe, and while it never rivalled East Looe for services and shops, the population of the towns began to level out. That of East Looe rose from 1200 in 1881 to 1344 in 1901, while that of West Looe from 870 to 1200.

App 1.5 1908-1946

App 1.5.1 Economic activity

The Phoenix United Mine re-opened 1908-14 and gave the Caradon mines a new lease of life, so much so that in 1909 GWR laid new track on the railway and bridges on the line were rebuilt in 1910. It was all over by the First World War – the whole section of the railway north of Moorswater was taken up by 1917 and the track sent over to Flanders to replace lost railways there.

The quays were still set up as granite and ore quays, but since only one local mine was operating, little or no ore was now exported (Kelly's 1910), although granite was still shipped out in large quantities. Still importing large quantities of coal, building material, timber, scantling, manure, limestone, the major export had again become corn, and boatbuilding, fishing, crabbing and fish curing were also increasingly important; 1910 saw the last flourish of the pilchard trade. Together with the burgeoning tourist industry, this activity meant that Looe remained quite prosperous up to the First World War.

After the war, Looe gradually ended its days as a major trading port – in 1919 a large part of Lower Quay collapsed, taking with it some of the quay railway, which was not replaced; a war memorial was erected in the 1920s over the site of the rails on Buller Quay.

There was a brief boom in fishing in the 1920s because stocks had recovered so much during the war; 600 were employed and large boats built, but it had nearly all gone by 1930.

The boatbuilding industry continued, however, with leisure craft becoming increasingly important. In the 1930s Pearn Bros. moved from East Looe to Mill Pool, and another boatyard was started in 1919 at Polean, eventually being taken over by the Royal Navy in 1940 for the construction of wooden minesweepers, and now the site of Jewsons and Polean trading estate.

Throughout this period, Looe became above all else a tourist town. Kelly's 1910 Directory concentrates on the tourist facilities and hotels rather than the quays and fishing (which is described as part of the recreational opportunities for visitors rather than as a separate industry). These facilities were especially well developed since the 1901 rail link with Liskeard and the main line. In 1935, the GWR started to build a new direct line (never completed) to St. Germans and Plymouth from above the seaward side of East Looe. 1938 was the peak year for passenger traffic on the railway to Looe, which was also linked by paddle steamer to Torquay.

The resident population of the town scarcely grew over the period: the population figure for East Looe in 1931 was 1 433 (virtually the same as in 1901), that for West Looe 1 444 (only 200 more).

App 1.5.2 Extent of settlement

The Hannafore estate, 35 acres laid out in 130 plots for building seaside residences, was scarcely further developed in 1925 than it had been in 1908; this was not surprising given the lack of population growth since 1901, but by 1946 the estate was extended and infilled by building tightly packed suburban detached houses rather than the large elegant villas and hotels originally envisaged. This was also the period of the greatest extent of expansion on both sides of the valley, both into the long abandoned medieval plots on the upper slopes and along the river sides and out of the old medieval limits of both boroughs, with serious encroachment for the first time onto the ancient common downs in both East and, especially, West Looe.

While most of this development was in middle class and holiday homes and, increasingly, bungalows, a growing number of small estates of workers' cottages and council housing was also being provided. By now the need to build high above the river was as much born out of lack of suitable free land within the old boundaries as to provide scenic views. Despite this, development was still largely contained within the old borough boundaries, with the exception of new housing at Polean and Polvellan (where the burial ground was also extended). Barbican still remained untouched by housing until after the Second World War.

App 1.5.3 Settlement function and characteristics

Kelly's 1910 Directory gives a good impression of Looe in the height of the Edwardian Indian Summer. For the first time, the description of the town centres not on its quays and trade, but on the safe bathing, excellent fishing and boating, good hotels, shops and lodging houses, and its splendid water supply. The latter had been augmented by a new gasworks in East Looe (by Polvellan) and the conversion of Polvellan Mill to become the Looe Electricity Company Power Station in 1926.

The new facilities being provided were no longer working men's clubs and mechanics institutes or chapels (although these continued in existence, and a Roman Catholic chapel was built by 1935) but, by 1912, the Liberal Club and Unionist Club, with bowling green, tennis courts and putting green at Hannafore, partly provided as seaside entertainment, but also typical adjuncts of a middle class 1930s suburb.

The number of shops, services and apartments continued to increase, especially in West Looe where, significantly, the major quayside improvements took place (1931), providing in effect a promenade along the river, rather than commercial quays as in East Looe.

App 1.6 Post 1946

In 1946, with fish stocks again recovered because of war, fishing enjoyed a resurgence in Looe in terms of tonnage caught and value, but 80% fewer people were employed compared to pre-war days. The fishing industry, far from declining, has taken over more of the port in the 20th century, Looe now being the second largest fishing port in Cornwall after Newlyn, so that the ore quays like Buller Quay are now given over to fishing, and the fish market stands on the site of granite processing yards. The great warehouses at the quayhead are now converted to shops, flats and the public library. There is now no appreciable export or import trade or deep sea port handling in Looe. The other major change in the economic activity and special character and appearance of Looe (and equally symbolic of its dependence now on tourism) has been the filling-in of the Polvellan millpond and its conversion to car-parking. Some of the old established industrial and manufacturing uses here have ended (milling, gasworks), others continue (boatbuilding, builders' merchants) but are increasingly marginalised in both use and townscape term as tourist-related uses developed.

By 1965, with a population of about 4 000, tourism was unchallenged as the main industry, but there were still 280 boats registered, shark fishing and recreational fishing in particular becoming big business.

The settlement has greatly expanded in the late 20th century. Surrounding the old cores, and spreading up onto the crest of the river valleys, are large housing estates, a mix of public housing and private estates (the latter especially along the coastal slope east of the town towards Millendreath). The large Sunrising Estate between East Looe and St Martin is in many respects a distinct place from the old town, accessed by a separate road link to the principal roads, with its own schools, shops and community facilities, and with pedestrian and vehicle links limited by narrow roads, restricted access and steep hills.

Appendix 2: Gazetteer of archaeological sites and historic buildings

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

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
1		Polean Industrial Estate	Polean Lane, (WL)	Boatyard, now industrial units	1908-46			
2		Site of dam and sluice Polvellan Mil Pool	Polvellan, (WL)	Dam & sluice (site of)	C17			
3		Industrial building	Polean Lane, (WL)	Industrial building on site of earlier building	1908-46, Site of building 1841-78			
4		Woodlands View	Woodlands View, (WL)	Housing estate	1908-46			
5		Mill Pool enclosing wall	Polvellan, (WL)	Mill Pool enclosing wall	1614/1666			
6		Polvellan House	Polvellan, (WL)	House	1787, extended C19 & C20			
7		Outbuildings in grounds of Polvellan	Polvellan, (WL)	Outbuilding (coach house etc.)	1841-78			
8		Ornamental gardens and grounds, Polvellan	Polvellan, (WL)	Garden/Pleasure grounds	1787, C19			
9		Polperro Road, retaining walls	Polperro Road, (WL)	Retaining Walls	1850s			
10	7-22		Downs Road, (WL)	House	1908-46			
11		Hall	Downs Road, (WL)	Hall	1908-46			
12		Letterbox, inscribed GR	Downs Road, (WL)	Letterbox	1910-36			
13		Cemetery	Downs Road, (WL)	Cemetery	1890s			
14		Lych Gate	Downs Road, (WL)	Lych Gate	1890s			
15		Cemetery extension	Downs Road, (WL)	Cemetery	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
16	1-19	Beech Terrace	Polperro Road, (WL)	Terrace	1878-1908			
17	1-8		West Road, (WL)	Terrace	1908-46			
18	1-5		Downs Road, (WL)	House	1908-46			
19		The Beeches to Colrean (incl.)	Polperro Road, (WL)	House	1908-46			
20	1-7		Higher Beech Terrace, (WL)	Terrace	1908-46			
21		Hall	Polperro Road, (WL)	Hall	1908-46			
22		Cherry Wood Lodge	Polperro Road, (WL)	Sunday School (now house)	1841-78			
23	1-8		Trelawney Terrace, (WL)	Terrace	1908-46			
24		?	Polperro Road, (WL) (north side)	House	1841-78			
25	1-8		Polvellan Terrace, (WL)	Terrace	1908-46			
26		School (site of)	Bonson Close, West Road (WL)	School (site of)	1841-78			
27		The Old School House	Farmer's Hill, (WL)	School House	1841-78			
28	1-6		Furzedown Terrace, (WL)	Terrace	1908-46			
29		Walled path and steps to West Looe Downs	Farmer's Hill, (WL)	Walled pathway	1878-1908			
30		Charlecote	Farmer's Hill, (WL)	House	1878-1908			
31		Pearns Boatyard –buildings and slipway	Polvellan Mill Pool, (WL)	Boatyard	1908-46			
32		Sluice (remains)	Mill Pool, (WL)	Sluice (remains)	C17/C19			
33		The Old Mill	Polperro Road, north side, (WL)	Tidemill, Bone Mill, Electricity sub station	1621, 1666, 1883, 1926			
34	1 & 2	Mill Cottages	Mill Pool, (WL)	House	Pre-1809			
35		Adjacent Mill Cottages	Mil Pool, (WL)	Store, now shop	1878-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
36		Site of Gasworks	Mill Pool, (WL)	Gasworks (site of)	1908-46			
37		Site of mill buildings	Mill Pool, (WL)	Mill building (site of)	Pre-1809			
38		Looe Bridge	Looe	Bridge, Lamp Post	1853	LB II	SX2453 857-1/4/1	6540.1
39		Quay	Quay Road, (WL)	Quay, wall, viaduct	C19, C20	LB II	SX2453 857-1/4/94	
40		Inscribed stone, commemorating rebuilding of quay 1931	Quay Road, (WL)	Memorial stone	1931			
41		Letterbox, inscribed VR	North Road, (WL)	Letterbox	1878-1901			
42		Retaining Walls	North Road, (WL)	Retaining Walls	1878-1908			
43		The Old Bridge House	Quay Road, (WL)	House	Pre-1809, rebuilt 1809-41, extended 1878-1908			
44		Inscribed plaque recording repair of Looe Bridge 1689	Quay Road, (WL)	Inscribed Memorial Stone	1689, restored c.1853			
45		9 houses, including Harbour House	Quay Road, (WL)	House	1908-46			
46		1 & 2 Inverlooe	North Road (WL)	House (pair)	1878-1908			
47	1-4 & 1, 2 & 3,	Coastguard Station Flats, Peninhay	North Road, (WL)	Coastguard Station, Houses	1892-93	LB II	SX2453 857-1/4/82	
48		Channel View	North Road, (WL)	House	1908-46			
49		Retaining Walls and building fragments, access lane to old Bridge	North Road, (WL)	Retaining Walls and building fragments	Pre-1809, 1841-78			
50		Harbour Moon, and retaining walls	Quay Road, (WL)	House and walls	Pre-1809, 1809-41			
51		Tamarisk	Quay Road, (WL)	House	1809-41			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
52		Portibigham	Quay Road, (WL)	House	1809-41, extended 1908-46	LB II	SX2453 857-1/4/93	
53		Congregational Church	Quay Road, (WL)	Congregational Church	Rebuilt 1880			
54		Porthvean Hotel	Quay Road, (WL)	Hotel	1908-46, earlier site and building fragments?			
55		Mayoralty House	Quay Road, (WL)	Club/Offices	Rebuilt 1841-78, altered late C20; medieval site			
56		Harbour Lights	Quay Road, (WL)	House	1880			
57		Riverside Studios	Princes Street, (WL)	Sunday School (now gallery)	Rebuilt 1878- 1908, extended 1908-46			
58		?	North Road, east side (WL)	House	1878-1908			
59		Briar Cottage, Fernhill, Westwaves	North Road, (WL)	House	Pre-1809, 1841-78			
60		Pixie Cottage	North Road, (WL)	House, Row	C17	LB II	SX2453 857-1/4/83	
		The Cottage	North Road, (WL)	House, Row	C17	LB II	SX2453 857-1/4/86	
		Trellis Cottage	North Road, (WL)	House, Row	C18	LB II	SX2453 857-1/4/87	
61		Inter-Nos, Rosedene, Hilsea, Trevose	North Road, (WL)	Terrace	1841-78			
62		The Manse	North Road, (WL)	House (non-conformist Manse)	1841-78			
63		Tregarth, Harbour View, 1-3 Seaview	North Road, (WL)	House	c.1880			
64		Sea View Cottage	North Hill (WL)	House	Pre-1809	LB?	SX2453 857-1/4/85	

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
65		1-5 Sunnycroft	North Road, (WL)	Terrace	1908-46			
66		House rear of Seaview Cottage	North Road, (WL)	House	1908-46			
67	3 & 4		North Road, (WL)	House (pair)	Dated 1876			
68	1 & 2		North Road, (WL)	House (pair)	Pre-1809	LB II	SX2453 857-1/4/81	
69		Cobbled paving f/o nos. 1 & 2	North Road, (WL)	Cobbled paving	Pre-1809			
70		Village Gossip	Princes Square, (WL)	House, shop	Pre-1809	LB II	SX2453 857-1/4/90	
71		House, including walled forecourt		House, walls	Pre-1809			
72	5-8		North Road, (WL)	House	Pre-1809, 1841-78			
73	4-6		Princes Street, (WL)	House/courtyard	Pre-1809			
74			Princes Street, (WL)	House/shops	1841-78			
75			Princes Street, (WL)	House	Pre-1809, altered 1841-78			
76			Princes Street, (WL)	House	1878-1908			
77		Island site, including Post Office	Princes Street/Quay Road, (WL)	Shop and houses	1878-1908			
78		Vine Cottage & attached coach house	Princes Street, (WL)	House, Coach House	Pre-1809	LB II	SX2453 857-1/4/92	
79			The Quay, (WL)	Slipway	1841-78			
80		Quay wall/steps etc.	The Quay, (WL)	Quay wall/steps etc.	1878-1908			
81		Quay shelter	The Quay, (WL)	Boatmen's shelter	1908-46			
82	1-4		West Looe Square, (WL)	Terrace	Mid C19	LB II	SX2453 857-1/4/117	41930
83		Spar shop, former Post office	Princes Square, (WL)	Shop, sometime post office former warehouse?	1841-78			
84		Quay wall/steps etc.	The Quay, (WL)	Quay wall/steps etc.	1841-78			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
85		The Jolly Sailor Inn	Princes Square, (WL)	House, Public House	C16, C17	LB II	SX2453 857-1/4/91	
86		Former Butter Market	Fore Street, (WL)	Butter Market (former)	1853	LB II	SX2453 857-1/4/74	
87		Sunnybank etc.	Princes Square, (WL)	Row	1878-1908			
88		Grannies Attic & Rumours	Princes Square, (WL)	House, shop	C18, Early-Mid C19	LB II	SX2453 857-1/4/88	
89		Cornish Arms Cottage	Fore Street, (WL)	House	C17, C19	LB II	SX2453 857-1/4/71	
90		Cobbled paving, adj. Cornish Arms Cottage	Fore Street, (WL)	Cobbled paving	Pre-1809			
91		Cobblers Cottage	Fore Street, (WL)	House	C18	LB II	SX2453 857-1/4/70	
92		Darloe	Fore Street, (WL)	House	Late C18	LB II	SX2453 857-1/4/72	
93		Dingle's Folly	Fore Street, (WL)	Chapel (now flats)	1841-78			
94		Penlore	Fore Street, (WL)	House, Row, Shop	C17 or C18	LB II	SX2453 857-1/4/77	
95	1 & 2		Bassets Court, (WL)	House (2)	Late C18	LB II	SX2453 857-1/4/57	
96		Fairbank Cottage	Fore Street, (WL)	House	C17	LB II	SX2453 857-1/4/73	
97		Steps and retaining walls	Chapel Ground, (WL)	Steps and retaining walls	1878-1908			
98		1-11 & 1-4 Park Terrace	Chapel Ground, (WL)	Terrace	1878-1908			
99		1-4 Hilltop and Seawind	Chapel Ground, (WL)	Terrace	1878-1908			
100		1-3 Seaview Terrace	Chapel Ground, (WL)	Terrace	1878-1908			
101		The Bungalow	Chapel Ground, (WL)	House (bungalow)	1908-46			
102		8 houses west of Park Terrace	Chapel Ground, (WL)	House	1908-46			
103	1, 2 & 3		Fore Street, (WL)	House (3)	C19, C19	LB II	SX2453 857-1/4/67	
104		Cobbled paving, north side,	Fore Street, (WL)	Cobbled paving	Pre-1809			
105		Penrose, Mirimir	Fore Street, (WL)	House	Pre-1809			
106		Cottage pair west of Halcyon	West Looe Hill, (WL)	House	1878-1908			
107		Porlock	West Looe Hill, (WL)	House, shop	C18	LB II	SX2453 857-1/4/108	
108		Ye Old Cottage & Weehouse	West Looe Hill, (WL)	House (2)	C16 or C17	LB II	SX2453 857-1/4/116	

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
109		Westhill Cottage and adjoining to west	West Looe Hill, (WL)	House	1878-1908			
110		1-5 Hillside	West Looe Hill, (WL)	House	1878-1908			
111		Halcyon	West Looe Hill, (WL)	House	1841-78			
112		Wilrena	West Looe Hill, (WL)	House	C18	LB II	SX2453 857-1/4/115	
113		Bencairn & adjoining to west	West Looe Hill, (WL)	House	1841-78			
114		Pasadena	West Looe Hill, (WL)	House	Pre-1809			
		Chykenza			C18	LB II	SX2453 857-1/4/104	
		Glen More			1908-46			
		Pen Brea			C18	LB II	SX2453 857-1/4/107	
115		May Cottage	West Looe Hill, (WL)	House	Pre-1809			
116		June Cottage & adjoining	West Looe Hill, (WL)	House (pair)	C18	LB II	SX2453 857-1/4/103	
		Trenwith		House	C18 or early C19	LB II	SX2453 857-1/4/114	
117		Fiddlers elbow & adjoining	West Looe Hill, (WL)	House	1841-78			
118		Gulls Cottage	West Looe Hill, (WL)	House	C17	LB II	SX2453 857-1/4/100	
		Port Cottage & Edistone		House (2)	C17	LB II	SX2453 857-1/4/109	
		The Binnacle & St Marys Cottage		House (pair)	Early C19	LB II	SX2453 857-1/4/113	
119		5 houses west of Port Cottage	West Looe Hill, (WL)	House	1908-46			
120		Houses	The Downs, (WL)	House	1908-46			
121		Rose Cottage & adjoining	West Looe Hill, (WL)	House	1809-41			
122		St. Lucia	West Looe Hill, (WL)	House	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
123		Nancecliff, adjoining pair to west, The Pines, Weathervane and Westlings	West Looe Hill, (WL)	House	1908-46			
124		Medieval plot boundary walls, north side	West Looe Hill, (WL)	Wall	Pre-1809			
125		Medieval plot boundary walls, south side	West Looe Hill, (WL)	Wall	Pre-1809			
126		Wester Looe	West Looe Hill, (WL)	House	1908-46			
127		Wellane Cottage	West Looe Hill, (WL)	House	1908-46			
128		Home	West Looe Hill, (WL)	House	C17	LB II	SX2453 857-1/4/102	
129		Highbury	West Looe Hill, (WL)	House	C18	LB II	SX2453 857-1/4/101	
130	1-4		West Looe Hill, (WL)	Terrace	1908-46			
131		Furzebloom & Tredarloe	Darloe Lane, (WL)	House	1908-46			
132		Aschem, Windrush, Trebron	The Downs, (WL)	House	1908-46			
133		Gateposts etc. to West Looe Downs	The Downs, (WL)	Gate	1878-1908			
134		Spinnaker & Trevarrack	West Looe Hill, (WL)	House	C18	LB II	SX2453 857-1/4/112	
135			West Looe Hill, (WL)	Row	1878-1908			
136		Ifor and adjoining	West Looe Hill, (WL)	House House (2)	PM PM	LB? LB?	SX2453 857-1/4/97 SX2453 857-1/4/99	
137		?	West Looe Hill, (WL)	House	1935			
138		Montrose & Cartmore	West Looe Hill, (WL)	House pair	c.1935			
139		Former Salem Chapel and Aunt Katie's Cottage	West Looe Hill, (WL)	House, formerly chapel and poss. school	1846			
140		Rostallan & Wenmouth Close	West Looe Hill, (WL)	House (2)	C17, C20	LB II	SX2453 857-1/4/110	

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
141		6 Cottages between Rostallan and Orchard Cottage	West Looe Hill, (WL)	House	1878-1946			
142		Cobbled pavement, south side	West Looe Hill, (WL)	Cobbled pavement	Pre-1809			
143		Orchard Cottage	West Looe Hill, (WL)	House	C17, C18	LB II	SX2453 857-1/4/106	
144		1-4 Bartonside	West Looe Hill, (WL)	House	1908-46			
145		Roman Catholic Church	West Looe Hill, (WL)	Church	c. 1930			
146	1-3	Roycliff	West Looe Hill, (WL)	House	1908-46			
147	1 & 2	Cobblers Way	West Looe Hill, (WL)	Row	C18	LB II	SX2453 857-1/4/95	
148	3	Cobblers Way (site of mid C19 Smithy)	West Looe Hill, (WL)	House (site of mid C19 Smithy)	1878-1908			
149		3 cottages west of Old Malt House	West Looe Hill, (WL)	House	Pre-1809			
150		Old Malt House	West Looe Hill, (WL)	House, Malt House/fish cellar	Pre-1809	LB II	SX2453 857-1/4/105	
151		Shoat f/o Old Malt House	West Looe Hill, (WL)	Shoat	1841-78			
152		Outbuilding r/o Old Malt House	Downs View, (WL)	Outbuilding	1841-78			
153		r/o Smugglers Cottage	Downs View, (WL)	House	1841-78			
154		Elidyr & Tredorne	Downs View, (WL)	House	1908-46			
155		Houses and Bungalows	Downs View, (WL)	House	1908-46			
156		Barton House	Downs View, (WL)	House	1841-78			
157		Courtyard r/o Smugglers Cottage	Downs View (WL)	Courtyard, cottages and Fish Cellars (?)	1841-78	LB?	SX2453 857-1/4/66	
158		Ye Old Cottage & Smugglers Cottage	Fore Street, (WL)	House	C17	LB II	SX2453 857-1/4/79	

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
159		Andrew Thomas & Cameo	Fore Street, (WL)	House, shop	Early C19	LB II	SX2453 857-1/4/78	
		Chy an Colom	Fore Street, (WL)	House, Row	Early C19	LB II	SX2453 857-1/4/69	
160		Cottages between Andrew Thomas and Alexandra Cottage	Fore Street, (WL)	Row	Pre-1809 & 1841-78			
161		Alexandra Cottage	Fore Street, (WL)	House, Row	C17	LB II	SX2453 857-1/4/68	
162		Adj. Alexandra Cottage	Fore Street, (WL)	House	1908-46			
163		?	Church Street, south side (WL)	House	Pre-1809, altered late C20			
164		?	Church Street, south side (WL)	House	1841-78			
165		?	Church Street, south side (WL)	Shop and house	1841-78 (early C20 shop)			
166		Rose Cottage	Church Street, (WL)	House	C18	LB II	SX2453 857-1/4/61	
167		Verbena	Church Street, (WL)	House	Early C19	LB II	SX2453 857-1/4/63	
		Wessex Cottage		House, Row	C18	LB II	SX2453 857-1/4/64	
168	4	Up the Creek Cottage	Church Street, (WL)	House, Row	C18	LB II	SX2453 857-1/4/60	
169	1 & 2, 3	Cosy Cottage	Church Street, (WL)	House (2)	C18	LB II	SX2453 857-1/4/58	
				House, Row	C18	LB II	SX2453 857-1/4/59	
170		Cobbled paving f/o nos. 1 & 2	Church Street, (WL)	Cobbled paving	Pre-1809			
171		R/o Cosy Cottage	Hannafore Lane, (WL)	House	dated 1884			
172		Former garage	West Looe Square, (WL)	Garage, now flats	1908-46			
173	3 & 4		West Looe Square, (WL)	House (pair)	1841-78			
174		R/o former Garage	Hannafore Lane, (WL)	Warehouse, now house	Pre-1809			
175		Pendave, Portside, Rose Cottage	Hannafore Lane, (WL)	Terrace	1878-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
176	1		Hannafore Road, (WL)	House (bungalow)	1908-46			
177		Havenford House, walls and grounds	Hannafore Lane, (WL)	House and walls	1809-41			
178	1-6		Hannafore Lane, (WL)	Terrace	1908-46			
179		No.2 to Rond Anneth	Hannafore Road, (WL)	House and Hotels	1895-c.1910			
180		Church of St Nicholas	West Looe Square, (WL)	Church	C12 or C13, C16, 1852 & 1862	LB II*	SX2453 857-1/4/118	6542 6542.01 6542.02
181		Quay House (part)	West Quay, (WL)	Warehouse, now flats	1841-78			
182		Quay Flats (part)	West Quay, (WL)	Warehouse, now flats	1841-78			
183		Harbour Commissioners' Warehouse	West Quay, (WL)	Warehouse	Mid C19 (PM site)	LB II	SX2453 857-1/4/80	41929
184		Copper ore yard (site of)	West Quay, (WL)	Copper ore yard (site of)	1809-41			
185		Quay	West Quay, (WL)	Quay	Pre-1809			
186		Harbour/quay (site of)	West Looe Square, (WL)	Harbour/quay (site of)	Pre-1809			
187		Portlooe Cottage	Hannafore Lane, (WL)	House	1809-41			
188		Letter Box, inscribed	Hannafore Road, (WL)	Letterbox	1880-1908			
189		Houses and Hotels at Hannafore Point	Hannafore Road, (WL)	House and Hotels	1895-1946			
190		Houses and Hotels	Dawn Road, (WL)	House and Hotels	1908-46			
191		Sea Wall	West Quay, (WL)	Sea wall	1893-5			
192		Retaining walls and arches to roadway	Hannafore Road, (WL)	Retaining walls and arches to roadway	1893-5			
193		Tresco	Dawn Road, (WL)	House	1908-46			
194		Carn Brea	Portuan Road, (WL)	Outbuildings, now house	1908-46			
195		Fieldhead Hotel and garden walls	Portuan Road, (WL)	Hotel and walls	1878-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
196		Letterbox	Marine Drive, (WL)	Letterbox				
197		Burnham & Hillingdon	Portuan Road, (WL)	House (pair)	1878-1908			
198		St. Aubyns	Marine Drive, (WL)	House	1878-1908			
199		Annaclone Hotel	Marine Drive, (WL)	Hotel	1878-1908			
200		Stone Rock Cottage	Portuan Road, (WL)	House	1878-1908			
201		Hannafore Estate	Portuan Road/Marine Drive/The Crescent, (WL)	House	1908-46			
202		Bowling Green and putting green.	Marine Drive, (WL)	Bowling Green and putting green	1908-46			
203		Tennis courts and Clubhouse	Marine Drive, (WL)	Tennis courts and Clubhouse	1908-46			
204		Brick kiln and brickworks (site of)	Marine Drive, (WL)	Brick kiln and brickworks (site of)	1895-1910			
205		Building fragments in garden wall, Monks' House	Marine Drive (WL)	Building fragments	Pre-1809			
206		Quay (site of)	Marine Drive (WL)	Quay (site of)	Pre-1809			
207		Liskeard-Looe canal and Railway Co. railway	Shutta	Railway	1841-78			
208		Old Quarries	Sandplace Road, Shutta	Quarry (disused)	1841-78			
209		Tremayne House	Sandplace Road, Shutta	House	1908-46			
210		Gas Works (site of)	Shutta	Gas Works (site of)	Pre 1865			41925
211		Anjoma to Trevanion	Sandplace Road, Shutta	House	1908-46			
212		Commonwood Manor Hotel	Sandplace Road, Shutta	House, now hotel	1878-1908			
213		Quarries (site of)	Sandplace Road, Shutta	Quarry (site of)	mid C19			
214		Woodlands	Sandplace Road, Shutta	House	1878-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
215		Telephone exchange, site of late C19 House and earlier quarry	Station Road, Shutta	House (site of) and earlier quarry	mid-late C19			
216		Police Station, site of Railway Station	Station Road, Shutta	Railway Station (site of)	1841-78			
217		Sea wall for Railway	Station Road, Shutta	Sea wall for Railway	mid-late C19			
218		The Anchorage	Shutta	House	1908-46			
219		Culmore Coach House	Station Road, Shutta	Coach house, now house	1878-1908			
220		Outbuilding, grounds of The Anchorage	Shutta	Outbuilding	1908-46			
221		Polhendra	Shutta	House	1841-78			
222		St.George's	Shutta	Outbuilding & House	1841-78			
223		Berkely Court	Shutta	House, now flats	1878-1908			
224		Meneglaze	Shutta	House	1841-78			
225		Albert House	Shutta	House	1878-1908			
226		Shutta View	Shutta	House	1809-41			
227		Bilston, Endsleigh, Elmina	Shutta	House	1908-46			
228		Medieval plot boundaries (north side)	Shutta	Plot boundary walls	Pre-1809			
229		Cobwalls	Shutta	House	C17	LB II	SX2453 857-1/3/53	
230		Wendaway	Shutta	House (bungalow)	1908-46			
231		Building fragment, Wendaway	Shutta	Building fragment	1841-78			
232		Spring/well	Shutta	Spring	1809-41			
233		Medieval plot boundaries (south side), including Dawes Lane	Shutta & Dawes Lane	Plot boundary walls	Pre-1809			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
234		Houses, south side	Shutta	House (and bungalows)	1908-46			
235		1-3 Glenfeadon	Shutta	Row	1841-78			
236		The Studio	Dawes Lane, Shutta	House	1908-46			
237		Reservoir	Shutta	Reservoir	Pre 1881			
238		Somerhaze	Shutta	House	1878-1908			
239		1-4, Ingledene	Shutta	Terrace	1878-1908			
240		Ivy Cottage, Sunny Patch	Shutta	House	1841-78, 1880s			
241			Shutta	House	1809-41			
242			Shutta	House	1841-78			
243		Outbuildings, site of smithy	Shutta	Outbuilding, site of smithy	1878-1908			41924
244		Houses adj. Trenanton	Shutta	House	1841-78			
245		Public House	Station Road, Shutta	Public House (formerly Globe Inn)	1841-78			
246		The Coach House	Shutta	Coach house, now house	1878-1908			
247		Retaining walls	Shutta Road	Retaining walls	C19			
248		Craigside	Shutta Road	House	1878-1908			
249		Trehaven and walls	Station Road, Shutta	House (formerly Vicarage) and walls	Pre 1881			
250	1-10		North View, Shutta	Terrace	1908-46			
251		Early C20 Houses and bungalows	North View/Shutta Road	House	1908-46			
252	1-15 1-5		Elmtree Road, (EL) Pendrim Road, (EL)	Terrace	1908-46			
253		Garage opposite Barton View	Pendrim Road, (EL)	Garage	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
254		Early C20 houses	Pendrim Road/ Barbican Hill, (EL)	House, terraces	1908-46			
255		1-6 Hillside Terrace	Shutta Road, (EL)	Terrace	c.1908			
256		Houses & hotels	Shutta Road, (EL)	House & hotels	Early C20			
257		Retaining walls	Shutta Road, (EL)	Retaining walls	c.1900			
258		Gas lamp standard	Shutta Road, (EL)	Gas lamp standard	Late C19			
259		Overdale, Holly House, Lynwood, Halcyon and walls	Station Road, (EL)	House and walls	1908-46			
260		Tregertha Court and walls	Station Road, (EL)	House, now hotel and walls	1841-78, extended 1908-46			
261		Service quarters/bungalow attached to Tregertha court	Station Road, (EL)	Service quarters (Hotel extension)	1908-46			
262		1-3 Mount Pleasant, Deganwy & Dolphin, with walls	Station Road, (EL)	House/hotels and walls	1841-78			
263		Rivercroft Hotel and walls	Station Road, (EL)	Hotel and walls	1878-1908			
264		1-4 River View and walls 1-3 Glencairn and walls	Station Road, (EL)	Terrace and walls	1841-78 1878-1908			
265		Belmont and walls	Station Road, (EL)	House/hotel and walls	1878-1908			
266		Popes to Cornish Goodies (inclusive)	Fore Street, (EL)	Commercial premises	1908-46			
267		2 K6 telephone boxes	Fore Street, (EL)	K6 telephone boxes	mid C20			
268		Alldays and premises adjoining to south	Fore Street, (EL)	Commercial premises	1841-78			
269		Black Horse Agencies and Looe Bakery	Fore Street (EL)	House (2), shop (2)	Mid C19	LB II	SX2453 857-1/4/8	

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
270		Looe News and Gregory's	Fore Street (EL)	House (2), shop	Mid C19	LB II	SX2453 857-1/4/10	
271		Lloyds Bank Limited	Fore Street (EL)	House, Bank (Financial)	Early C19	LB II	SX2453 857-1/4/9	
272			Fore Street (EL)	Commercial premises	1841-78			
273		Swan Inn Hotel (with 5 Shutta Road)	Fore Street, (EL)	Hotel	Rebuilt 1888			
274		Adjoining Swan Inn to south	Fore Street, (EL)	Commercial premises	1841-78			
275		Schooner House	Fore Street, (EL)	Commercial premises	1841-78			
276		Somerfield supermarket	Fore Street, (EL)	Commercial premises	1809-41, altered mid C20			
277		Cancer Research and adjoining	Fore Street, (EL)	Commercial premises	1841-78			
278		The Golden Guinea Restaurant	Fort Street, (EL)	Merchant's House	Early C17	LB II*	SX2453 857-1/4/13	
279			Fore Street, (EL)	Commercial premises	Pre-1809 altered 1809-41			
280			Fore Street, (EL)	Commercial premises	1878-1908			
281		The Ship Inn	Fore Street, (EL)	Inn	Pre-1809, altered 1809-41			
282		Premises at corner	Fore Street/Castle Street, (EL)	Commercial premises	Pre-1809			
283		The Mayflower Studio and adjoining premises south of Old salutation	Fore Street, (EL)	Commercial premises	1809-41			
284		The Old Salutation Inn	Fore Street, (EL)	Public House	C17, C18	LB II	SX2453 857-1/4/16	
285		Joke shop and adjoining	Fore Street, (EL)	Commercial premises	Pre-1809			
286	65		Fore Street, (EL)	Commercial premises	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
287		Dowling and Bay	Fore Street, (EL)	Merchant's House	1666	LB II	SX2453 857-1/4/12	
288		A.E Ruddy and Son	Fore Street, (EL)	House, shop	C17, C18	LB II	SX2453 857-1/4/11	
289		Post Office to no. 54	Fore Street, (EL)	Commercial premises	Pre-1809, altered mid-late C19			
290		Moonlight Indian restaurant and Clubhouse to rear	Fore Street, (EL)	Commercial premises/clubhouse	Pre-1809, rear mid-late C19			
291		Moores	Fore Street, (EL)	Commercial premises	Pre-1809, rear mid-late C19			
292		The Guildhall, yard and walls	Fore Street, (EL)	Guildhall	1877	LB II	SX2453 857-1/4/14	
293		Fish and chip shop	Fore Street, (EL)	Warehouse?, now Commercial premises	1841-78, altered late C20			
294		Boundary stone, fish and chip shop	Fore Street, (EL)	Boundary stone	PM			
295		The Guildhall, yard and walls	Fore Street, (EL)	Yard and walls	1877			
296		War memorial and railed yard	Buller Quay, (EL)	War memorial	1920s			
297		Buller Quay	Buller Quay, (EL)	Quay, Pier	C18, 1853, 1899	LB II	SX2453 857-1/4/3	
298		Fishing co-operatives building	Buller Quay, (EL)	Warehouse	1878-1908, extended 1908-46			
299	1-3	Including garage block	Buller Quay, (EL)	House and garaging	1878-1908			
300		Quay Cottage and adjoining stone warehouse	Quay Street, (EL)	Fish cellar/warehouse /house	1878-1908			
301		Warehouse and accommodation	Quay Street, (EL)	Warehouse and accommodation	c.1850			41918
302		Building fragments- former ore hutches?	Quay Street, (EL)	Wall/building fragments	1878-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
303		Stone and timber fish cellars/warehouses	Quay Street, (EL)	Fish cellar/warehouses	1878-1908			
304		Cobbled paving, rear courtyard	Quay Street, (EL)	Cobbled paving	C19			
305		The Cellar Wine Bar and the Loft	Quay Street, (EL)	Fish Cellar	C17	LB II	SX2453 857-1/4/45	
306		Trawlers restaurant	The Quay, (EL)	Fish Cellar, now restaurant	Pre-1809, altered 1841-78			
307		Amusements arcade	The Quay, (EL)	Warehouse yard, now commercial	1841-78, altered early-late C20			
308		Middleton Corner	The Quay, (EL)	Fish Cellar, now shop	C18	LB II	SX2453 857-1/4/49	
309		Quay f/o Middleton Corner	The Quay, (EL)	Quay	Pre-1809			
310		Granite paving kerb stones	Buller Street, (EL)	Kerb stones	C19			
311	7		Buller Street, (EL)	House, shop	Pre-1809			
312	1-6		Buller Street, (EL)	House, shops, PH	Pre-1809 altered mid C19			
313		HSBC Bank	Buller Street/Higher Market Street (EL)	Bank	1908-46			
314		Shops	Buller Street/Lower Market Street, (EL)	Shop	Pre-1809			
315		Sam's Supplies	Buller Street/Higher Chapel Street (EL)	House, shop	C17	LB II	SX2453 857-1/4/4	
316		Pepe's restaurant	Buller Street/Lower Chapel Street (EL)	Site of enclosed yard, (now restaurant)	1908-46			
317		Warehouse, including The Wishing Well, and no. 1	Buller Street, Lower Chapel Street, (EL)	Warehouse House	1841-78			
318	1		Higher Market Street (EL)	Commercial premises	1841-78			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
319		Oats	Higher Market Street (EL)	House, shop	Early C18	LB II	SX2453 857-1/4/23	
320		Smuggler's Hotel and Smuggler's Restaurant	Middle Market Street (EL)	Hotel (formerly Mechanic's Institute)	C16, C18	LB II	SX2453 857-1/4/43	
321		Capers and adjoining	Higher Market Street (EL)	Shop	Pre-1809			
322			Higher Market Street (EL)	House, shop	Pre-1809			
323		The Gaff	Higher Market Street (EL)	House, shop	Early C19	LB II	SX2453 857-1/4/44	
324			Higher Market Street (EL)	House	1841-78			
325		The Old Guildhall	Higher Market Street (EL)	Museum (formerly Guildhall)	C16, C17	LB II*	SX2453 857-1/4/25	6539
326		Amusement arcade	Higher Market Street (EL)	Commercial premises	1841-78			
327			Higher Market Street (EL)	Terrace with shops	1841-78			
328			Higher Market Street (EL)	Restaurant	1841-78			
329		The Fisherman's Arms	Higher Market Street (EL)	Public House (formerly Merchants house)	1611	LB II*	SX2453 857-1/4/24	
330		Premises between The Old House & Fisherman's Arms	Higher Market Street (EL)	Shop, houses	Pre-1809, altered mid C19			
331		The Old House	Higher Market Street (EL)	House	c1700, 1986	LB II	SX2453 857-1/4/26	
332		Blues Twos	Higher Market Street (EL)	Commercial premises	1878-1908			
333		Terry's Fashions & adjoining	Higher Market Street (EL)	Commercial premises	Pre-1809, altered mid C19			
334		Ye Olde Cottage	Middle Market Street (EL)	Merchant's House	Mid C16 (1450)	LB II*	SX2453 857-1/4/41	
335		Clifford Cottage	Lower Market Street, (EL)	House	C18	LB II	SX2453 857-1/4/36	
336		The Water Rail and Flower Pot	Lower Market Street, (EL)	House	C17	LB II	SX2453 857-1/4/38	
337		Market Cottage	Middle Market Street (EL)	House, shop	C17	LB II	SX2453 857-1/4/42	
338			Middle Market Street (EL)	House	Mid C19 (earlier core?)			
339		The Cottage	Lower Market Street, (EL)	Fisherman's House	Early C19	LB II	SX2453 857-1/4/37	

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
340			Lower Market Street, (EL)	House	1555			6543
341		3-5 & Zennor House	Higher Chapel Street (EL)	House	1890			
342	1 & 2		Higher Chapel Street (EL)	House	1841-78 (earlier core?)			
343		Rock-a-Bye Cottage	Higher Chapel Street (EL)	House, Row	C17	LB II	SX2453 857-1/4/32	
344		The Turtles Rest; adjoining property to south-east	Lower Market Street, (EL)	House Warehouse(?), now house	1809-41 Pre-1809			
345		Premises west of Turtles Rest	Lower Market Street, (EL)	Warehouse ? (now flats)	Late C19/earl;y C20			
346		Premises east of Sam's Supplies	Lower Market Street, (EL)	House	Pre-1809			
347	2 & 3		Lower Chapel Street (EL)	House (2)	C17	LB II	SX2453 857-1/4/27	41928 ?
348	4	Little Gannet	Lower Chapel Street (EL)	House	1650	LB II	SX2453 857-1/4/28	
349		Sea Wall (site of)	Church End, (EL)	Sea wall	MD			
350		Ye Old Fisherman's Cottage and Petroc	Higher Chapel Street (EL)	House	C17	LB II	SX2453 857-1/4/22	
351		Lantau	Higher Chapel Street (EL)	Merchant's House	Late C16, Early C17	LB II	SX2453 857-1/4/20	
352		The Cubbyhole	Lower Chapel Street (EL)	House	Early C19	LB II	SX2453 857-1/4/34	
353		Premises west of St. Mary's	Lower Chapel Street/Higher Chapel Street (EL)	House	1809-41			
354		Church House	Higher Chapel Street (EL)	Church House	C16	LB II	SX2453 857-1/4/18	
355		Church of St Mary	Higher Chapel Street (EL)	Parish Church (now flats)	C15, 1888	LB II	SX2453 857-1/4/19	6541 6541.01
356		Chymor and Sun Cottage	Lower Chapel Street (EL)	House (2)	C17	LB II	SX2453 857-1/4/30	

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
357		Tudor Cottage and Tolva	Lower Chapel Street (EL)	House (2)	C17	LB II	SX2453 857-1/4/35	
358		Osborne House	Lower Chapel Street (EL)	House	C18, Early C19	LB II	SX2453 857-1/4/31	
359	10	Tiree 'n' Tyrina	Lower Chapel Street (EL)	House (2)	C18	LB II	SX2453 857-1/4/29	
360	9 & 10		Lower Chapel Street (EL)	House	Pre-1809			
361	1-8		Lower Chapel Street (EL)	Row	1841-78			
362		Seaview Cottages	Church End, (EL)	Row	Pre-1809, altered 1908-46			
363			Church End, (EL)	House	1841-78 (earlier core?)			
364		Beach Cottage	Church End, (EL)	House	1809-41			
365		Cobbled paving f/o Beach Cottage & adjoining	Church End, (EL)	Cobbled paving	1809-41			
366	1 & 2		Church End, (EL)	House pair	1841-78			
367		Café, formerly outbuildings and yard attached to former Lifeboat Station	Church End, (EL)	Outbuilding and yard attached to former Lifeboat Station	1866, altered early C20			
368		Studio House	Church End, (EL)	Lifeboat Station, now studio	c. 1866	LB II	SX2453 857-1/4/5	41919
369			Church End, (EL)	Telephone Box	HX	LB II	SX2453 857-1/4/6	
370		Memorial Fountain, formerly at Polvellan Mill Pool	Church End, (EL)	Memorial Fountain	1902, re-erected 1987			
371		Obelisk, erected by Capt. Ware	Church End, (EL)	Obelisk, memorial	1881			
372		Battery (site of)	Church End, (EL)	Battery (site of)	C17-C18			
373		Boscarn House	Church End, (EL)	House, now flats	1841-78			
374		Walls (ornamental) to Boscarn house	Church End, (EL)	Walls (ornamental)	1841-78			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
375		The Galleon and Lerryn Cottage	The Bay, (EL)	House, Fish Cellar	C17	LB II	SX2453 857-1/4/46	
376		Houses, fish cellars etc.	The Bay/Bay Street/corner of Church Street, (EL)	House, fish cellars etc.	Pre-1809			
377		Houses	Church Street, (EL)	House	1841-78			
378	2		Lower Street, (EL)	House, Fish Cellar	C17	LB II	SX2453 857-1/4/39	
379		Outbuilding/fish cellar (?)	Lower Street, (EL)	Outbuilding/fish cellar (?)	Pre-1809			
380		Warehouses (north side)	Lower Street, (EL)	Warehouse	1841-78			
381		Buller House	Lower Street, (EL)	Warehouse (now Flats)	Mid C19	LB II	SX2453 857-1/4/40	
382		Quay House	Lower Street, (EL)	Warehouse, now flats	1841-78			
383		1-3 River View	The Quay, (EL)	House (part storage?)	1841-78			
384		Sea Front Court & Public Library	The Quay, (EL)	Warehouse, now flats and library	1841-78			
385			The Quay, (EL)	Warehouse, now shop	1841-78			
386		Ruby's Design & adjoining	The Quay, (EL)	Warehouse, now shops	1841-78			
387		The Old Grain Store	The Quay, (EL)	Granary, now shop	1841-78			
388		Quay, with bollards, steps etc.	The Quay, (EL)	Quay, bollards, steps etc.	1841-78			
389		Banjo Pier	Church End, (EL)	Pier	mid C19, 1899	LB II	SX2453 857-1/4/3	41917
390			Tower Hill, (EL)	House	1841-78			
391		Cobbled paving	Tower Hill, (EL)	Cobbled paving	1841-78			
392			Tower Hill, (EL)	House (pair)	1841-78			
393		Workshop of H. Hocking and Sons	Tower Hill, (EL)	Workshop	Early-Mid C19	LB II	SX2453 857-1/4/50	

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
394		Fortification (possible Battery re-sited from Church end in 1744) (site of)	Castle Street, (EL)	Fortification/Battery (site of)	Pre-1809			6545
395		Masonic Hall	Tower Hill, (EL)	Chapel (now Masonic Hall)	1841-78			
396			Castle Street, (EL)	House pair	1841-78			
397		Cottage	Castle Street, (EL)	House	1841-78			
398			Castle Street, (EL)	House	Pre-1809			
399			Castle Street,(EL)	House	1841-78			
400			Castle Street, (EL)	House	Pre-1809			
401		Castle House, adjoining premises and Peppers Bistro	Castle Street,(EL)	House, shop	1841-78			
402		Cut granite drainage channel	Castle Street, (EL)	Cut granite drainage channel	1841-78			
403		Houses	East Cliff, (EL)	House	1908-46			
404		Retaining walls	East Cliff, (EL)	Retaining walls	1908-46			
405			East Cliff, (EL)	House	1878-1908			
406			East Cliff, (EL)	House pair	1908-46			
407		St John's Court	East Cliff, (EL)	House, now hotel	1841-78			
408		Uplands	East Cliff, (EL)	House	1908-46			
409		No. 1 and adjoining	East Cliff, (EL)	House	1809-41			
410		Dormer Cottage	Barbican Hill, (EL)	House	Pre-1809			
411		Edendale	Barbican Hill, (EL)	House	1908-46			
412		Rose Cottage	Barbican Hill, (EL)	House	1841-78			
413		Mediaeval plot boundaries	Barbican Hill, (EL)	Plot boundaries	MD			
414		1 & 2 Sunnybank to 1 & 2 Rockdene with steps/walls	Barbican Hill, (EL)	House and retaining walls	1841-1908			
415		Tam	Barbican Hill, (EL)	House	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
416		Friends Burial Ground (disused)	Barbican Hill, (EL)	Cemetery (disused)	Dated 1690			
417		Houses, west side of Barbican Hill, with retaining walls	Barbican Hill, (EL)	House and retaining walls	1908-46			
418		Klymiarven Hotel, former Waterloo Vila	Barbican Hill, (EL)	House and grounds	Pre-1809, altered early and mid C19			
419		Former quarry, grounds of Klymiarven	Barbican Hill, (EL)	Quarry (disused)	Pre-1809			
420		Walled enclosures, west of Klymiarven	Barbican Hill, (EL)	Wall	Pre-1809			
421		Wespenton	Barbican Hill, (EL)	Coach house, now house	1809-41, extended 1841-78			
422		Site of quarry, The Potter's House	Barbican Hill, (EL)	Quarry (site of)	Pre-1809			
423		Old Barbican Cottage with out buildings	Barbican Hill, (EL)	House	Pre-1809; outbuildings early C20			
424		Barn, west of Old Barbican Cottage	Barbican Hill, (EL)	Barn	1809-41			
425		Old Barbican Farm	Barbican Hill, (EL)	House	1841-78			
426		Tree Trunks	Barbican Hill, (EL)	House (bungalow)	1908-46			
427		The Old Barbican	Barbican Hill, (EL)	House	Late C18	LB II	SX2453 857-1/4/2	
428		Barbican, defensive enclosure (site of)	Barbican Hill, (EL)	Fortification (site of)	Pre-1809			
429		Walls and hedges, Old Barbican	Barbican Hill, (EL)	Wall and hedges	Pre-1809			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
430		St. Winnols	Barbican Hill, (EL)	Outbuildings/cottage ornee	1809-41			
431		Outbuilding in grounds of Gulls Cry	Barbican Hill, (EL)	Outbuilding	1809-41			
432			St Winnolls Park, (EL)	Cemetery (site of)	1809-1841 (or earlier)			
433		Barclays Bank	Shutta Road, (EL)	Bank	1908-46			
434		Chy-an-dour	Shutta Road, (EL)	House	1841-78			
435			Shutta Road, (EL)	House	1841-78			
436		Bodgers House	Shutta Road, (EL)	House	1841-78			
437		Chapel Court	Shutta Road, (EL)	Methodist Chapel (Wesleyan) now flats	1809-41, rebuilt 1841-78, extended 1904			
438		Walled lane, Shutta Road to Barbican Hill	Shutta Road to Barbican Hill, (EL)	Wall	mid C19			
439		Well and retaining walls	Shutta Road, (EL)	Well and walls	Pre-1809			6547
440		Kilballon, Penlee, outbuildings and walls	Shutta Road, (EL)	House, walls and outbuildings	1841-78			
441		Arch House	Fore Street, (EL)	House	C17	LB II	SX2453 857-1/4/7	
442		Old Vicarage	Higher Chapel Street (EL)	House, Vicarage	C17	LB II	SX2453 857-1/4/21	
443		Surcouf Hotel and Restaurant	Lower Chapel Street (EL)	House (2)	C16, C17, C18	LB II	SX2453 857-1/4/33	
444	4	Chubb's House	The Bay, (EL)	House, Fish Cellar	1696	LB II	SX2453 857-1/4/48	
445		The Leather Workshop	Quay Street, (EL)	Fish Cellar	C17	LB II	SX2453 857-1/4/47	
446		Cobbled paving f/o The Cellar/The Loft	Quay Street, (EL)	Cobbled paving	Pre-1809			
447		Chapel (site of)	St Ann's Chapel	Chapel (site of)	1436			6537
		Bridge (site of)	Looe Bridge	Bridge (site of)	1411-1436			6540

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
448		Westward Cottage	Church Street, (WL)	House, Row	C18	LB II	SX2453 857-1/4/65	
449		Islander Cottage	Fore Street, (WL)	House	C17	LB II	SX2453 857-1/4/75	
450	1 & 2	Hillside	West Looe Hill, (WL)	Cottage Pair	C18	LB II	SX2453 857-1/4/96	
451		Bryher	West Looe Hill, (WL)	House	C18	LB II	SX2453 857-1/4/98	
		Sherwood	West Looe Hill, (WL)	House	C18	LB II	SX2453 857-1/4/111	
452		Site of smithy	West Looe Square, (WL)	Smithy (site of)	1841-78			
453		Sunnyside & Westcliff	West Road (WL)	House	1878-1908			
454		Seagull's Cottage	West Looe Hill, (WL)	House	1841-78			
455			Hannafore Lane, (WL)	Outbuilding, now house	1841-78			
456		Letterbox	Shutta Road	Letterbox	Late C19			
457		Bridgeside, The Moorings, Chris Sandy, Pizza palace	Fore Street, (EL)	Commercial premises	1878-1908			
458		Bowden House, Club etc.	Buller Street, (EL)	Cellar, warehouses, houses	Pre-1809, altered 1841-78			
459		Defensive earthworks (site of)	Hannafore	Fortification (site of)	1939-45			
460		Springs and wells	Barbican Hill	Spring and wells	Pre-1809			
461		St. Martin's Well	Dawes Lane	Spring	Pre-1809			
462		Trenant Quay	Trenant Point	Quay and house	1809-1841			



Figure 6 Looking west to West Looe. The medieval ports were set around side creeks off the main estuary, with the Boroughs laid out in the sheltered valleys behind. Looe remains an active fishing port.



Figure 7 The cores retain a medieval atmosphere – tight urban grain, intimate, enclosed spaces, glimpsed views, immediate experience of the surrounding buildings, but with the corollary of lack of privacy and amenity space for the residents. (East Looe, Buller Quay).



Figure 8 Despite its medieval character, most of the major buildings and townscapes in Looe relate to its mid C19 industrial phase: quays [39], housing [45-51], road improvements [9], Looe bridge (1852) [38] and new guildhall of 1877 [292].



Figure 9 Although the major 19th century improvements were primarily for copper ore, coal and granite wharves, both general cargoes, grain and fish remained major items of trade. Eighteenth and 19th century fish cellars contrast in scale with warehouses of c.1860. (The Bay, East Looe).



Figure 10 Late C18/early C19 Looe was popular with the gentry and naval officers from nearby Plymouth: large villas [418] in their grounds represented the only expansion out of the medieval settlement area until the mid 20th century; their mature grounds are still an important element of townscape.



Figure 11 Middle class residences and tourism continued to develop; by 1900 Looe's principal industry. Local engineer and entrepreneur Joseph Thomas developed the Hannafore Estate [189] from 1893 as a quality residential and hotel quarter accessed by a dramatically sited cliff-top road.