

## SAUNDERSFOOT.

### *Introduction.*

Saundersfoot today is a sea side village with a harbour for fishing and pleasure boats and a popular resort for tourists, drawn by its beach and easy parking at the Harbour. It is also a popular retirement location. Few visitors know much of its industrial past and its *raison d'être* - the Pembrokeshire anthracite coal and iron stone. In recent years the series of community history and local trails leaflets produced by SPARC and the 'miners walk' have helped provide information and make sites accessible to the more historically minded visitor. There is no 'on-site' interpretation.

Some of the development of the 1960s and 1970s in the core and around the Harbour of Saundersfoot is now felt to be of poor design and unsympathetic to the character of the settlement. No further expansion of housing beyond take-up of existing commitments is now considered appropriate in the settlement plan following a tremendous expansion in the 1960s and 1970s (see Local Plan Map, Appendix 1.) Nevertheless, a number of buildings have been deemed worthy of Listing in the recent Listing Survey and PCNP have designated a Conservation Area.

### *Name and territorial history.*

According to B.G.Charles, the name is derived from a personal name 'Saunders' - itself rooted in the name Alexandre or Alexander. A Walter Elisandr held a mill in the area in the 14th century. 'Foot' is a topographical element, meaning foot of a hill or cliff.

Saundersfoot is within the parish of St Issells and the parish church lies about 1 km northwest of the Harbour and village. What was to develop into Saundersfoot lay within the medieval Earldom of Pembroke, part of the manor of Coedrath, formerly the extensive forest of Coedrath. The medieval seigneurial centre was Hean Castle. Owned in the 17th and 18th centuries by the Wogans of Wiston it passed in the early 19th century to Thomas Stokes. Both these owners exploited collieries and iron mines. In 1873 Hean Castle was bought by C. R. Vickerman and rebuilt. The Picton Castle Estate was also prominent in the area and it was Sir Richard Bulkeley Philipps who was the driving force behind the 1829 Act of Parliament incorporating the Saundersfoot Railway and Harbour Co. London solicitor C.R Vickerman was one of Philipps advisers and he built up a controlling interest in both the Saundersfoot Railway and Harbour Company and the Pembrokeshire Iron and Coal Company established in 1847 and Bonville's Court Colliery. He died in 1897 but the Vickerman family continued to play a leading role in Saundersfoot until the closure of Bonville's Court Colliery in 1930 although the estate was sold in 1899 to Sir William Thomas Lewis, later Lord Merthyr whose wealth came from coal interests in Glamorgan. Hean Castle Estate land has been adapted for holiday and leisure developments and uses, including caravan parks and also benefitted from extensive afforestation. Many of the remains of the former industrial sites have to be sought out by the inquiring visitor.

### *Economic History*

(What follows is mainly derived from the excellent history by M. R. C. Price: *Industrial Saundersfoot*, Gomer Press 1982, an essential source).

It is clear that there was working of coal outcrops both inland in the Forest of Coeddrath and at the coast in the Middle Ages and George Owen could state in 1603 that 'The cole of Pembrokeshire may be nombred as one of its cheefe commodities'. The high burning relatively smokeless anthracite was valued in the early modern period as 'a most proved food dryer of malt' and exported widely to malthouses. The industry was controlled by the local gentry, methods were primitive and transport of coal and culm to beach heads for shipment was by horse and cart. Beaches at Coppett Hall and Wisemans Bridge and Saundersfoot itself were so used.

But by the 1820s competition from Carmarthenshire and south east Wales meant that the Pembrokeshire industry would have to modernize if it hoped to survive. Sir Richard Bulkely Philipps, succeeding to the Picton estate in 1823, and aided by his advisors, secured an Act of Parliament in 1829 incorporating the Saundersfoot Railway and Harbour Company. The scheme proposed to link the collieries at Thomas Chapel north west of Begelly and the much closer Moreton by a new railway to a new Harbour at Saundersfoot. The Act of Parliament also provided for another rail line to be built north from the Harbour along the coast to Wiseman's Bridge. (see Price's Map, Appendix 2). These 1830s railways were in fact tramroads with horse drawn trams or drams on rails set on stone sleepers. The 'locomotive era' came later in the 1870s when lines were relaid. The 'saddle-tank' locomotives, the 'Bulldog' and the 'Rosalind' could cope with the restricted headroom of the tunnels.

The Harbour was built and in use by 1834; the rail line made the descent to the valley floor and harbour by a long Incline with trams linked by chains and a winding house at the top of the steep slope. The weight of the coal-laden trams propelled the empty ones back up the Incline. This is now part of the 'Miners Walk' footpath starting from Saundersfoot harbour (see Appendix 3). Coal shipments have been estimated at about 30 to 40 thousand tons per annum from the 1830s to 1870. The use of steam engines for pumping and winding allowed deeper coal seams to be worked and in the 1840s 2 new shafts were sunk at Bonville's Court colliery and high quality anthracite recovered - although the working conditions especially for women and children were heavily criticised by the parliamentary 'Children's Employment Commission'. At the same time, Thomas Stokes, on his Hean Castle Estate was working iron ore as well as coal. A brickworks, specializing in firebricks, was built near Wiseman's Bridge in 1850. Still in the developmental driving seat the Picton Estate commissioned a minerals survey of the Saundersfoot District and it was recommended that an iron works with 4 blast furnaces using local coal be built. The Pembrokeshire Iron and Coal Company was founded in 1847 to carry this forward and the Ironworks were built but at Kilgetty (Stepaside) not Saundersfoot. The rail line northwards followed the beach head of Front Beach and through tunnels to Coppet Hall past 'The Patches' where iron stone weathered out from the cliff and was collected by hand. The tunnel entrances to be seen in the cliff face, soon to be permanently blocked (inf. and consultation with D. Machlachlan, PCNP) are thought to be drainage aids for coal mines inland. (see also Roscoe Howell's invaluable *Old Saundersfoot from Monkstone to Marros* Gomer Press 1987, especially pp 34-37).

An explosion and a slump in trade led to a halt to ironmaking, but collieries at Thomas Chapel continued to be worked and a new colliery, Grove, was set up at the ironworks. C R Vickerman acquired a controlling interest in this and other collieries in

the Saundersfoot Harbour. Although competition meant that overall the Pembrokeshire coalfield was under severe threat in the second half of the century, the high quality anthracite allowed some pits to continue and Saundersfoot continued as a coal exporting Harbour. By the late 19th century and until the 1930s Bonville's Court was the main colliery of the Saundersfoot area. As late as 1927 a new engine and chimney stack were constructed near the Tower pithead. Bonville's Court Colliery closed in 1930 and other smaller local pits by 1939. A private mine at Wood's Level closed in the 1950s.

There was some shipbuilding at Saundersfoot harbour in the mid 19th century - the last vessel being built in the 1860s - these were sailing vessels surviving in the era of steam as coastal traders. There were two shipwright's yards on Railway Street (now The Strand) and a handful of locally owned vessels carried on a general coasting trade until the cheaper freights on the railways drove them out of business. Professional people like a doctor, schoolmaster - and no less than 3 ministers were resident in the village in the later 19th century and several craftsmen and dealers. The needs of the shipping and the railway were serviced by a foundry and smithies. Saundersfoot was primarily a coal harbour, not a fishing harbour. Nevertheless this trade could and did co-exist from the later 19th century onwards with pleasure boating - the yachts of the moneyed classes. Today pleasure boating and fishing trips are the mainstay of the harbour and an important component of the tourist industry.

Tourism developed from the 1870s helped by the easier access provided by the Pembroke and Tenby Railway by 1866, although the Station is at some distance from the village and the mineral railways never carried passengers - apart from the miners themselves in the open 'drams'! In 1868 visitors could be accommodated at Hean Castle, and at Saundersfoot itself there was The Milford Arms - now the Cambrian Hotel and many guesthouses and inns. Roscoe Howells describes the annual fairs, sporting events and above all The Saundersfoot Regatta. In his chapter 'Leisure and Recreation, 1815-1974' in Vol. IV of the Pembrokeshire County History David Howell places Saundersfoot's Regatta of 1893 in its Pembrokeshire context and highlights the growing participation of the middle and working classes in sport and leisure, noting a fund-raising event for the restoration of St Issell's Church with sports on the sands in 1860. Organised athletics meetings developed from the 1870s. 'Such sports' says Howell, 'drew competitors from quite far afield. Thus the Saundersfoot athletic sports and pony races in August 1893 attracted large numbers . . .' The Sailing Regatta still continues, fostered by the Saundersfoot Sailing Club and its revival was due to the post-war boom in small plywood, then GRP racing dinghies. Sea fishing is another popular activity which sustains a fleet of fishing vessels for day trips.

#### *Location, Geology and Topography.*

Saundersfoot is situated on the coast in the south west corner of Carmarthen Bay, sheltered from the south by the projecting Monkstone Point and from the north by the north-east tending cliffed coastline from Coppett Hall round to Amroth. It is however open to the east and thus vulnerable to strong easterly winds. The natural topography of the coastline here, where a small east flowing stream enters the sea through a wide valley has been altered by the construction of the Harbour and sea walls with infilled ground behind. The valley sides rise steeply to the north and south, both now being covered by residential development.

Connop Price describes how the coal measures lie across Pembrokeshire in a syncline or trough with millstone grit and limestone outcropping both to the north and south. In addition there are faults across this 'trough'. The 'Erroxhill' fault runs from the coast near Amroth to Sardis Mountain. The 'Harbour' fault extends from the harbour north-west past Moreton and Broadmoor. A stream drains the valley in this trough and is now piped in the village to discharge into the sluice of the Harbour where a head of water can be built up and discharged to scour out silts.

#### *Settlement Plan Form - Origins and Development.*

The outlines given above of the industrial history of Saundersonfoot and the survival of the Harbour into the tourist and leisure industry era, together with the post-war increase in population all underpin and explain how the settlement has developed. There will be a concentration, but not exclusively so, on the Conservation Area in the discussion below.

A late 18th century map in the Picton Castle Estate collection in the National Library of Wales shows 'Saundersfoot Farm' in a position close to what is now by the seafront carpark and even then 'old colepitts' were marked in some of its surrounding fields. Although available only in a photocopy (originals in the British Library) and at a small scale, the Ordnance Surveyors 2 inch to the mile drawings from surveys in 1809-1810 are invaluable in that they show Saundersfoot before the harbour and railways were constructed. There was clearly a considerable focus of routes at the beach head by that date. (See Map Appendix 4) with houses shown both sides of the road from Bonville's Court and on the road down to the beach from St Issell's church. A road - now a footpath, is shown from Moreton Farm coming down the Valley. To the south on the hillside known as Stammers on 19th century OS maps (the name of a coal vein) the three roads still present today are shown to be in existence then.

The Tithe Map of 1842 (Appendix 5) shows Harbour and railways in place but a still scattered pattern of housing. The new developments were easily inserted into the existing settlement. At the foot of the incline the rail line headed straight for the north pier along what is now Brookland Place and was then led over the existing Milford Street. A rail line is shown encircling the Harbour round to the outer sea wall and also extending along the beach towards the tunnel through to Coppett Hall.

Although outside the conservation area it is interesting to look at the pattern of settlement on Stammers Hill - the Tithe Map shows a pattern of small irregular enclosures and scattered dwellings but with the three roads still present today. This is typical of small scale industrial development around the many small coal pits of the early stages of the industry.

In the 1850s two new streets were developed. Railway Street (now the Strand) consisted of workers housing, either side of the railway track down the street (see old photos, Appendix 4). Nos 1-6, Milford Terrace, Milford Street are Listed as 'good examples of early Victorian Building Society housing, contributing positively to the character of the harbour area of the village notwithstanding some later variation of detail. Historically important as evidence of the intention of landowners to develop the village with housing of good status. They were built for ground leaseholders on Picton estate land by the Saundersfoot Building Society. An 1859 Map shows that the Milford

Street originally ran in front of the houses but was moved to leave space for long front gardens with low walls and iron railings. The roof lines descended in pace with the slope down from The Ridgeway. It was intended to develop the whole of the west side of Milford Street with similar houses.

Further up the social scale again were the row of houses built in the 1860s on Cambrian Terrace 'Listed as part of a fine urban group from the period when Saundersfoot was beginning to take on the character of a seaside resort'. They have front areas and basement level kitchens. The 2-storey houses to the north have a date on them of 1863 and predate the Cambrian Hotel. The name Cambrian Hotel is worked into the render of this 3 storeyed double fronted house with a main entrance of a Doric porch and cast-iron columns. It was severely damaged in 1984 when a gas explosion destroyed the house on the corner. Next door, no 4, Cambrian Terrace is now the Swn-y-Mor hotel and was another high quality 3 storey, basemented house which was, for a time, a Bank.

A formal open area on the seaward side has and had lawns and formal planting, giving prominence to the former Harbour Office, now the office for the Harbour Commissioners. The High Street too is part of the 1850s and 1860s developments on a new line to the earlier lane slightly to the south down to the sea front shown in a small scale on the 1810 OS Survey drawings. It contains Rose Cottage a 2-storey cottage with a symmetrical 3 window design, a building Listed 'for the special interest of the well-preserved exterior character of this early 19th century building in the centre of Saundersfoot'. It predates this re-definition of the road as the new High Street in 1837 and was originally set back from the road in isolation. The new High Street adopted the frontage of Rose Cottage to define its line and it thus became incorporated in a new street-fronting row.

Also on the High Street and at the corner of Wogan Terrace is The Hean Inn, formerly the Hean Castle Hotel, a striking and prominent building in Victorian Tudor style. It was built around 1840 and known as The Picton Castle Inn, and leased by the Saundersfoot Railway and Harbour Company from the Picton Castle estate. Major alterations in about 1893 added a high porch to the front, a lower one to the west and a projecting block to the east.

### *The Harbour*

#### *Pilotage Descriptions:*

"Since the completion of this harbour in 1832, several additions have been made; but the most recent consist of an extension of the piers, by which the entrance has been much reduced, and the greatest security given to vessels in the harbour. New jetties and quays have been erected, and the accommodation for loading vessels very considerably increased. Pilotage as may be agreed upon; but pilots are only required for strangers, there being no dangers in approaching it from the Bristol Channel to prevent vessels entering it in all weathers. There is a day signal and a pier light shown occasionally. Depth of water, spring tides, 19 feet, neap-tides 9 feet . . . Many vessels load here the valuable anthracite coal and culm of this district."

*The Bristol Channel Pilot* J S Hobbs, 1859. Charles Wilson, London.

**3.25 Saundersfoot Harbour**, used by fishing vessels and pleasure craft, lies 1 mile NW of Monkstone Point; it provides good shelter, but with a swell setting on to the coast there is a considerable run into the harbour . . . The harbour is formed by two piers; a light is exhibited from a stone cupola on the outer pierhead. The entrance faces NNE and is 32 m wide; the harbour dries to a hard bottom on the W side, the remainder consisting of mud and sand with a shelving beach at the N corner. There is an impounding dock at the NW end of the harbour which releases water through the sluice gates at low water to scour the channel

**Facilities.** There is a slipway at the N corner of the harbour. Repairs to boats can be carried out and there are two boat chandlers. . .

**Harbour Authority.** The Saundersfoot Harbour Commissioners . .

extracted from *West Coasts of England & Wales Pilot*. 11th edn. 1974, published by The Hydrographer of the Navy.

Reconstructions, strengthening and other works to the Harbour and its environs have removed all 'harbour furniture' from its earlier phase as a coal-exporting Harbour, apart from the rebuilt Pierhead Light (see Appendix 6). Works were carried out by the Harbour Commissioners on the West Wall and Quay 'reconstructed' 1969-1970. A small 'fish-market' now occupies the two levels of quayside where once there was a coal loading hoist (see old photos, Appendix 7). An element of continuity with the past is provided by the Jones and Teague Boatyard in the south.eastern corner of the Harbour, now fronted by a Chandlery and Watersports Store. A public toilet has replaced the old weighbridge and the modern Yacht Club has been built on the site of The Smithy (see photos Appendix 7) . The seawall itself was rebuilt in 1964 - the encasing in concrete of the lower harbour walls and the pierheads dates to this era . The 'basin' or sluice has also been substantially repaired, although the sluice gate piers seem original. The new Carpark kiosk and, close by, an irregularly shaped pillar of limestone surmounted by a mock lantern have no architectural style or framework of reference at all. The Harbour improvements may be stark and heavily engineered - they are at least functional - other excrescences are not. The 'neo-brutal' style of modern Harbour furniture finds its most solid and uncompromising expression in a row of 'seats' on the lower level of the sea wall terraces formed from solid cast blocks of pure concrete. There was a steam crane on the railway siding of the Inner Pier used mainly to discharge ballast (hence 'Ballast Quay - see Report cover photo).

#### *Sites and Areas of Archaeological Interest*

##### *Archaeological Recommendations.*

Apart from major new services, engineering or coast protection works or extensive residential changes, there is unlikely to be the opportunity or need for large-scale archaeological work. There is still scope for a detailed survey and historical study of the Harbour itself and the stone used for its build. However, although much has been altered and redeveloped without record, there are still possibilities for interpretation and enhancement in the village core and around the Harbour.

**It is recommended therefore that awareness of the industrial archaeological heritage underpins, informs and guides any future enhancement and interpretation. The lack of any on-site interpretation should be urgently addressed - it could form the focus for a more integrated and better quality landscaping of the whole Harbour environment.**

first draft by Louise Austin.

## **Saundersfoot**

### **Settlement morphology, topography and archaeology**

#### **Name and tenurial history**

Saunders foot 1602 in George Owens - Description of Pembrokeshire. The element foot refers to some topographic feature, perhaps the foot of the hill or the cliff. Saunders - a local family name, from Alexander. Walter Elisandr held a mill in this area in 1330-1 (Charles, 1992)

#### **Economic history**

Although there are no known remains of prehistoric activity within the conservation area evidence of Mesolithic, Neolithic, Bronze Age and Iron Age occupation in the general area of Saundersfoot is known. At the Dingle evidence of early prehistoric flintworking dating to the Mesolithic or Neolithic period has been recovered, while to the west of the town centre Bronze Age pottery has been identified. It is possible that Hean Castle is located on the site of an Iron Age hillfort. ???

Documentary sources indicate that coal mining has been going on here since at least the fourteenth century and that by the 16th century was being mined on a more extensive scale.

In addition to the coal industry the town  
Shipwrights and boat builders.

Coal was most likely shipped out from the coast to the north of the town prior to the building of harbour and railway which commenced in 1829. In 1843 the line was complete. 1836 hurricane struck new harbour.

Tourism. From the mid 19th century an increase in summer visitors

#### **Location and Topography**

Saundersfoot lies within the Parish of St. Issell's, which dates back to the early Christian period. St. Issells church which lies to the north of the present town was an important focus of numerous routes one of which led to the sea front within the town.

#### **Settlement Plan Form**

The Medieval settlement is likely to have comprised of only a small cluster of dwellings.

The St. Issells Parish Tithe Map of ?1839? shows Saundersfoot to comprise less than a dozen dwellings set along what is now Wogan Terrace with an area of more dispersed settlement to the south and south-west of the harbour. A subsequent tithe map of c.1842?, covering only Saundersfoot and Roadwood, shows the construction of Milford Terrace and properties on the north side of the High Street to have taken place between these two dates, and along with the expansion of a number of other properties there appears to have been a possible doubling of available accommodation in Saundersfoot.

### **Sites and Areas of Archaeological Interest**

- 23845 Boatyard
- 20392 Post med church
- 15107 Rose cottage - dwelling
- 6721 Hean Castle Hotel
- 32807 Saundersfoot Harbour Slipway
- 20387 Methodist Church
- 6478 Swyn-y-Mor Hotel etc. LB
- 6715 No. 5 The Strand LB
- 6474 Cambrian Hotel LB
- 33781 Scouring reservoir - extensively restored - much of original stone replaced with concrete. original sluice gates survive
- 7428 Saundersfoot Harbour
- 32782 Lighthouse
- 33779 Slipway
- 32753 Building - storehouse?
- 33778 Limekiln
- 32803 Quarry
- 33780 Smithy

### **Bibliography**

Charles B G 1992 The Place-names of Pembrokeshire



## LANDSCAPE

Although densely built-up, there are some surviving mature trees, which create a pleasant, almost semi-rural character, chiefly along Milford Terrace, where there are some majestic beeches. The fringes of the car park behind the Cambrian Hotel has large coniferous trees, which screen the houses of Milford Terrace from the rest of the village. There is also tree and shrub cover on the lower slope of the cliff to the south of the harbour.

## HISTORIC INTEREST

Saundersfoot is first mentioned by George Owen in 1595, its name apparently taken from the Sanders family, who are recorded in the area in 1332. Medieval Saundersfoot was covered by the ancient forests of Coedraith, belonging to the Earls of Pembroke. Coal was being mined here in 1324, and by the C16, was being mined on a more extensive scale - the Elizabethan historian, George Owen, noted that coal was being shipped to France and Ireland - probably from Coppett Hall beach at this date.

By 1820, Saundersfoot consisted only a few cottages, but inland, several collieries were beginning to open. There became an increased need for a modern harbour for the export of coal, and following the granting of an Act of Parliament in 1829, the building of a harbour at Saundersfoot was commenced, complete with a railway line to connect with the new collieries in the Begelly area, three miles away. Despite the need for extensive tunnelling, the whole scheme, together with an extra rail branch to the Kilgetty collieries was finished by 1836. The branch lines entered the village at Milford Street, and from the tunnel at the end of the Strand. At first, the coal drams were horse drawn, and later, steam locomotives were used. The coal-laden 'drams' running downslope to Milford Street were ingeniously controlled at the 'Incline', a sloping plane which enabled the gravity of the coal-filled drams to return the empty drams upslope. The quality of the anthracite coal was recognised worldwide, being particularly valued for steam machinery or malting, being too hard to burn on an open fire. A local practice was to mix anthracite dust and clay to make briquettes (locally called balls) which would produce a constant cooking heat on an open fire or range, which produced almost no smoke - in turn, the quality of this fuel was recognised, and the old Pembrokeshire custom was the predecessor of modern smokeless fuel.

The village grew rapidly after 1830. High Street laid out in 1837, Milford Terrace was being built in 1850 by the Saundersfoot Building Society, and Cambrian Terrace was being built by 1860. The railways were now serving an ironworks at Stepside (set up 1849), and a nearby brickworks. By now, there were eight public houses, and the economy flourished until the depression years of the 1920s, and the closure of largest local colliery at Bonville's Court in 1930. After a brief period of reuse, the railway lines were finally dismantled in 1955, but at this time, tourists were beginning to appreciate the attractions of the village. By the next decade, several proposals were made to cater for cheap, mass tourism - several of these, including high-rise development along the sea-front, were strongly resisted, and not realised. Today, tourism remains the chief industry, along with fishing. The village has a thriving commercial core, and the harbour remains popular with tourists and boat enthusiasts.

## CHARACTER

Despite some tourist-related development, there is much evidence left of Saundersfoot's industrial past. This is not just noticeable in the buildings themselves, but also their positions and hierarchy - from the industrial cottages of the Strand, the 'better' houses of Milford Terrace to the colliery owner's house facing the harbour (now the Captain's Table). The products of the 'spin-off' industries associated with coal - ironmaking and brickmaking, are also displayed in the Conservation Area. The combination of this fascinating industrial past, and the beautiful surrounding coastal scenery gives Saundersfoot a special character of its own.

## CONCLUSION

Saundersfoot has been designated as an area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance, as required by the 1990 Listed Buildings and Conservation Areas Act. A considerable amount of the industrial past of the village and its area survives, which has been retained as part of the tourist attraction of the village. The establishment of the harbour, with its rail-links to outlying collieries in the early C19 was a vast undertaking for so early a date, and this successful experiment, promoted by the local gentry is extremely important in a national context.

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## CHARACTER

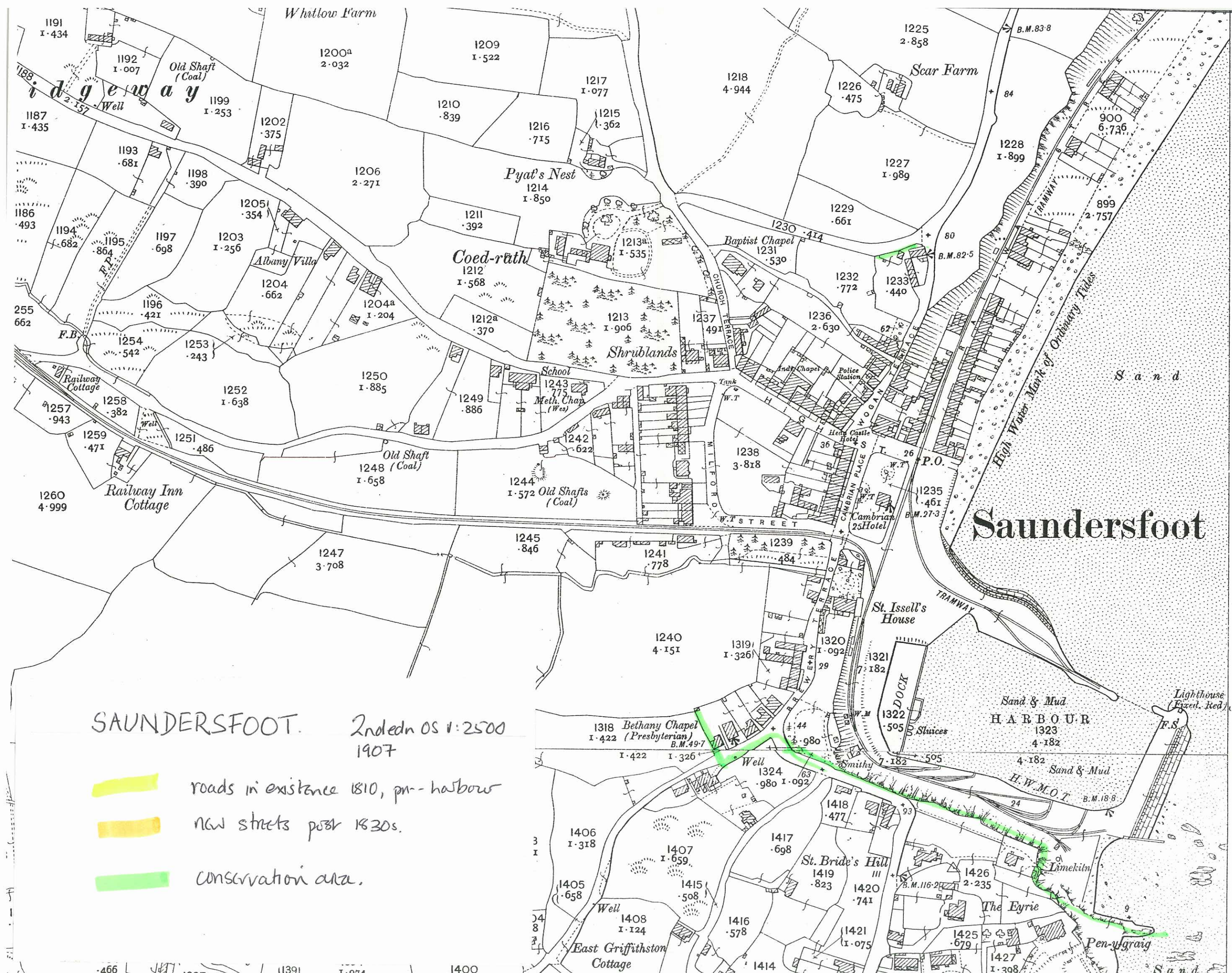
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B R I S T O L  
C A R M A R  
S A U N D E H

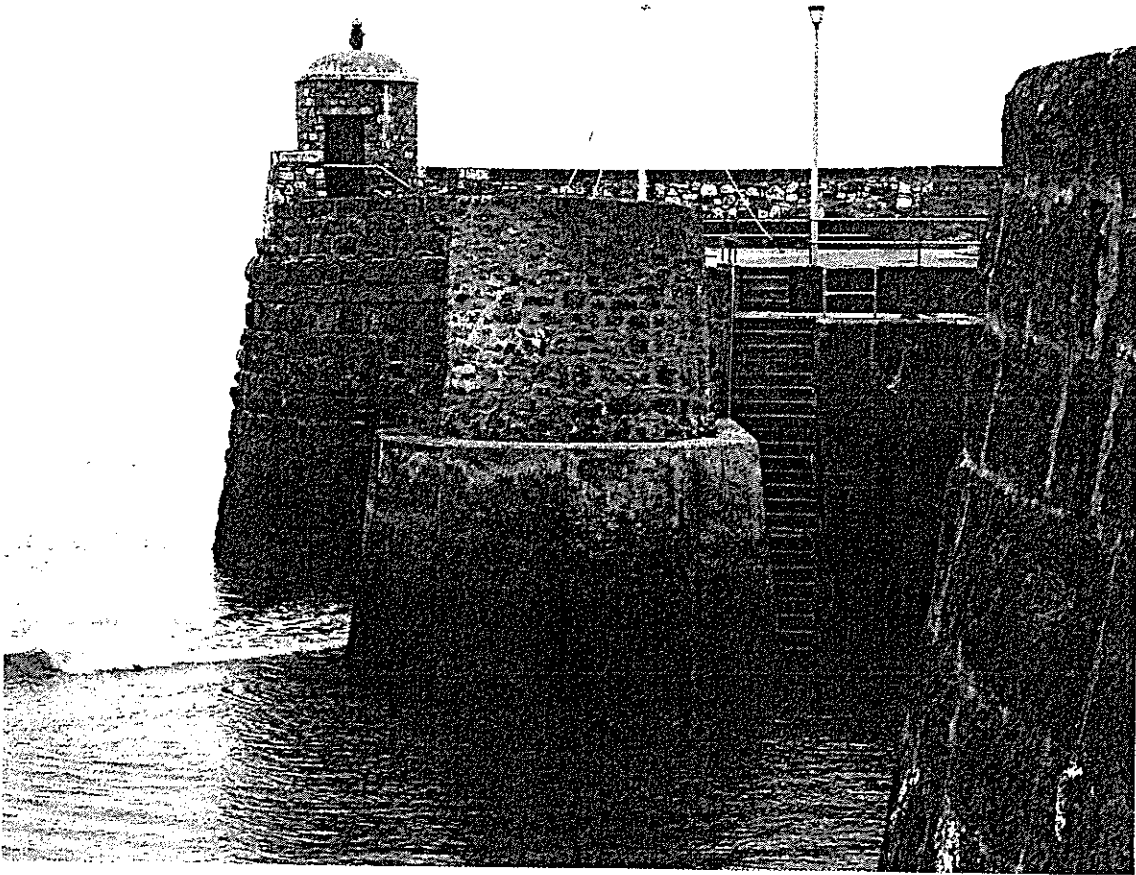




## Saundersfoot, Dyfed (Pembrokeshire. SN 138047) \*

A modest but typically idiosyncratic light on the end of the south pier of the small coal- and lime-exporting harbour. Built in 1848, it is a quaint square structure with a domed top with the door on the north side. The light is now a modern polycarbonate optic fixed to the top of the dome, but this

replaced a very unusual lantern with iron glazing bars supporting an ogee-shaped stone head 0.61m (2ft) in diameter and 0.28m (11ins) high. In 1861 It was illuminated by candles but this was considered inadequate. There was an ingeniously devised tidal light - a float in the harbour was connected by wires



*The small pierhead light at Saundersfoot had a float connected by wires to a red masking glass.*

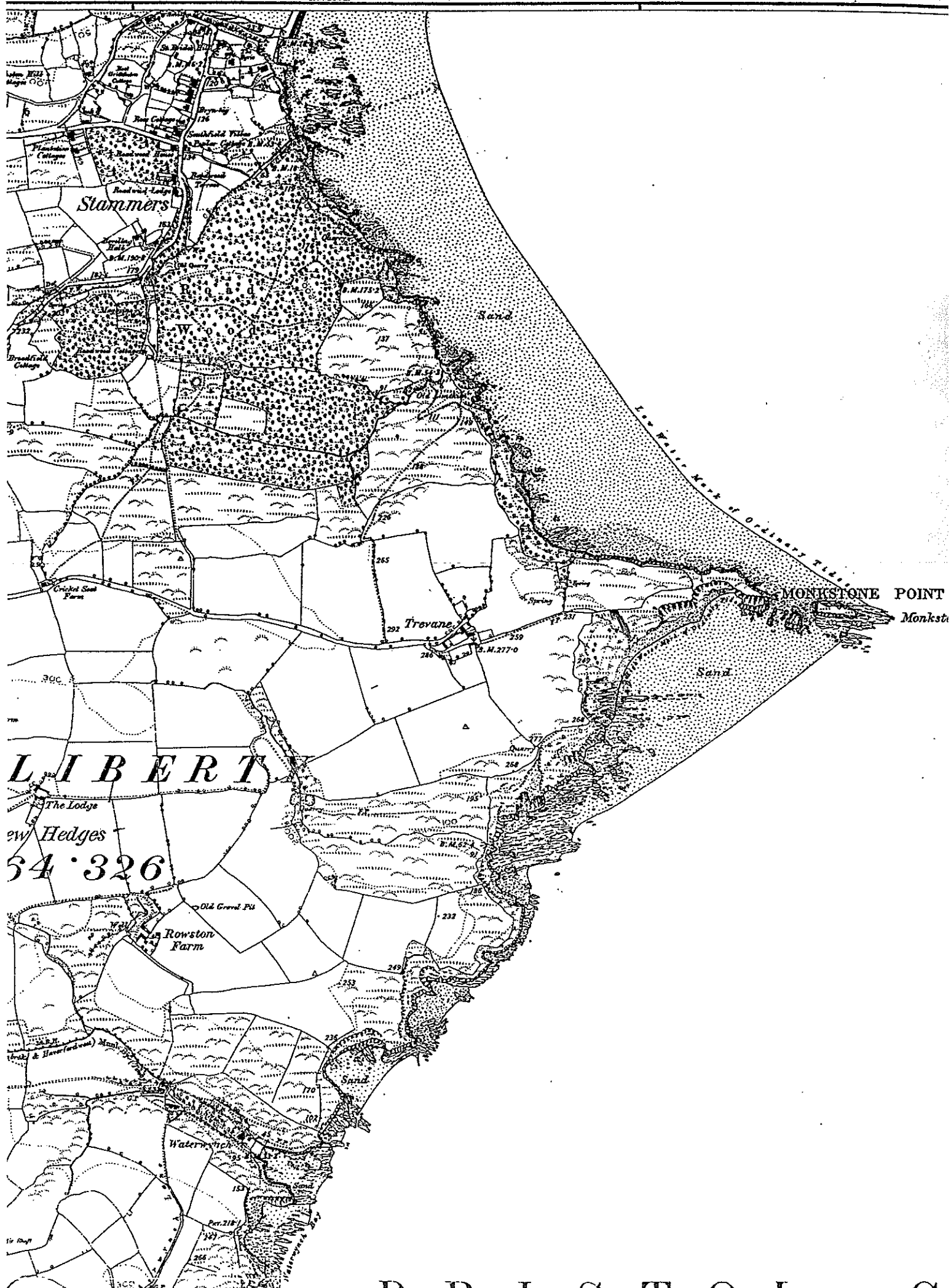
to a red glass which masked the light when entrance was impossible. The use of the light was discontinued in 1947, with the closure of the local mines but reinstated in 1954 when the port was revived as a yachting harbour.

The tower is constructed of local stone rubble, about 3.05m (10ft) high and 2.18m (7ft 2ins) square, standing on a stone plinth. The unlit interior has a domed roof which consists of large slabs of ashlar and was presumably constructed as a corbelled

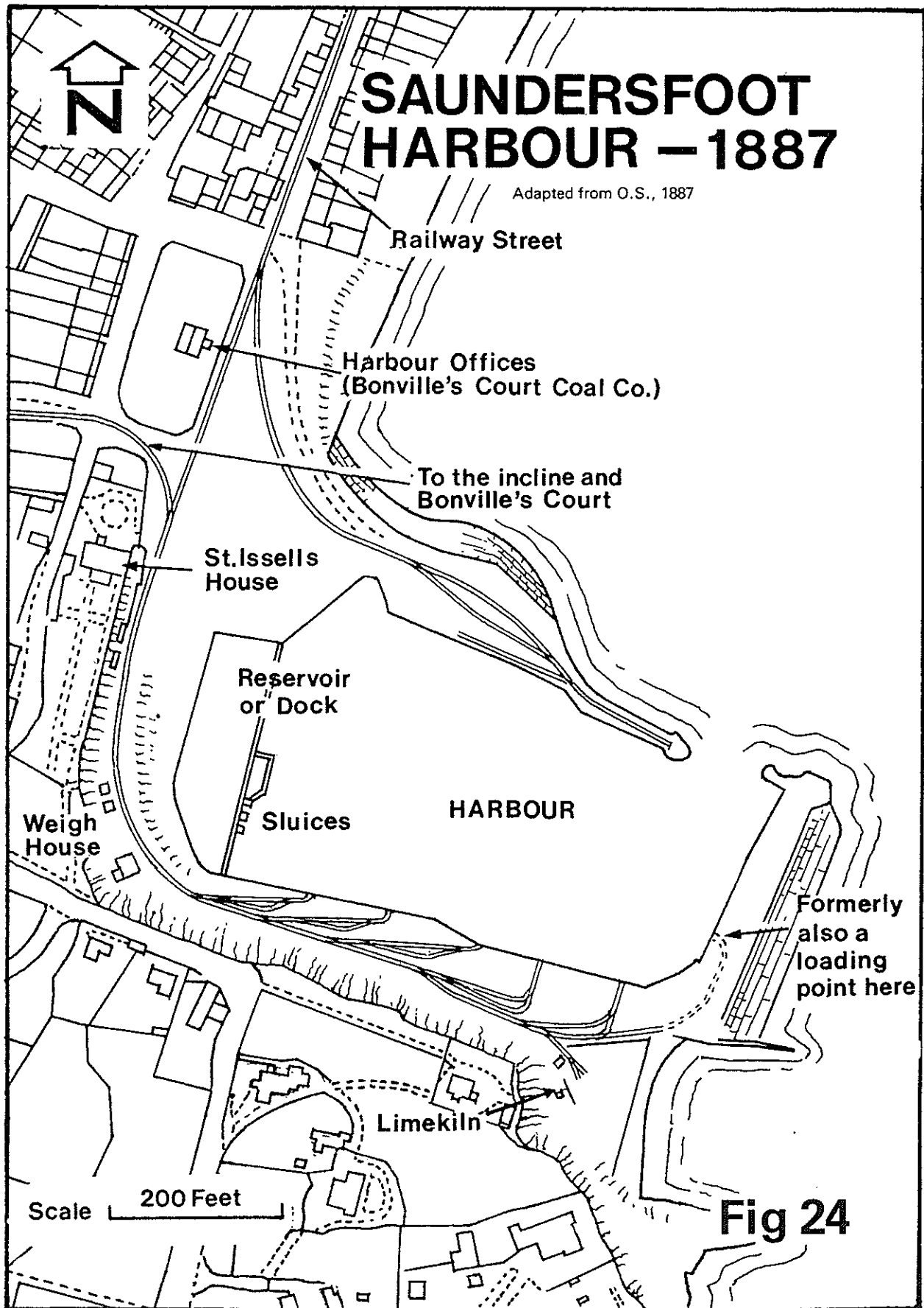
vault. The old lantern survived in use until about 1930, and was still in the possession of the harbour-master at the time of a visit in 1971. It was 0.61m (2ft) in diameter enclosing an oil light, and was divided into eight panes, 0.2m (8ins) across and 0.56m (22ins) high, with a vent hole and was bolted to the top of the dome.

The old light had a recorded elevation above the sea of some 4.6m (15ft) and the new light has a height of 6.4m (21ft).

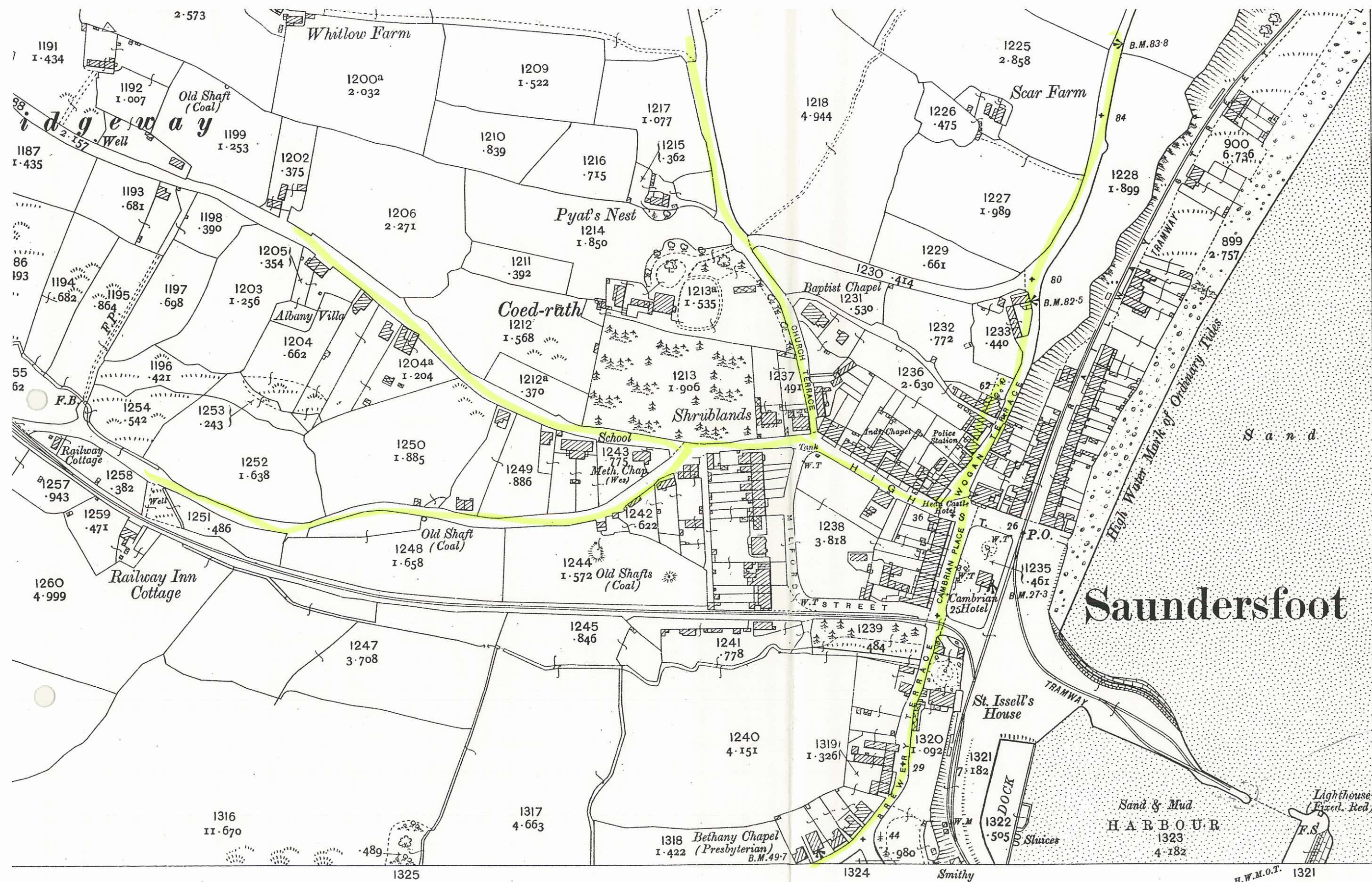
S A U N D E R S F O O T      B A Y



Enlarged from M.R.C. Price Industrial Saundersfoot  
Gomer Press 1982. p.188.







B R I S T O L C H A N N E L  
C A R M A R T H E N B A Y  
S A U N D E R S F O O T B A Y

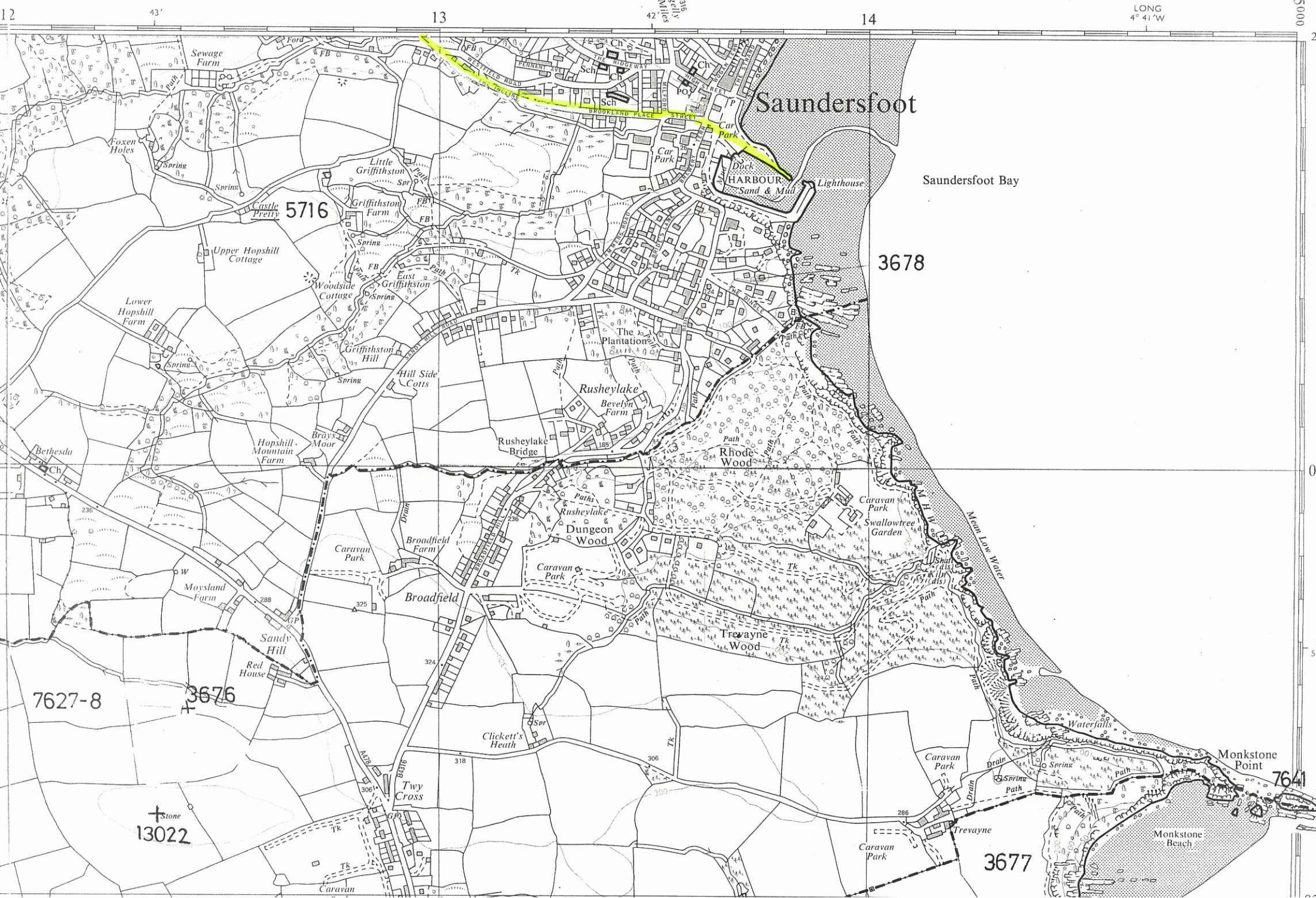
thickened?  
w. 17P OR  
road sandstone  
border  
thickened

Scale  $\frac{1}{2500}$  being 25.344 Inches to a Statute Mile or 208.33 Feet to One Inch.  
Links 100 0 5 10 15 20 25 30 35 40 Chains  
Feet 100 0 500 1000 1500 2000 2500 2600 Feet  
N.B. - The representation on this map of a Road, Track, or Footpath, is no evidence of the existence of a right of way.

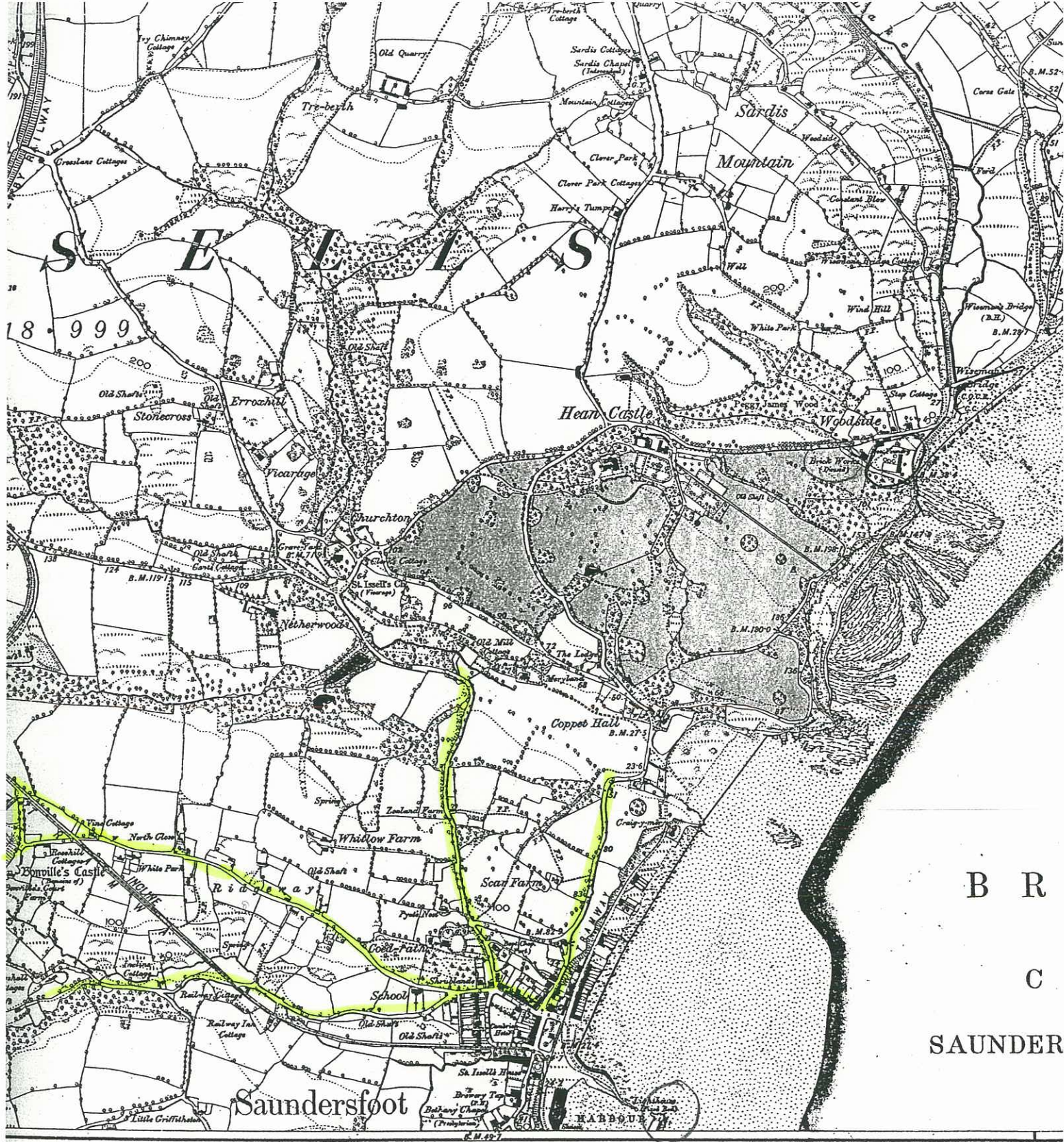
PRICE 6/8 NET.

2nd ed.









**3 AND SYMBOLS.**

Change of Boundary

Flow of water

Trigonometrical Station

Price 1s. net.

10 Chains 5 0 20

40 Perches 20 0 40

1000 Feet 500 0

1 Furlong 0

Characteristic Sheet.

Photozincographed from 2500 Plans and Published at the Ordnance Survey Office, Southampton.

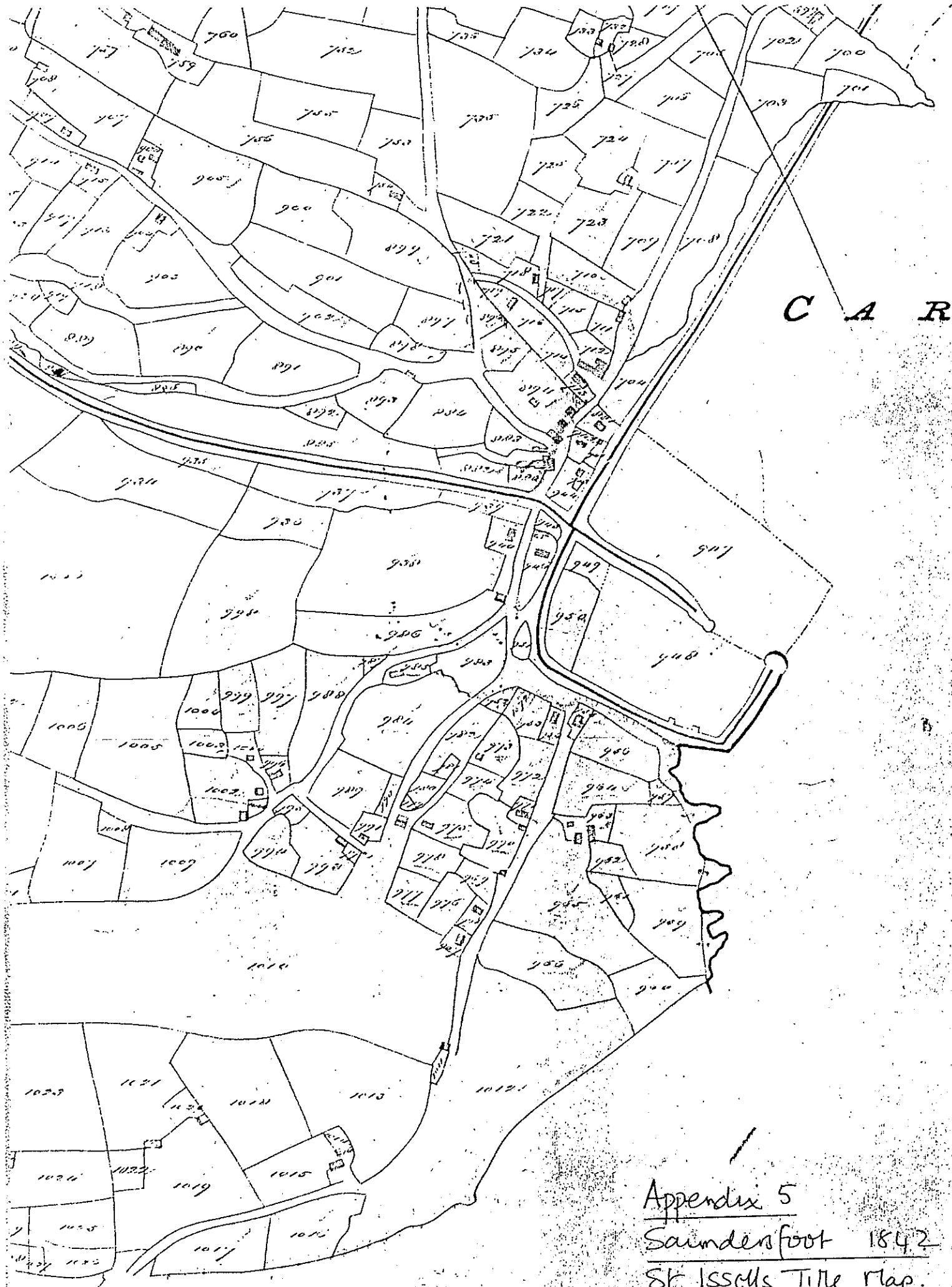
The Altitudes are given in Feet above the assumed Mean Level of the Sea at Liverpool, which is 0.650 of a Foot below the general Mean Level

Altitudes indicated thus (+ B.M. 54.7) refer to Bench Marks on Buildings, Walls, &c., those marked thus (-) preceded or followed by the height

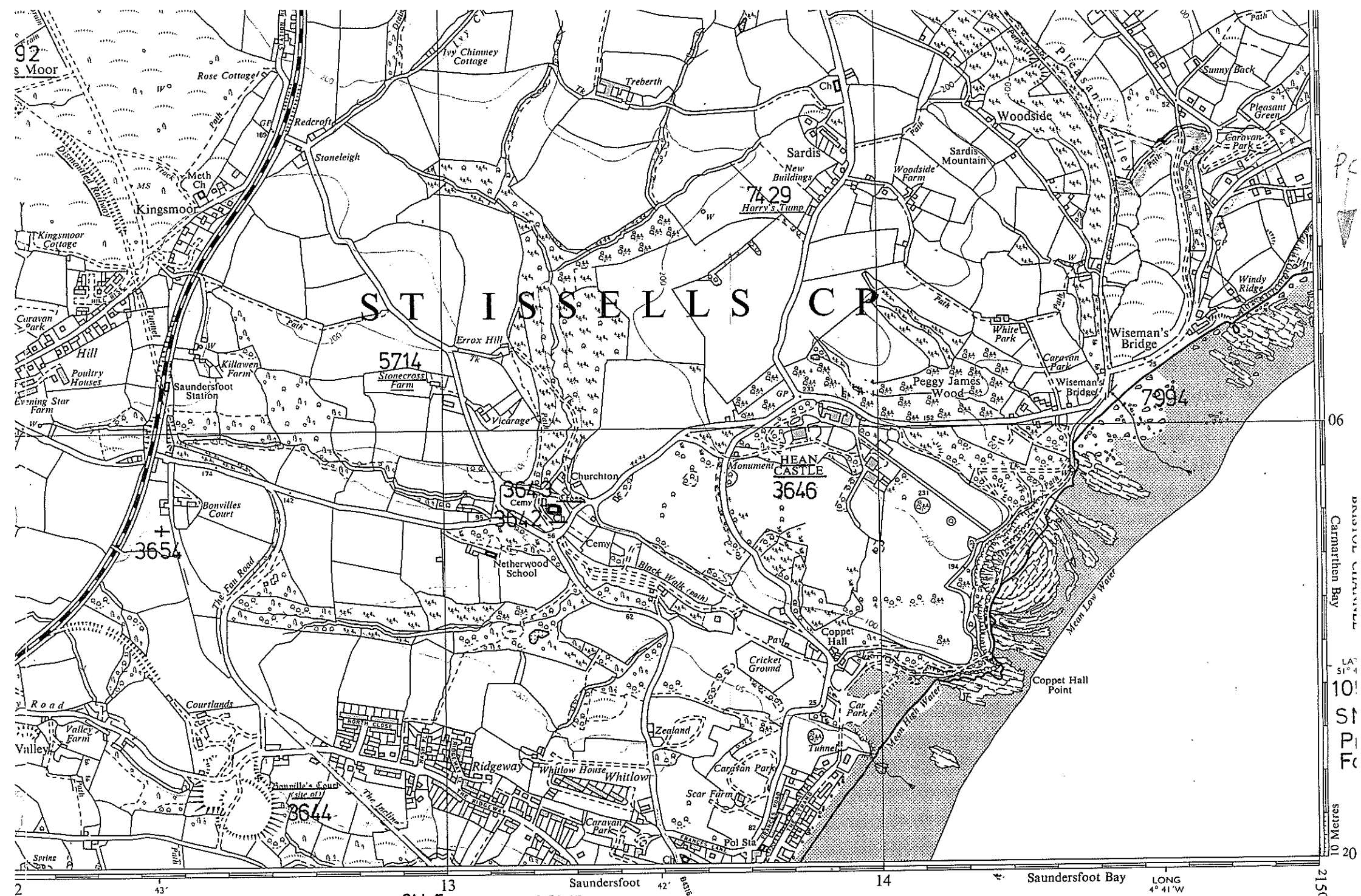
All rights of reproduction reserved.

1862 ed.





Appendix 5  
Saundersfoot 1842  
St Issells Title Map.

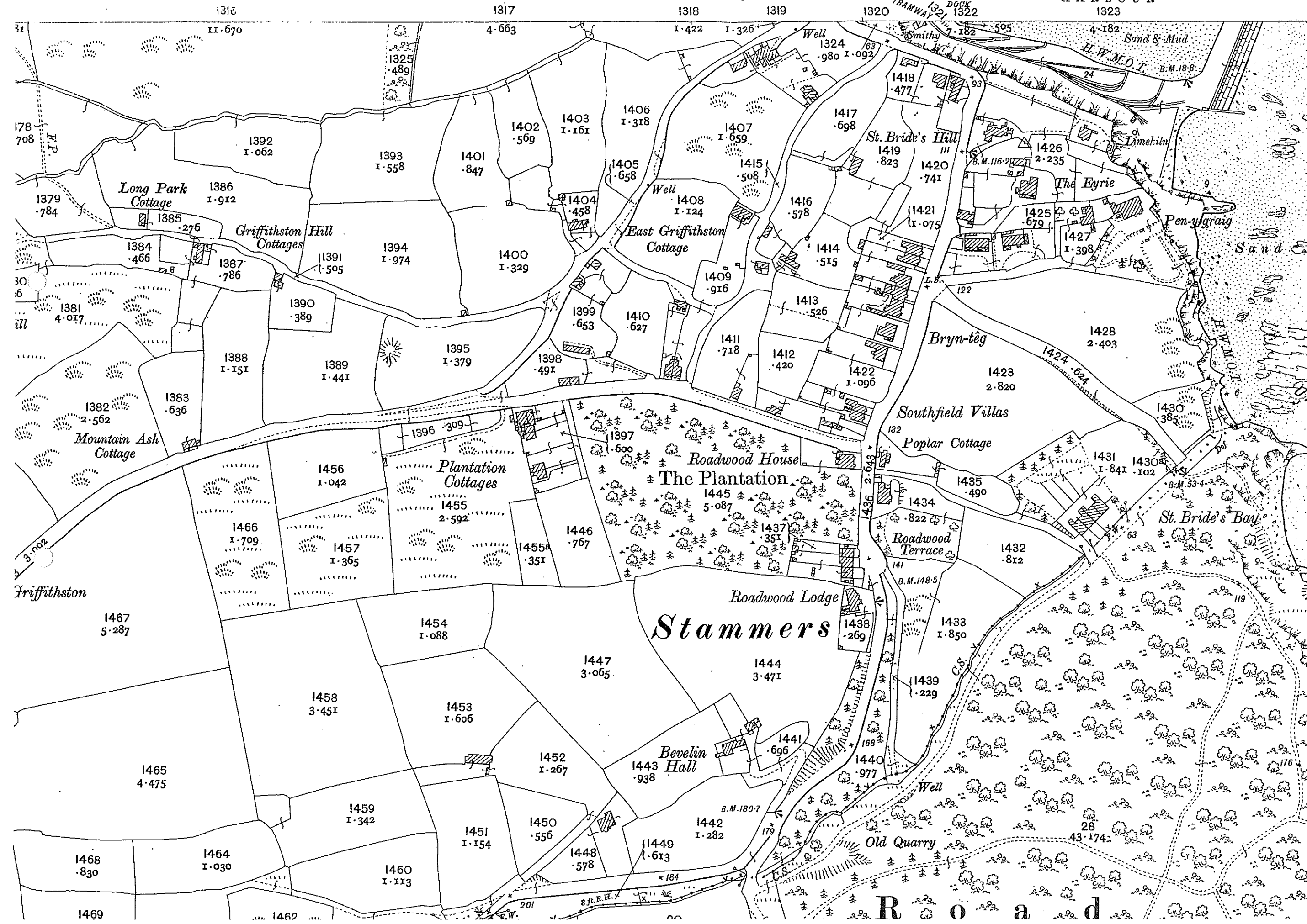


2nd edition

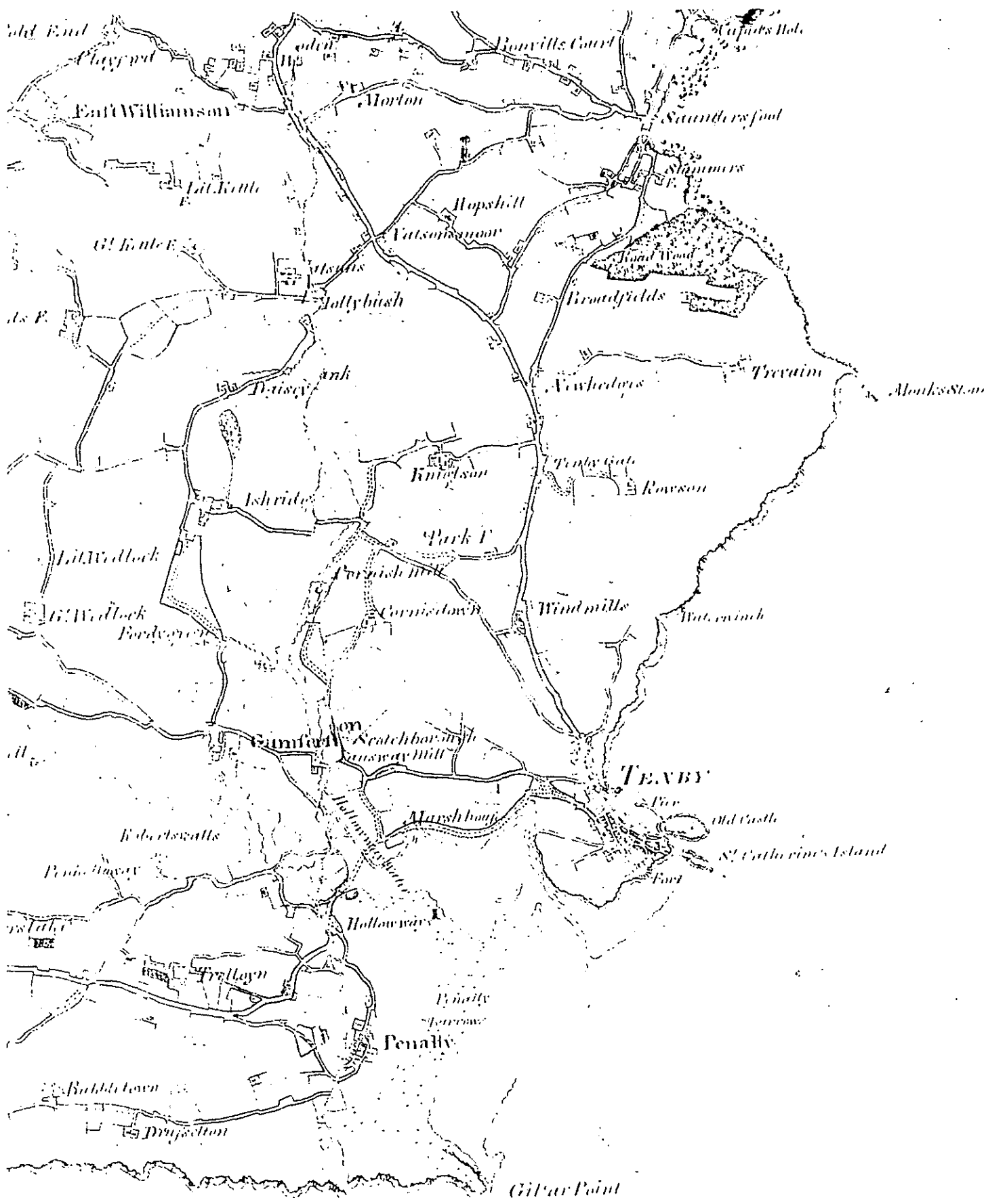
PEMBROKESHIRE SHEET XLI.3.

S a u n d e r s f o o t H A R B O U R

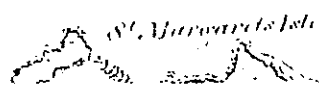
BRISTOL CHANNEL  
CARDIFF BAY  
SAUNDERSFOOT BAY







Surveyed  
1809-1810



Wash Chis

Wade Martin, Susanna 1995

Farms & Fields, London Balford

Davies, Margaret 1973

## Field Systems of S. Wales: ARH

Butler & R A Butlin eds

1973 - Studies of Field Systems - the Bristol Soc  
COP.

Wetmore lower the low one - next. brings  
Stops coming down 2 field birds.

•  $\text{residue}_{\text{mod } n}$

~~Keep from. - shed~~ SW Mt. Chambers - NRT/eng. -  
front large  
chassis shop

E pier - former millend - ? encapsulates earlier  
all replaced? concrete pier

Sea pier of n. pier at bridge - crude corr. rough concrete  
odd imp earth pier ? some stone "bollards" - larger primarily stones  
submerged concrete stairs  
for the glaci

Hbr entrance concrete frang - pennant sandstone?

new ship. - stone rubble 'pillar' + "ladder"

Nbs C park Kiosk Sandefer Hbr. Office - Commission  
industrial wh. block house  
MBC improvements 1987

Shance wharf - n-side a little bolted stone base probably  
gabion when stream emerges

new n-side early alibi residences

pro's original - + ? heavy wall. i hbr stone units ... } OK  
modern gates + on far side. rebuilt glaci

Split last surface on S. 'cliff' side - new + projection to steps  
- lower. nr Shance big S-shore bollard + hand crane work

'West wall + quay' reconstructed 1969-70 by S. foot Hbr Commission

engineer Lewis + Durvill - plaque

to small 'fish market' wharf for fishing 'trip' boats

Tagney Jones bakery and shop

- concrete stairs! sand pier  
solid - galv

Sea wall rebuilt in 1964 by S. H. Corp

pier heads OK - lower enclosure big bollard nr lunette

another ghastly rebuild of lighthouse i random curb. rubble.  
unwelcoming contrast concrete units,

huge exterior glaci



*Edinburgh  
down to  
Regent*

*ascend  
hospitals in  
Suttons sub-urban  
hand windows  
for*

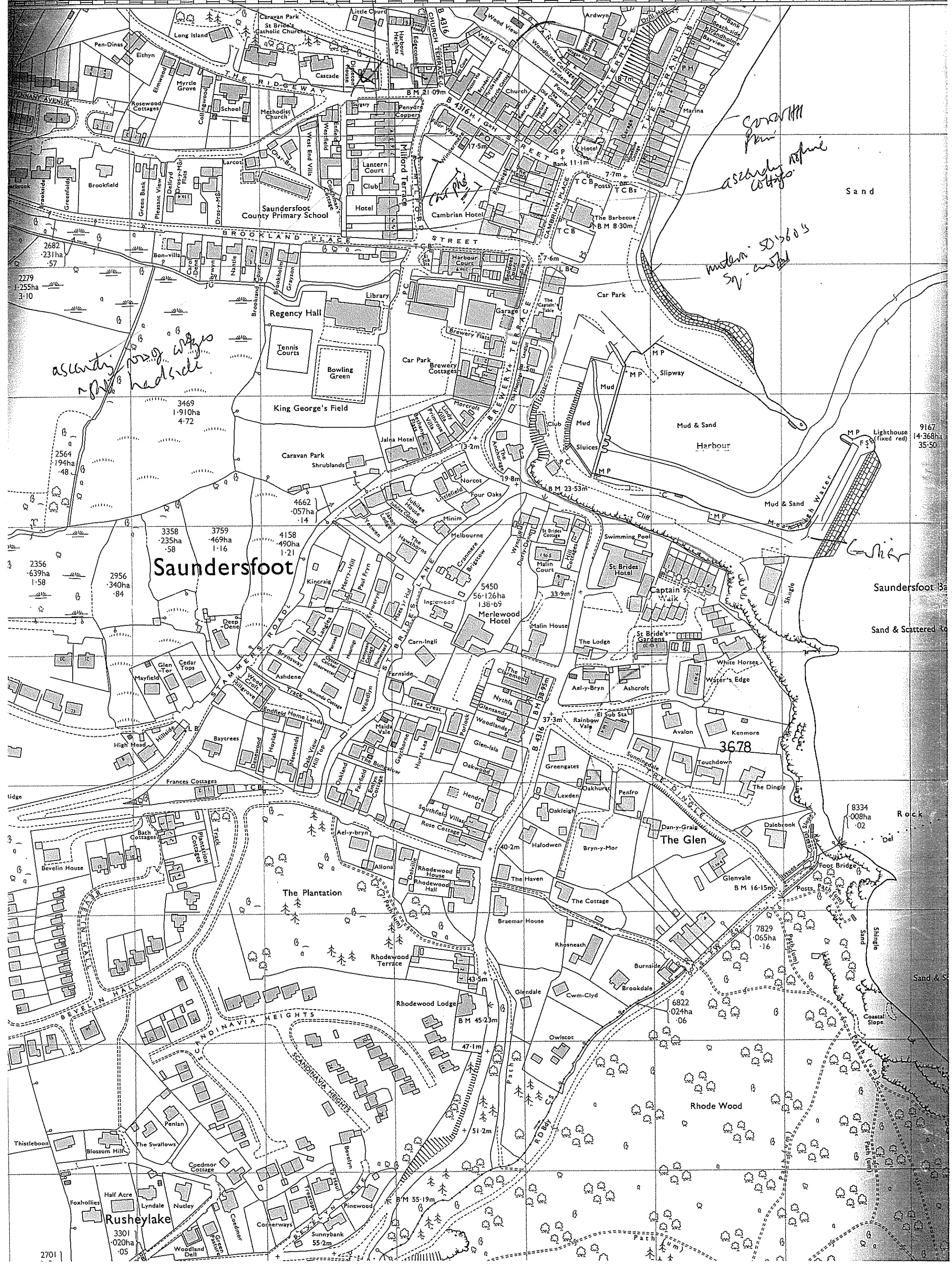
*hospitals  
Suttons  
+ gardens*

*ascend  
hospitals  
ascend  
hospitals*

*modern 50's  
sq. - 100's*

*ascend  
hospitals  
hospitals*

# Saundersfoot

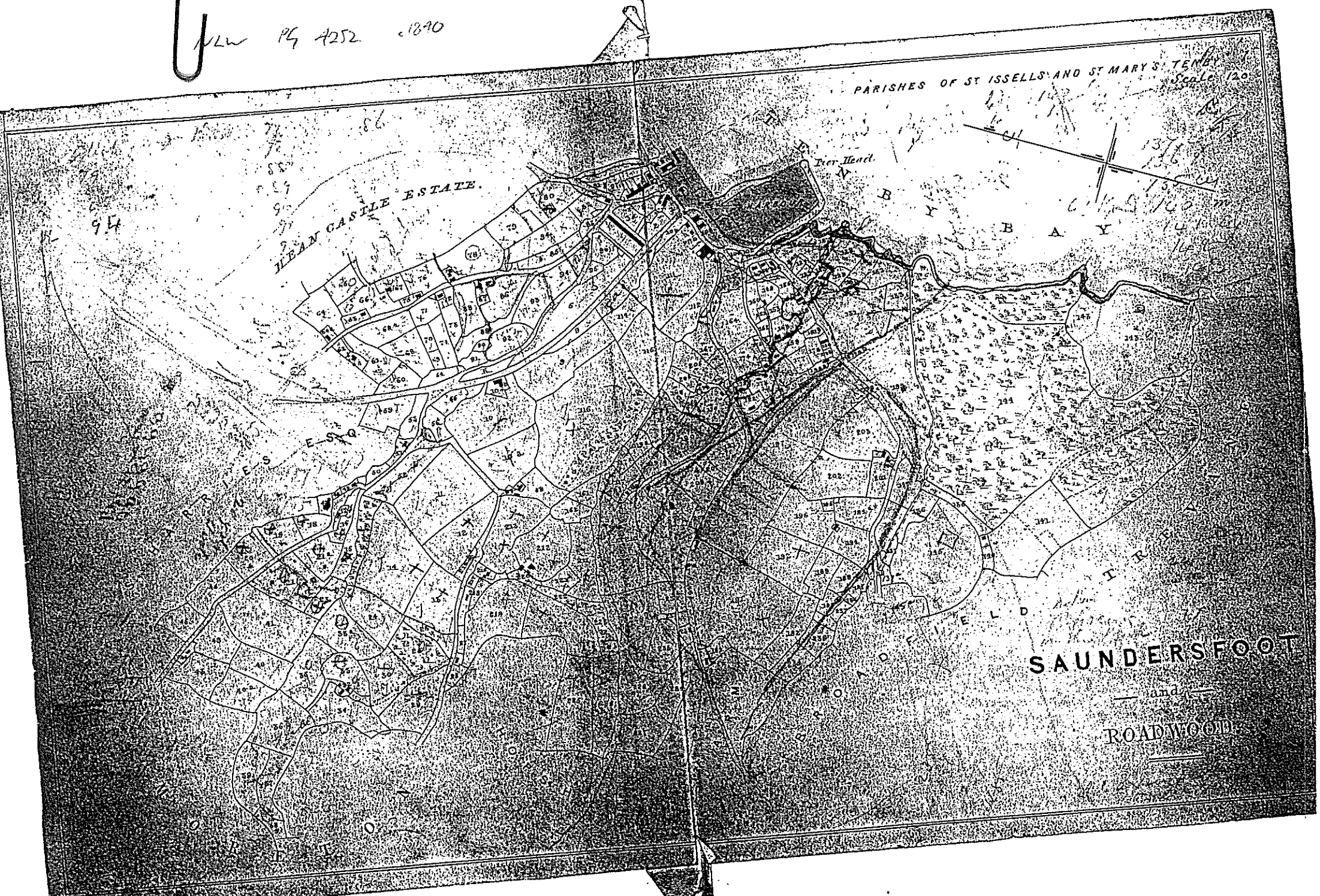


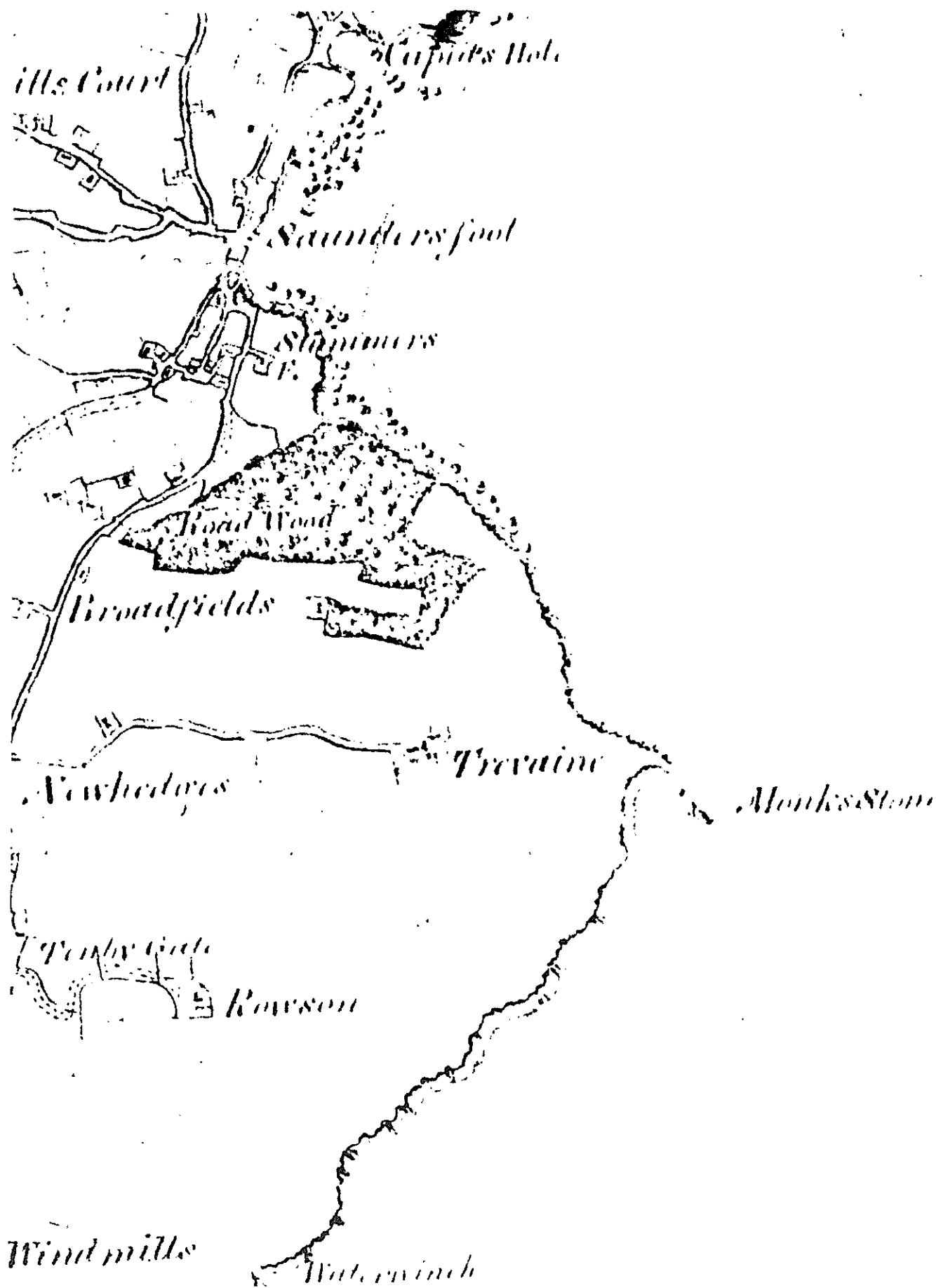
VLW PG 4252 1890

PARISHES OF ST ISSELLS AND ST MARY'S TENBY  
Scale 120

HEAN CASTLE ESTATE.

SAUNDERSFOOT  
— and —  
ROADWOOD







## PHYSICAL SETTING

Saundersfoot is located on the coast, three miles north of Tenby. The village faces the sea, and is set in a broad valley, which rises steeply to the north and south, sheltered from the south-west by Monkstone Point, which gives protection to the harbour and adjacent sandy beach. The surrounding geology consists of coal measures, which bear high quality anthracite.

## SETTLEMENT PATTERN

The pre-C19 village of Saundersfoot consisted of a cluster of cottages and inns near the sea-front. Redevelopment from the 1830s involved the building of new streets aligned with the new colliery tramlines (The Strand and Milford Street). Otherwise, the development of the village was rather sporadic, occurring along existing thoroughfares, such as the present High Street. The slow pace of growth meant that many gap sites were not filled until relatively recent years, with the result that many modern buildings mingle with the old. Some areas in the village remain undeveloped - for example, the former meadow behind the Cambrian Hotel.

Generally, the architectural style in Saundersfoot is very simple, but some later C19 buildings are in a Tudor-gothic style.

Nearly always, buildings are faced in smooth painted render and sometimes the local rubble sandstone (which generally was rendered). Brick facing is a not local practice, but some garden walls are built of brick, which was made locally on a small scale. Roofs are traditionally of slate, and all timberwork is traditionally painted.

## TOWNSCAPE

The most prominent buildings in the village are those facing the beach and harbour. Cambrian Terrace, although three storey, is entirely plain, while other buildings such as the Hean Castle Hotel and the Captain's Table are in a Tudor-gothic style. Both the Hean Castle and the Cambrian Hotels are prominently located, being built in response to the sudden industrial growth of Saundersfoot. The village contains no formal public buildings, but the three chapels, especially the Thomas Memorial Chapel (1899) in High Street, and the Wesleyan (1892) on Westfield Road are prominent.

Generally, buildings are two storeys in height, and grouped in short terraces with detached buildings filling random gaps between. A clear hierarchy exists between the three storey houses of Cambrian Terrace, and the small industrial workers' cottages along the Strand, which directly faced onto the colliery railway line. Milford Terrace consists of medium sized houses, built c. 1850 as speculative housing. Most buildings have small railed forecourts, but Milford Terrace is set behind large front gardens.

The main formal open space in Saundersfoot is the lawned area around the Tourist Information Centre, which until the 1930s was the plane of the railway line leading to the harbour.

Walking through the village, one rarely loses sight of the sea, except along the Strand, which has houses on both sides of the street. From the Harbour area, are superb coastal views, from Marros in the east, to Monkstone in the south, taking in the Gower Peninsula, and on a clear day, the Devon coast. The sea forms an attractive backdrop when viewed from the top of the village, especially from High Street. A splendid coastal views also exists from Wogan Terrace. The informal layout of the village itself is prominently visible from the Harbour or the sea itself, as the densely built-up area is slowly absorbed into the rural backdrop.

Among the more distinctive features of the Conservation Area, are the small forecourt gardens belonging to most buildings, which have C19 cast iron railings, made locally at the Stepside Foundry. Sometimes the plinths are built of brick, some displaying the stamp of the local Templeton Brickworks.

## LANDSCAPE

Although densely built-up, there are some surviving mature trees, which create a pleasant, almost semi-rural character, chiefly along Milford Terrace, where there are some majestic beeches. The fringes of the car park behind the Cambrian Hotel has large coniferous trees, which screen the houses of Milford Terrace from the rest of the village. There is also tree and shrub cover on the lower slope of the cliff to the south of the harbour.

## HISTORIC INTEREST

Saundersfoot is first mentioned by George Owen in 1595, its name apparently taken from the Sanders family, who are recorded in the area in 1332. Medieval Saundersfoot was covered by the ancient forests of Coedrath, belonging to the Earls of Pembroke. Coal was being mined here in 1324, and by the C16, was being mined on a more extensive scale - the Elizabethan historian, George Owen, noted that coal was being shipped to France and Ireland - probably from Coppett Hall beach at this date.

By 1820, Saundersfoot consisted only a few cottages, but inland, several collieries were beginning to open. There became an increased need for a modern harbour for the export of coal, and following the granting of an Act of Parliament in 1829, the building of a harbour at Saundersfoot was commenced, complete with a railway line to connect with the new collieries in the Begelly area, three miles away. Despite the need for extensive tunnelling, the whole scheme, together with an extra rail branch to the Kilgetty collieries was finished by 1836. The branch lines entered the village at Milford Street, and from the tunnel at the end of the Strand. At first, the coal drams were horse drawn, and later, steam locomotives were used. The coal-laden 'drams' running downslope to Milford Street were ingeniously controlled at the 'Incline', a sloping plane which enabled the gravity of the coal-filled drams to return the empty drams upslope. The quality of the anthracite coal was recognised worldwide, being particularly valued for steam machinery or malting, being too hard to burn on an open fire. A local practice was to mix anthracite dust and clay to make briquettes (locally called balls) which would produce a constant cooking heat on an open fire or range, which produced almost no smoke - in turn, the quality of this fuel was recognised, and the old Pembrokeshire custom was the predecessor of modern smokeless fuel.

The village grew rapidly after 1830. High Street laid out in 1837, Milford Terrace was being built in 1850 by the Saundersfoot Building Society, and Cambrian Terrace was being built by 1860. The railways were now serving an ironworks at Stepside (set up 1849), and a nearby brickworks. By now, there were eight public houses, and the economy flourished until the depression years of the 1920s, and the closure of largest local colliery at Bonville's Court in 1930. After a brief period of reuse, the railway lines were finally dismantled in 1955, but at this time, tourists were beginning to appreciate the attractions of the village. By the next decade, several proposals were made to cater for cheap, mass tourism - several of these, including high-rise development along the sea-front, were strongly resisted, and not realised. Today, tourism remains the chief industry, along with fishing. The village has a thriving commercial core, and the harbour remains popular with tourists and boat enthusiasts.

## PHYSICAL FABRIC

In ....., the Saunderfoot Enhancement Group was set up to try and address some of the negative factors in the village, and to improve the quality of the overall environment. The Group consists of people from ..... A programme of enhancement works has been implemented and has included street surfacing, upgrading lighting and street furniture, and grant-aiding owners of traditional properties within the Conservation Area to undertake traditional repairs to their properties. (Contact PCNP etc) Identify negative buildings and features at this stage?

## CHARACTER

Despite some tourist-related development, there is much evidence left of Saundersfoot's industrial past. This is not just noticeable in the buildings themselves, but also their positions and hierarchy - from the industrial cottages of the Strand, the 'better' houses of Milford Terrace to the colliery owner's house facing the harbour (now the Captain's Table). The products of the 'spin-off' industries associated with

coal - ironmaking and brickmaking, are also displayed in the Conservation Area. The combination of this fascinating industrial past, and the beautiful surrounding coastal scenery gives Saundersfoot a special character of its own.

#### CONCLUSION

Saundersfoot has been designated as an area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance, as required by the 1990 Listed Buildings and Conservation Areas Act. A considerable amount of the industrial past of the village and its area survives, which has been retained as part of the tourist attraction of the village. The establishment of the harbour, with its rail-links to outlying collieries in the early C19 was a vast undertaking for so early a date, and this successful experiment, promoted by the local gentry is extremely important in a national context.

Robert Scowfield. PCNP 02/98.