



**CARN BREA NEIGHBOURHOOD DEVELOPMENT PLAN
HISTORIC ENVIRONMENT
EVIDENCE BASE V4 - JULY 2022**

**CARN BREA NDP STEERING
GROUP**

Planning Policy Background

National Planning Policy Framework 2021.

1. Key messages include-

- Key Heritage assets should be recognised as an 'irreplaceable resource' that should be conserved in a 'manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of existing and future generations' (Para 189). This should take account of 'the wider social, cultural, economic and environmental benefits' of conservation, including 'the desirability of sustaining and enhancing the significance of heritage assets', the opportunities to draw from the historic environment to support the character of a place, and recognising the positive contribution new development can make to local character and distinctiveness (Para 190).
- Plans should set out a 'positive strategy' for the 'conservation and enjoyment of the historic environment', including those heritage assets that are most at risk (Para 190).
- 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss of less than substantial harm to its significance' (Para 199).
- Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this [Para 126]
- Plans should, at the most appropriate level, set out a clear design vision and expectations...Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes....[Para 127].
- Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design...[Para 128.... all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes [Para 129].
- Planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); and establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site, support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users 49 ; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience [Para 130]
- Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined 50 , that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards) [Para 131].

Cornwall Local Plan.

2. Key messages include-

- Objective 10 within key theme 4 refers to enhancing and reinforcing local natural, landscape and historic character and distinctiveness and raising the quality of development through; '*a. Respecting the distinctive*

character of Cornwall's diverse landscapes' ...and...'c. Excellence in design that manages change to maintain the distinctive character and quality of Cornwall.'

- CLP Policy 24 relates to the historic environment. It states that development proposals will be permitted where they will sustain the cultural distinctiveness and significance of Cornwall's historic rural, urban and coastal environment by protecting, conserving and where appropriate enhancing the significance of designated and non-designated assets and their settings. Development proposals will be expected to:
 - sustain designated heritage assets
 - take opportunities to better reveal their significance
 - maintain the special character and appearance of Conservation Areas, especially those positive elements in any Conservation Area Appraisal
 - conserve and, where appropriate, enhance the design, character, appearance and historic significance of historic parks and gardens
 - conserve and, where appropriate, enhance other historic landscapes and townscapes, including registered battlefields, including the industrial mining heritage
 - protect the historic maritime environment, including the significant ports, harbours and quays.

Other plans and studies

3. 'A Green Future: Our 25 Year Plan to Improve the Environment' the Government's 25 Year Environment Plan, includes policies within Chapter 2 'Recovering nature and enhancing the beauty of landscapes' and Goal 6 'Enhanced beauty, heritage and engagement with the natural environment' which directly relate to the Historic Environment SEA theme.

4. The Government's Statement on the Historic Environment for England sets out its vision for the historic environment. It calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life.

5. Historic England Guidance and Advice notes are particularly relevant and should be read in conjunction with the others:

Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1 (2nd edition, February 2019) outlines ways to manage change that conserves and enhances historic areas in order to positively contribute to sustainable development. Principally, the advice note emphasises the importance of:

- Understanding the different types of special architectural and historic interest which underpin the designations; and
- Recognising the value of implementing controls through the appraisal and/or management plan which positively contribute to the significance and value of conservation areas.
- The guidance specifically mentions the role of Neighbourhood Plans, including:
 - the identification of areas which have a special interest and character or appearance possibly meriting consideration for designation by the local planning authority;
 - commissioning CA appraisals that can add depth and a new perspective to LA considerations;
 - including specific, more detailed, policies for individual conservation areas, possibly alongside site allocation and/or design policies as part of a 'positive strategy' for conservation as suggested in the NPPF;

Sustainability Appraisal (SA) and Strategic Environment Assessment (SEA): Historic England Advice Note 8 (December 2016) provides support to all stakeholders involved in assessing the effects of certain plans and programmes on the historic environment. It offers advice on heritage considerations during each stage of the SA/SEA process and helps to establish the basis for robust and comprehensive assessments.

Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2nd Edition) (December 2017) provides general advice on understanding setting, and how it may contribute to the significance of heritage assets and allow that significance to be appreciated, as well as advice on how views can

contribute to setting. Specifically, Part 2 of the advice note outlines a five stepped approach to conducting a broad assessment of setting:

Step 1: Identify which heritage assets and their settings are affected;

Step 2: Assess the degree to which these settings make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated;

Step 3: Assess the effects of the proposed development, whether beneficial or harmful, on that significance or on the ability to appreciate it;

Step 4: Explore ways to maximise enhancement and avoid or minimise harm; and

Step 5: Make and document the decision and monitor outcomes.

Neighbourhood Planning and the Historic Environment: Historic England Advice Note 11 (2nd edition) (April 2022) outlines the importance of considering the historic environment whilst preparing the plan (section 1), which culminates in a checklist of relevant issues to consider, followed by an overview of what this means in terms of evidence gathering (section 2). Sections 3 to 5 of the advice note focus on how to translate evidence into policy, understand the SEA process and Historic England's role in neighbourhood planning.

6. Cornwall Council's **Historic Environment Supplementary Planning Document [Draft]** requires the historic environment impact assessments to:

- identify the site, the heritage assets and their settings
- Understand its significance, its sensitivities and capacity for change irrespective of any known proposals
- Understand the potential impact of specific proposals on that significance
- Use that understanding to inform the design process to:
- look for opportunities to avoid, minimise or mitigate impact
- look for opportunities to better reveal or enhance significance, create a more sustainable and interesting place
- justify any harmful impacts (in terms of sustainable development, the need for change, overriding benefits etc.)
- offset negative impacts through recording, disseminating and archiving archaeological and historical information.

7. **Camborne, Pool, Illogan & Redruth Framework [March 2017]** notes that whilst Camborne, Pool, Illogan & Redruth have distinct and separate identities amongst their residents, Camborne Pool and Redruth form a continuous corridor of urban development, which collectively represents Cornwall's largest conurbation, with a population of 47,5001. Its strategic vision is 'For Camborne Pool Illogan & Redruth to come together to re-establish itself as Cornwall's economic powerhouse'.

8. A series of objectives support that vision, of which the following is most relevant to the historic environment:

Objective 8 – Environment: For CPIR to be renowned as a destination for cultural and heritage related tourism; in doing so acting as the hub for experiencing the World Heritage Site. Maintain the separate identities of Camborne, Pool, Illogan and Redruth, whilst utilising their collective strength.

9. **Pool Vision** is a masterplanning exercise undertaken for the Pool Regeneration Area in Cornwall assembled to create an updated vision for the areas continued regeneration. The document covers the wider area of Pool, as shown in the illustration alongside. It is intended to set out a finer level of detail for this area below the provisions of the Cornwall Local Plan, to be used as guidance when preparing planning applications for the land in question and to inform placemaking and the decision-making process in the Pool area. Its spatial vision is:



" To establish Pool as a Town with its own community identity; creating high quality neighbourhoods to live in, which sit comfortably with strategic health, education, leisure and employment facilities that are of benefit to the whole of Camborne-Pool- Illogan-Redruth and beyond "

To deliver this Vision, ten objectives have been set:

- 1. To protect and enhance the existing historic and cultural assets in the town*
- 2. To create a network of high quality, complementary neighbourhoods and commercial quarters that are outward looking and well connected*
- 3. To replace derelict and under-utilised land with high quality built development and public realm that respects Cornwall's rich heritage and culture*
- 4. To create a series of complementary community hubs, which represent focal points for the local community Potential centres/hub around Pool Cross / Pool Innovation Centre + Cornwall College / Heartlands and in the longer term strategic improvements around Morrisons/Lidl to Macsalvors to enhance the existing heritage assets and also to create a new town 'centre' to support the local 'town' community.*
- 5. To prioritise the delivery of high quality sustainable transport measures to support the area's growth, including a network of pedestrian and cycle routes*
- 6. To create high quality public realm, including tree planting and public art, which knits the area together; providing green and interesting spaces for residents and visitors*
- 7. To utilise Pool's assets to continue to grow it as an economic hub for CPIR and West Cornwall, with a focus on quality jobs and prosperity; fostering a hub for the digital economy within Pool, with Fibre Park at its heart; maximising the opportunities generated from the Pool Innovation Centre; and supporting the continued growth of the area's industrial sectors, including the recommencement of mining at South Crofty and supporting the gradual upgrade of the area's new and existing industrial quarters*
- 8. To create class leading skills and education opportunities in Pool for residents throughout West Cornwall*
- 9. To deliver excellent healthcare facilities, creating a hub and centre of excellence for West Cornwall*
- 10. To provide leisure and recreation facilities that provide for the local residents, particularly young people, as well as the wider community; including a complementary network of high quality sports facilities at Carn Brea Leisure Centre, Cornwall College and Pool Academy.*

Baseline

7. The consideration of the historic environment is an important aspect of neighbourhood planning and must be properly considered if a Plan is to conform to the 'Basic Conditions'.

8. It is also important that the NDP Steering Group develop and share a broad understanding of how the historic environment within and surrounding the NDP's designated area contributes to the perceptions and experience of it as a place. It is often a place's heritage that makes it distinctive and gives local people a sense of belonging or identity and a feeling of pride in a place. Local distinctiveness can also help to support tourism and attract investment to an area. Looking after the historic environment in NDPs ensures that it will be valued and be available for future generations to enjoy and connect with their roots, an important aspect of 'sustainable development'. It can also support other national and local objectives, such as building a strong, competitive economy and supporting the health and welfare of residents, to requiring good design.

9. To develop a fuller understanding of the historic environment, it is considered that the Evidence Base should go beyond a simple listing of heritage assets, to also include an overview of those assets and the historic landscape in which they are set, and how they tell the story of the distinctive physical, cultural and economic history of the area that makes it the 'place' it is today. This baseline includes such a summary overview statement to help draw out the historic environment and design objectives for the NDP.

Definitions.

10. There are important definitions which need to be understood [see table 1]

TABLE 1: HELPFUL DEFINITIONS

Historic Environment:

'All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.' [NPPF 2019]

Conservation (for heritage policy):

'The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.' [NPPF 2019]

Heritage asset:

'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).' [NPPF 2019]

Designated heritage asset:

'A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.' [NPPF 2019] These are protected by legislation, national and local planning authority policies.

Undesignated heritage asset:

There are also sites, monuments, buildings, places, areas and landscapes that do not meet the criteria for formal designation but which are locally valued due to their heritage interest and merit consideration in planning. These are called non-designated heritage assets.

They may include assets which have been identified from a range of sources such as:

- a 'local list' prepared by the local planning authority
- the local Historic Environment Record as a result of research,
- conservation area appraisals and reviews,
- decision-making on planning applications,
- specialist studies associated with, for example, regeneration initiatives.

They can also include 'locally valued heritage assets' identified by an NDP group through community engagement as part of the preparation of its Plan.

[Undesignated heritage assets may be listed in an NDP policy and their conservation promoted through a bespoke neighbourhood plan policy which sets out how proposals affecting non-designated heritage assets on the list will be considered]

Setting of a heritage asset:

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

The setting of a heritage structure, site or area is defined as the immediate and extended environment that is part of, or contributes to, its significance and distinctive character. Beyond the physical and visual aspects, the setting includes interaction with the natural environment; past or present social or spiritual practices, customs, traditional knowledge, use or activities and other forms of intangible cultural heritage aspects that created and form the space as well as the current and dynamic cultural, social and economic context' (Xi'an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas, ICOMOS, 2005)

Significance (for heritage policy)

The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Heritage Interpretation

'Activities intended to heighten public awareness and enhance understanding of cultural heritage sites. These can include print and electronic publications, public lectures, on-site and directly related off-site installations, educational programs, community activities, and ongoing research, training, and evaluation of the interpretation process itself. (ICOMOS Ename Charter for the Interpretation and Presentation of Cultural Heritage Sites (2008)

Conservation v Preservation

Conservation is the process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate enhances its significance. Preservation is to protect or keep something as it is or in its original state, to preserve it from harm to its significance and fabric. In Planning the focus is on conservation

However, conservation of the most sensitive and important buildings or sites may come close to absolute physical preservation, but those instances will be very rare. The vast majority of our heritage assets are capable of being adapted or worked around to some extent without a loss of their significance. Indeed change is often vital to facilitate the optimum viable use of an asset so that it continues to receive investment.

Conservation Areas

11. A Conservation Area is an area of special architectural or historic interest with a character or appearance that is desirable to preserve or enhance. There are no standard specifications for Conservation Areas; they may include the historic parts of a town or village, have an important industrial past or, for example, cover an historic park. Invariably such areas will have a concentration of historic buildings, many of which may be listed. However, it is the quality and interest of the area which will be significant. This may include spaces around buildings, views and vistas, historic street patterns, gardens (public and private), trees and field systems.

12. Currently the area of Tuckingmill and Carn Brea Hill are Conservation Areas [See Map 1]. The Pool Vision¹ document notes that *'the lack of formal protection (eg Conservation Area) means that the historic integrity is at risk and therefore diminishes the status of the World Heritage Site. It is important that this historic "identity" is protected and that future development responds & enhances the inherent character of Pool'* It goes on to recommend in its

¹ Note: The Pool Vision document refers to the entire area from Tuckingmill to Blowinghouse as 'Pool'.

spatial strategy that the historic areas of both Pool village and Illogan Highway/Tolskithey be designated as Conservation Areas.

Listed Buildings and Scheduled Ancient Monuments

13. Listed Buildings and other structures are those that have been listed by the Secretary of State (for Digital, Culture, Media and Sport) as being of special architectural or historic interest. The general principles are that all buildings built before 1700 which survive in anything like their original condition are likely to be listed, as are most buildings built between 1700 and 1850. Particularly careful selection is required for buildings from the period after 1945. Buildings less than 30 years old are not normally considered to be of special architectural or historic interest because they have yet to stand the test of time. On listing, buildings are graded as I, II* or II. The grading is a general indication of the level of importance of the building. Grade I and II* buildings make up roughly 2.5% and 5.8% of the total list, respectively. Over 90% are Grade II.

14. The effect of listing is that Listed Building Consent will be required for demolition or alteration or extension works that affect the character of the building as a building of special architectural or historic interest. Consent is sought from the local planning authority and procedurally is handled much like a planning application. Anyone carrying out works without proper consent may be required to reverse them and/or face prosecution.

15. In Carn Brea Parish there are 76 Listed structures. These are:

TABLE 2: LISTED BUILDINGS IN CARN BREA PARISH [Source: CC Online mapping, Historic England website]	
Grade	Location
II	CHIMNEY STACK BESIDE RED RIVER AT SW 658 415 TOLGARRICK ROAD
II	CHIMNEY STACK AT SW 674 408 TREGAJORRAN
II	STABLE BLOCK FORMING NORTH SIDE OF FARMYARD AT TRELOWETH FARM TRELOWETH ROAD POOL
II	ENGINE HOUSE TO DAUBUZ SHAFT ON SOUTH WHEAL FRANCES SETT AT SW 674 390 RESKILARD
II	WINDING ENGINE HOUSE TO PASCOE'S SHAFT ON SOUTH WHEAL FRANCES SETT SW 677 392 TRESKILLARD
II	MILEPOST AT SW 663 402 TREVENSON ROAD POOL
II*	PUMP ENGINE HOUSE AT TAYLOR'S SHAFT OF NEW EAST POOL MINE TREVITHICK ROAD POOL
II	HEAD OF CORNISH CROSS IN STONE HEDGE AT SW 674 397 WHITCROSS HILL
II	BASSET COUNT HOUSE
II	VANNER HOUSE TO WHEAL BASSET MINE AT SW 691 398 CARNKIE
II	CHIMNEY APPROXIMATELY 10 METRES SOUTH OF STAMPS ENGINE HOUSE TO WHEAL BASSET MINE CARNKIE
II	CHIMNEY APPROXIMATELY 30 METRES EAST OF VANNER HOUSE TO WHEAL BASSET MINE CARNKIE
II	PUMP ENGINE HOUSE TO LYLE'S SHAFT AT SW 688 401 CARNKIE
II	CHIMNEY AT SW 689 401 CARNKIE
II	STAMPS ENGINE HOUSE TO WEST BASSET STAMPS ON NORTH WHEAL BASSET SETT AT SW 687 402
II	CALCINER AT WEST END OF BUDDLE FLOOR OF WEST BASSET STAMPS ON NORTH WHEAL BASSET SETT AT SW 687 401 CARNKIE
II	PENCOYS VILLA CHUCH ROAD FOUR LANES
II	20 AND 22 CHUCH ROAD POOL
II	MILEPOST APPROXIMATELY 25 METRES EAST OF PENVENTON TERRACE HELSTON ROAD PENVENTON
II	LOSCOMBE HOUSE 35 LOSCOMBE ROAD FOUR LANES
II	BOILER HOUSE ATTACHED TO CHIMNEY ON EAST SIDE OF PUMP ENGINE HOUSE TO MARRIOTT'S SHAFT ON SOUTH WHEAL FRANCES SETT PIECE
II*	PUMP ENGINE HOUSE TO ROBINSONS SHAFT AT SOUTH CROFTY MINE STATION ROAD Carn Brea
II	WINDING ENGINE HOUSE TO CHAPPEL'S SHAFT OF OLD COOK'S KITCHEN MINE AT SW 665 406 TINCROFT ROAD
II	CHIMNEY STACK BESIDE RED RIVER AT SW 659 414 TOLGARRICK ROAD TUCKINGMILL
II	DUNSTANVILLE MEMORIAL
II	CARN BREA CASTLE
II	ILLOGAN HIGHWAY METHODIST CHURCH AGAR ROAD

II	CHIMNEY APPROXIMATELY 20 METRES NORTH OF STAMPS ENGINE HOUSE TO WEST BASSET STAMPS AT SW 687 402 CARNKIE
II	BUDDLE FLOOR OF DRESSING PLANT TO WEST BASSET STAMPS ON NORTH WHEEL BASSET SETT AT SW 687 401 CARNKIE
II	TREVENSON CONSERVATIVE CLUB AND SCHOOL HOUSE CHUCH ROAD POOL
II	EAST POOL MINE ENGINE HOUSE FORE STREET POOL
II	WINDING HOUSE APPROXIMATELY 30 METRES EAST OF PUMP ENGINE HOUSE TO MARRIOTT'S SHAFT ON SOUTH WHEEL FRANCES SETT PIECE
II	COMPRESSOR HOUSE APPROXIMATELY 7 METRES WEST OF PUMP ENGINE HOUSE TO MARRIOTT'S SHAFT ON SOUTH WHEEL FRANCES SETT PIECE
II	DRY APPROXIMATELY 50 METRES SOUTH-EAST OF PUMP ENGINE HOUSE TO MARIOTT'S SHAFT ON SOUTH WHEEL BASSET SETT PIECE
II	POOL BASSET INSTITUTE STATION ROAD POOL
II*	BOILER HOUSE IMMEDIATELY TO NORTH EAST OF PUMP ENGINE HOUSE TO ROBINSONS SHAFT AT SOUTH CROFTY MINE STATION ROAD
II	DETACHED CHIMNEY APPROXIMATELY 7 METRES NORTH OF PUMP ENGINE HOUSE TO CHAPPEL'S SHAFT OF OLD COOK'S KITCHEN MINE TINCROFT ROAD
II	TINCROFT MINE MAN ENGINE AND LOADINGS TINCROFT ROAD PENHALLICK
II	GROUP OF 3 CHIMNEY STACKS AT WEST WHEEL TOLGUS ON WEST SIDE OF TOLSKITHY VALLEY AT SW 680 425 WEST TOLGUS
II	CHIMNEY STACK APPROXIMATELY 60 METRES NORTH OF WHEEL TEHIDY HOUSE WHEEL TEHIDY HOUSE
II	ROCK CRUSHER STATION/ORE BIN APPROXIMATELY 30 METRES WEST OF PUMP ENGINE HOUSE TO MARRIOTT'S SHAFT ON SOUTH WHEEL FRANCES SETT PIECE
II	PUMP ENGINE HOUSE TO MARRIOTT'S SHAFT ON SOUTH WHEEL FRANCES SETT PIECE
II	TREVENSON CHURCH CHUCH ROAD POOL
II	BRAKE SERVICES 1 CHAPEL ROAD TUCKINGMILL
II	ILLOGAN HIGHWAY METHODIST CHURCH SUNDAY SCHOOL AGAR ROAD
II	ILLOGAN HIGHWAY METHODIST CHURCH HALL AGAR ROAD
II	STAMPS ENGINE HOUSE TO WHEEL BASSET MINE AT SW 691 398
II	WINDING ENGINE HOUSE TO LYLE'S SHAFT AT SW 688 401 CARNKIE
II	CHIMNEY AT SW 688 400 CARNKIE
II	FRUE VANNER HOUSE TO WEST BASSET STAMPS ON NORTH WHEEL BASSET SETT AT SW 687 401 CARNKIE
II	CALCINER CHIMNEY APPROXIMATELY 40 METRES NORTH-WEST OF CALCINER AT WEST BASSET STAMPS CARNKIE
II	POOL METHODIST CHURCH FORE STREET POOL
II	MILEPOST APPROXIMATELY 20 METRES EAST OF FOREST SUNDAY SCHOOL HELSTON
II	THE OLD COUNT HOUSE PIECE Carn Brea Cornwall
II	PUMP ENGINE HOUSE TO CHAPPEL'S SHAFT OF OLD COOK'S KITCHEN MINE AT SW 664 405 TINCROFT ROAD
II	COMPRESSOR HOUSE AND CHIMNEY APPROXIMATELY 45 METRES EAST OF TINCROFT MINE MAN ENGINE TINCROFT ROAD
II	PUMP ENGINE HOUSE TO PASCOE'S SHAFT ON SOUTH WHEEL FRANCES SETT AT SW 678 393 TRESKILLARD
II	WINDING ENGINE HOUSE TO SMITHS SHAFT OF WEST FRANCES MINE AT SW 672 391 TRESKILLARD
II*	CHIMNEY STACK APPROX. 30 METRES EAST OF PUMP ENGINE HOUSE AT TAYLOR'S SHAFT OF NEW EAST POOL MINE TREVITHICK ROAD
II	FORMER MINERS DRY BICKFORDS AND PALMERS SHAFTS SOUTH CROFTY MINE STATION
II*	COMPRESSOR HOUSE CHIMNEY WHIM ENGINE HOUSE AND ELECTRICITY SUBSTATION AT ROBINSONS SHAFT SOUTH CROFTY MINE STATION ROAD
II*	CARPENTERS SHOP WORKSHOPS AND FORGE AT ROBINSONS SHAFT SOUTH CROFTY MINE STATION ROAD

II	POOL SCHOOL CHURCH ROAD
II	THE GUNPOWDER MAGAZINE ROBINSON'S SHAFT POOL
II	GUNPOWDER MAGAZINE ON THE NORTHERN SLOPES OF CARN BREA
II	FORMER STABLES AND SCHOOL NOW THE DESIGN AND MAKING CENTRE CHURCH ROAD POOL
II	FOREST FARM CROSS
II	TREVITHICK MONUMENT STATION ROAD POOL
II	TREVENSON HOUSE CHURCH ROAD POOL REDRUTH TR15 3PT POOL
II	MILESTONE IMMEDIATELY NORTH OF NUMBER 49 AGAR ROAD
II	THE COTTAGE [BARNCOOSE TOLLHOUSE] BLOWINGHOUSE
II	ST EUNYS WELL CARN BREA VILLAGE
II	CHURCH OF ST ANDREW PENCOYS
II	LYCHGATE ST ANDREWS CHURCH PENCOYS
II	MILESTONE OUTSIDE POOL METHODIST CHAPEL AGAR ROAD
II	1 LOSCOMBE FARM COTTAGES LOSCOMBE LANE FOUR LANES REDRUTH TR16 6LP

Scheduled Monuments

15. There are 5 Scheduled Ancient Monuments in the Parish, although some are of multiple objects, so in fact the actual number of structures involved is far greater. These are:

TABLE 3: SCHEDULED ANCIENT MONUMENTS IN CARN BREA PARISH [Source: CC Online mapping, Historic England website]

Grade	Location
SAM	Part of the mining complex associated with Marriott's Shaft once part of South Wheal Francis tin and copper mine
SAM	Neolithic hilltop enclosure with later settlement and defensive structures, a prehistoric field system, a medieval castle and deer park and mineral workings on Carn Brea
SAM	Wayside cross on Whitcross Hill, immediately north of Seaview Terrace
SAM	East Pool Mine
SAM	Betty Adit tailings works, 170m south west of Harley Farm

Heritage at Risk

16. The Heritage at Risk Register includes historic buildings and sites at risk of being lost through neglect, decay or deterioration. It includes all types of designated heritage assets, including Conservation Areas, which are designated and assessed by Local Planning Authorities. The aim of the Register is to focus attention on those places in greatest need. Historic England, in partnership with others, is able to help tackle heritage at risk. It works with owners, friends groups, developers and other stakeholders to find imaginative solutions for historic places and sites at risk across England.

17. In Carn Brea Parish the Register includes:

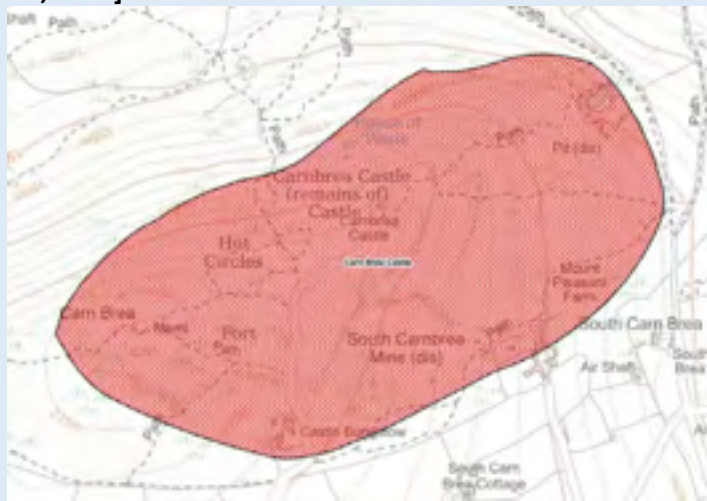
TABLE 4: HERITAGE AT RISK IN CARN BREA PARISH

Site	Description
Part of the mining complex associated with Marriott's Shaft once part of South Wheal Francis tin and copper mine, Carn Brea [Scheduled Monument, 5 LBs, WHS]	CONDITION: Poor. South Wheal Francis underwent a major conservation programme some 25 years ago in association with the development of the Mineral Tramway multi-use trail. Since then, cuts in local authority budgets mean that there has been little maintenance and now there are concerns about the stability of some of the ruined structures and potential collapse on this open access site. The site has been added to the Heritage at Risk register, pending a full condition survey, which will help to identify the exact locations and nature of the risk.



LIST ENTRY NUMBER: 1005441

Carn Brea Castle, Carn Brea [Scheduled Monument, 2 LBs, CA, WHS]



LIST ENTRY NUMBER: 1006704

CONDITION: Generally unsatisfactory with major localised problems. Principal vulnerability: Scrub/tree growth

18. There are currently no buildings at risk identified in the Parish on the Cornish Buildings Group 'Buildings at Risk' Project. Local research by the NDP team have revealed that where Grenifer Road meets the bottom of Tolskithy Valley there is a series of calciners which are slowly declining.

World Heritage Site

19. A large part of the south of the Parish is in the [Cornwall and West Devon Mining Landscape](#) designation , Area A5 (see Map 1) a designated heritage asset of the highest global significance recognised and managed under the Convention Concerning the Protection of the World Cultural and Natural Heritage.

20. The 'Statement of Outstanding Universal Value records what it is that gives the area a WHS status:

Area A5 (50008'53"N, 05039'21"W) - the mid-west Central Mining District, the richest non-ferrous metal mining district of the late 18th and first half of the 19th century, the most populated, most urbanised, the most innovative in the Site, an internationally significant centre for safety- fuse and rock-drill manufacture and an epicentre of migration.

The OUV Statement refers to the following which are in Carn Brea Parish:

- *Three in situ mine beam engines out of the five preserved in Cornwall: two at Michell's and Taylor's Shafts, part of the former East Pool and Agar, and one at the nearby Robinson's Shaft site.*
- *The most heavily industrialised tin and copper mining district in the Site containing many of Cornwall's richest, deepest and most famous copper and tin mines.*
- *New discoveries to the south of Carn Brea saw the development of important mining ventures along the outcrop of the Great Flat Lode. Jointly, these allowed the economy of this Area to continue to thrive into the early decades of the*

20th century and the resultant engine house landscape, combined with tin-dressing archaeology, is the most extensive within the Site.

- The centre of rock-drill manufacture for home use and, more important commercially, for export to foreign mining fields such as the Rand in South Africa.*
- The only Area within the Site where industrial (mining and ancillary) activity resulted in sustained extensive urbanisation from the beginning of the 19th century.*
- A landscape whose development was framed by some of the greatest landed families and entrepreneurs of Cornwall – the Bassets, Fortescues, Robartes, Vyvians, Thomas', Bickford and Bickford-Smiths, Murdoch, Vivian and Trevithick.*
- An Area whose economy was sustained by engineering exports and by remittances sent back from migrant mineworkers into the early part of the 20th century.*

21. Also of relevance to the Parish, though outside its administrative boundary, are Tuckingmill [as the 'home to the invention of the miners' safety-fuse and the centre of its global manufacture'], important industrial transport infrastructure, Redruth [as the 'capital' of Cornish Mining], and the mining engineering new town of Camborne.

22. The 'Cornwall and West Devon Mining Landscape World Heritage Site Management Plan 2020-2025' describes the key characteristics of the area. the Plan says that *'The steep granite ridge of Carn Brea (250m Ordnance Datum) dominates the area. Its associated mineral resources brought fabulous wealth to the district, the mineral lodes being exploited by some of the richest, and deepest, eighteenth century copper mines and nineteenth century tin mines in the world. The mining towns of Camborne and Redruth are now connected by an almost continuous ribbon development of mining settlements and modern light industry occupying the sites of former mines. 'Islands' of historic mining structures survive'*. Within Carn Brea Parish, the Plan picks out East Pool and Agar Mine, Basset Mines, Marriots Shaft complex at South Wheal Frances, South Crofty Mine [Robinson's Section], West Basset Stamps, and Wheal Basset.

23. Development within the WHS and its setting should accord with the WHS Management Plan. Proposals that would result in harm to the authenticity and integrity of the Outstanding Universal Value, should be wholly exceptional. If the impact of the proposal is neutral, either on the significance or setting, then opportunities to enhance or better reveal their significance should be taken. A large part of the WHS within the Parish is protected by the policies applicable to the Tuckingmill and Carn Brea Conservation Areas, whilst the listed buildings and SAMs in the area have their own statutory protection. However, the unlisted assets which make up the World Heritage Site, such as the scatter of miner's smallholdings across the landscape, tramway remains, spoil heaps and so on, are less well protected.

Overview of the Historic Environment in the NDP Designated Area.

24. This section seeks to explain how the structures, agricultural field patterns and settlement distribution, landscape and townscape features, buildings and place-names that contribute to the distinctive character that are enjoyed and valued so much today have been shaped over time by intensive human settlement and activity from the earliest times. It identifies those historical aspects that it is important to take into account and conserve when new development is being designed and planning decisions are being made. In so doing it gives clues as to the factors which should be reflected in the NDP's policies. It is divided in to epochs to emphasise the progression of time and the action of various forces on the human environment.

25. Please note that this overview is a compilation and compression of the information given in various sources [that are listed at the end of the document] which focus on both wider and narrower geographical areas than the modern Carn Brea Parish, in order to describe the historical influences that have shaped the Parish. It is not an academic study setting out new ground. Its intention is solely to ensure that the historic environment is adequately reflected in the Carn Brea NDP. Main sources are the three Cornwall Industrial Settlements Initiative Studies for the area and they have been extensively borrowed from. These documents are generally credited here, but other source documents are specifically credited.

26. Geological History. During the Carboniferous and Devonian periods, most of what is now Cornwall lay beneath the sea during which time sedimentary material was laid down on the sea-bed. At the end of the Carboniferous period, the cataclysmic collision of two landmasses, one southern, one northern, known to geologists as the 'Variscan orogeny', threw this material up into a mountain range. Some 10 million years later a huge mass of molten granite [the 'Cornubian batholith'] welled up in a line running from Dartmoor to the Isles of Scilly, pushing up the sedimentary material. In so doing it gave rise to extensive metamorphism and mineralisation, which created extensive seams, or 'lodes', of tin and copper, iron and in a few places gold.

27. Over the next 300 million years erosion of the sedimentary rocks laid bare the granite 'plutons' and created the topography we recognise today, including Dartmoor, Kit Hill, Bodmin Moor, St Austell Moor and Wendron Moor, the Lands' end Peninsula and the Isles of Scilly. There are detached masses at Carn Brea Hill, Carn Marth and St Agnes Beacon, and St Michaels Mount. In exposing the 'plutons' awareness of and access to the mineral resources buried below was created. Thus the presence of Carn Brea Hill and the 'lodes' of copper, tin and other metals below, including the famous 'Great Flat Lode', has had huge physical, social, economic and cultural implications for the human society that occupied its neighbourhood over several millennia, and its influence is still strong to this day.

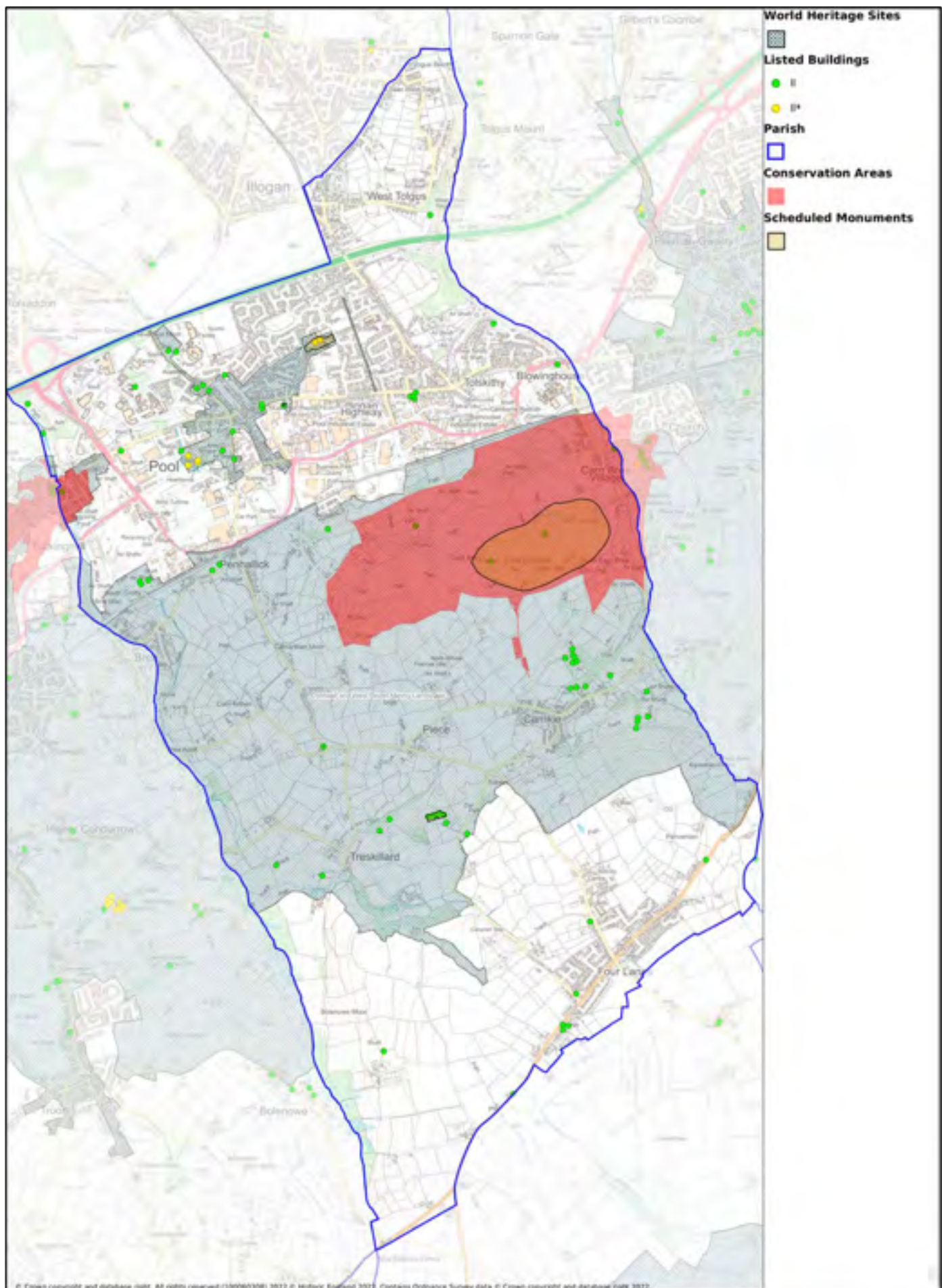
28. Prehistoric Car Brea. Human society in Cornwall emerged slowly during the 'Stone Age'. This may be divided conveniently into three constituent periods: the Palaeolithic, Mesolithic and Neolithic.

29. The Palaeolithic begins in the earliest days of human existence, from about 700,000 years ago, and was marked by extensive ice ages. There is little evidence of any human habitation in Cornwall during this time. The Mesolithic, occurred after the shrinkage of the last ice sheets in Britain, about 10,000 years ago. The landscape gradually changed from open tundra to forests similar to those of Canada and Alaska in modern times, then to deciduous forest dominated by oak, elm, alder, hazel and lime. This was the era of hunters and gatherers when Cornwall was the hunting ground of semi-nomadic bands. 'In winter they hunted in the woods and in the summer they followed grazing herds onto the higher grasslands. They collected nuts and fruits from trees, fished in the seas, and gathered shellfish and other foods from along the shoreline. They made shelters from hides, arrowheads from flints, and fish-spears from bones. They knew how to make clothes and nets and bags'². From about 6000 to 5500 years ago these Mesolithic hunter-gatherers 'became more sophisticated and more efficient in the exploitation of their environment. As well as burning woodland to flush out game, they began the partial domestication of animals and started to grow pasture'.

30. Thus was the transition to the Neolithic era of the first farmers. They became more settled, initially perhaps retaining foraging movements from a base camp, then settling more permanently, and developing more sophisticated tools, weapons and pottery. 'They also needed to consider questions of land control and ownership, and, as assets became more complex (and more valuable) and as populations grew, so defence became a major consideration. Tribal delineations became important, and tribal centres emerged to dominate and control comparatively large sections of Cornwall'³.

² Payton, Philip. 'Cornwall: A History: Revised and updated edition' . University of Exeter Press.

³ Ibid



Map 1: Existing designations – World Heritage Site, Conservation Area, Listed Buildings and Scheduled Ancient Monument
Carn Brea NDP Historic Environment Evidence Base

31. It is from this transitional period that the earliest and most striking evidence of human society in the area of the Parish can be found, on Carn Brea Hill. Here there is an early Neolithic settlement dating from around 5700 to 5400 years ago. This has been found⁴ to comprise a 0.8ha inner 'village' ramparted enclosure in which there are 14 platforms on which huts stood, surrounded by a further ramparted enclosure of 4.5ha. Mercer⁵ theorised the settlement as a defensive enclosure utilising the tor in its fortification, the first 'tor enclosure' of its kind to be defined, comparable to the causewayed enclosures found elsewhere in the British Isles. It is thought that the enclosure became home to between 150-200 people for around 300 years. There is evidence that these people cleared the surrounding land for farming by burning away the undergrowth and removing stones, possibly using them for building of enclosures and making tools. Edge grinding stones, blanks and incomplete and finished axes found on the site indicate that the inhabitants were accomplished stoneworkers and traded their products. Pottery found on the site appears to have been made of material from what is now the present day parish of St Keverne suggesting there was trading within a complex economic network in the area.

32. That defence was an important consideration for the settlement's people is illustrated by the fact that around 750 arrowheads were found during the Carn Brea excavations, with a concentration around a probable entrance to the enclosure, which together with evidences of hut burnings and breachings of the ramparts, suggest an organized assault upon a defended site.

33. The prehistoric village of Carn Brea Hill is fundamental to the evolution of the Parish area and of great importance to Cornwall as it is one of the earliest examples of a human settlement. It seems that its Neolithic residents cleared and worked the surrounding land, and it may have had purview over an early farming population scattered across a wider area. Bronze Age tribes appear, from the excavation evidence, to have used the site, and certainly judging by the archaeological record to have dominated the surrounding countryside. Indeed the later Bronze and Iron Age successors of this community may have been those who developed a more systematic use of the landscape, clearing and improving the land to the south and west of the Hill (See Map 3) that led to the 'open' format communal strip fields of the early medieval that were later further enclosed, and now form the distinctive pattern of irregular small small-scale fields with curving lines (lanes, field boundaries, etc), hedgerows and trees.

34. Outside the strip fields and enclosed land, to the east of the Parish much of the wooded landscape had probably been cleared by the early farmers during the Neolithic and early Bronze Age and evidence of an Iron Age field system exists to the north-east of Carn Brea Castle. This led to a deterioration in soils and thereafter the land was probably used for rough summer grazing, as fuel grounds and perhaps some foraging and stone collection by the users of the nearby enclosed land, possibly as a 'common'. Some of this rough ground continues to exist today, around the Hill, and on Carn Marth.

35. The Bronze Age, some 4500 to 2200 years ago, covers the time humans learned to work with metal to make tools and weapons, and discovered that by putting a small proportion of tin in molten copper, the much harder alloy bronze was produced. Both tin and copper thereby acquired an economic value that has strongly influenced the area which is now the parish of Carn Brea ever since. These may be some of the earliest manifestations of the mineral extraction that has made Cornwall renown across the globe, and its value locally.

36. Some historians suggest that during the late Bronze Age a distinct and civilized Iron Age Celtic nation emerged in Cornwall that enjoyed racial links with Brittany, Ireland, Wales and Scotland, whilst others prefer a looser interpretation based on tribalism with linguistic and trading links. Over many years the Iron Age tribes of the west [roughly the area of modern day Cornwall, Devon and part of Somerset] mingled into a tribal alliance of petty kings called the Dumnonii, a tough and warlike grouping. Carn Brea Hill site appears to have been reoccupied as the largest Hillfort in Cornwall, one of perhaps 80 across Cornwall.

37. It was against the 'Celts' that the Roman armies fought, pushing the tribes back into a Celtic fringe. The Dumnonii appear to have reached an accommodation with the Romans, and Cornwall became a 'pagus' or rural district within the *Civitas Dumnoniorum*, the canton of Dumnonia, with its administrative centre in Exeter. Historians suggest that this may have been focused on the traffic in Cornish tin and perhaps also silver and gold for Roman Imperial needs especially from the second century when the Iberian silver mines were in decline. Dumnonia was probably socially more stable than many other areas during the period of Roman rule. The lifestyle no doubt continued much as before, with local rule devolved to indigenous tribal chieftains, and with steady progress made in areas such as tin

⁴ R.J. MERCER, FSA with A.J. LEGGE, J. SAMUELS, I.F. SMITH, FSA and A. SAVILLE, FSA 'Excavations at Cam Brea, Illogan, Cornwall — a Neolithic Fortified Complex of the Third Millennium BC. Cornish Archaeology Society Annual Journal No.20, 1981

⁵ Ibid.

production, agriculture and the manufacture of metalwork. There are several Romano-British 'findspots' in the vicinity of Carn Brea Hill and there are clear signs of mining activity on the sloping hillsides, and at nearby Magor in modern Illogan parish there is a Roman villa site, a great rarity in Cornwall (there is also a possibility that a Roman road crossed east – west in the vicinity of Carnkie, linking Roman milestones found at Gwennap Pit and St Hilary).

38. Medieval Carn Brea. It is this period that has shaped much of the rural area we know today. After the Roman departure c.410AD Dumnonia remained largely independent and its Celtic culture flourished, but later it fell into conflict with the Wessex Saxons who were infiltrating gradually westwards. After various battles the Saxon influence grew, and after a settlement imposed by King Athelstan of Wessex in 936 AD Dumnonian Cornwall became a distinct region within the English state, such that the area of Carn Brea was probably under some degree of Anglo-Saxon control, and their administrative system was gradually acquired, with land being held by possession in return for service rather than through domination and ownership, and with a highly structured legal system. The Celtic 'Keverang' administrative areas became 'hundreds' within which there were 'manors', themselves a distant echo of the Roman villa system. The area which is now Carn Brea Parish was in the 'Hundred' of Penwith, and mostly in or controlled by the Manor of Tehidy, and the Manor of Bret [Brea]. Manors were controlled by a high-status individual, known as the 'lord of the manor', usually holding his position in return for undertakings offered to a higher lord, and consisted of landholdings worked by the lords' tied-men, serfs, and freemen, generally in the form of strip fields clustered around a defensible central house (which was also where the Manorial court would be held). Following the Norman invasion, the Anglo-Saxon elite were replaced by the Norman elite and power became even more centralised, adopting and extending the Manorialism model of control and firmly establishing a feudal economy which influenced the shape of the landscape⁶. The Domesday Book [1086] tells that Penwith Hundred was controlled by the Count of Mortain, the half-brother of William the Conqueror and Earl of Cornwall, although later it was given to the Arundell family. Tehidy Manor was granted to Alan de Dunstanville. During the 12th century, the Bassets of Cornwall obtained the estate by marriage with the heiress of de Dunstanville.

39. Evidence of the influence of this period on the landscape can be found particularly in the south and west of Carn Brea, in the area around Bosleake Barton, and near to Rock Farm and Bowling Green, in the form of bankouts, cropmarks and extant hedges. Here the gradual enclosure of 'open' strip fields, mainly from the 14th to the 17th century transformed them into that which survives today, fields of various sizes and shapes, but almost all with sinuous sides, usually parallel with each other, whose boundaries are substantial, stock-proof hedges and walls, supporting rich and varied fauna and flora. A similar landscape may have existed in the area now covered by the urban area of Pool, suggested by evidence of early medieval boundaries at Druids Lodge, Treloweth, and at Trevenson, which is a Cornish name and contains the element tre, 'estate, farmstead', which implies a settlement of early medieval origin. The area around Four Lanes is noted for the presence of subterranean chambers or 'hulls' burrowed into areas of soft granite, of medieval origin as agricultural storage places [see box following below].

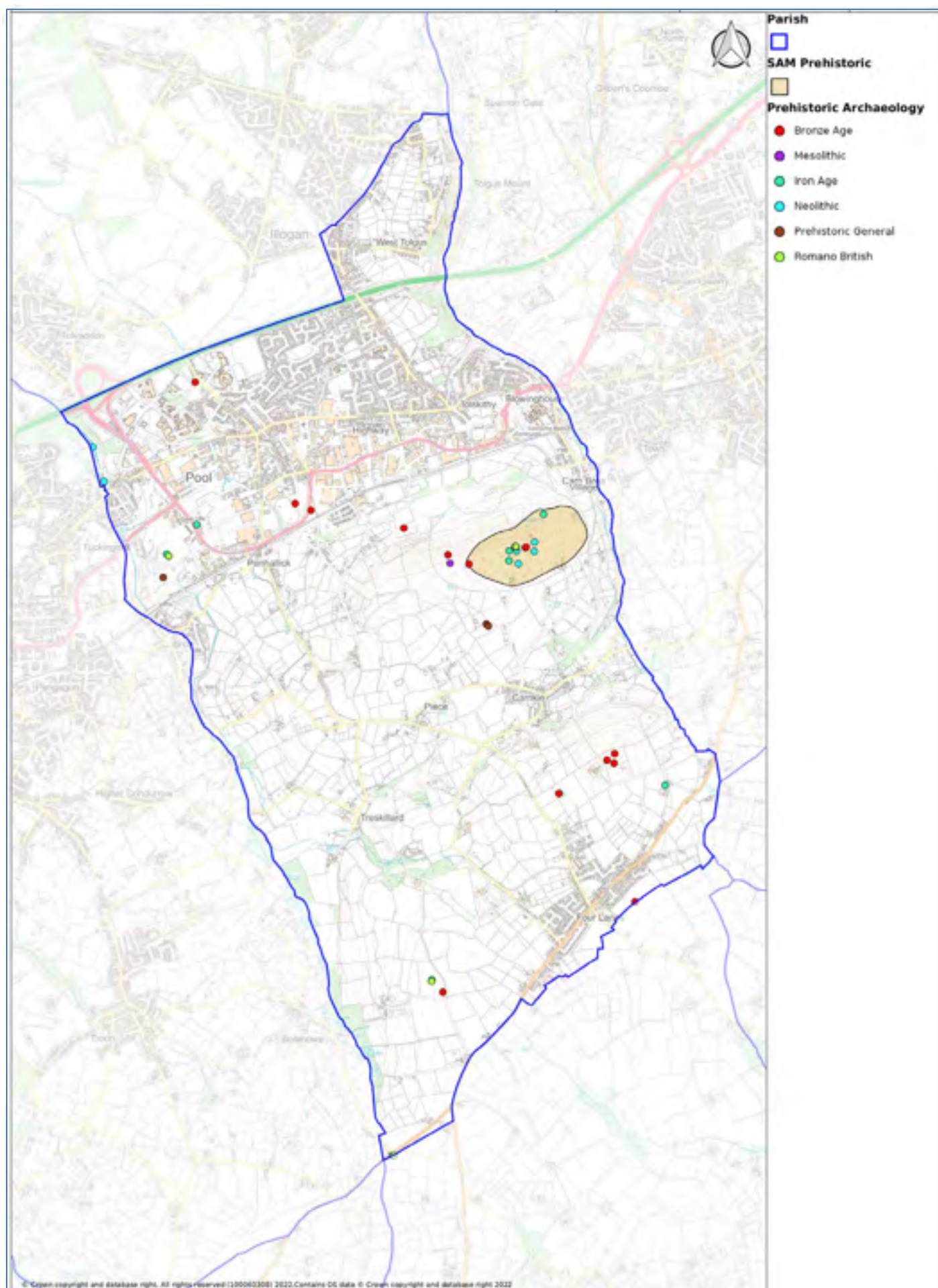
40. Carn Brea Hill itself was fortified and a deer park was established by 1348 for which the castle probably became the hunting lodge, complete with Chapel. [A rectangular building set on older foundations remains, re-modelled into an 18th century folly. However, the deer park was moved to Tehidy by 1785 because of mining activities]. A low pillow mound for breeding rabbits also survives illustrating medieval and later animal husbandry practices.

⁶ William gave out parcels of land (fiefs) to nobles (vassals) who in return had to give military service when required, such as to garrison castles. Not necessarily giving service in person, a noble had to provide a number of knights depending on the size of the fief. The noble could have free peasants or serfs (aka villeins) work his lands, and he kept the proceeds of that labour. If a noble had a large estate, he could rent it out to a lesser noble who, in turn, must give military service, and had peasants work that land for him, thus creating an elaborate hierarchy of land ownership. For administrative purposes, estates were divided into 'Manors', the smallest piece of land which could support a knight (cavalryman), his family and retinue. A powerful lord could own many hundreds of manors, either in the same place or in different locations. Each manor had free and/or unfree labour which worked on the land. The profits of that labour went to the landowner or 'Lord of the Manor' while the labourers sustained themselves by also working a small plot of land loaned to them by their lord. Following William's policy of carving up estates and redistributing them, manorialism became much more widespread in England. In Cornwall the situation was probably much looser than that to the east, with fewer labour services, more money rents and greater freedom of decision-making for tenants.

Over time military service was commuted to money payments, which became the norm. The lord of the manor kept some land in 'demesne' - farming it himself, and as 'Lord's Waste' available as common pasture for his animals and those of his tenants. The rest he let as 'tenements' from whose holders the lord exacted rents and certain fees or services, or left as common pasture and wasteland. Land given over to the Church for the support of Clergy was known as the Glebe. There were two types of manorial tenant: villein (a bonded tenant who could not leave the land without the landowner's consent) and free men. The freeman held land by deed and paid a fixed money rent. After centuries in which the rent remained unchanged while its value fell, such rents were nominal. The villein worked on his lord's land for certain days in return for his own or gave service in some other way. Such tenements could be hereditary.

All tenants had to attend the manorial court, held usually in the manor house to deal with the tenants' rights and duties, changes of occupancy, and disputes between tenants. Place names ending in 'Court' are reminders of those days. The Lord of the Manor or his representative presided. As it became usual for the villein to be given a copy of the entry in the court roll relating to his holding, such a tenure became known as 'copyhold'.

Not all manors had a resident lord. A lord who held several manors might choose to live in one and place a resident bailiff in charge of each of the others. Or the demesne farm could be let on a leasehold. In either case a chief house for the manor would still be needed, but it might be known as the 'barton', 'grange' or 'manor farm'. The manorial lord not only built the manor house, but frequently founded a church beside it or chapel within it.

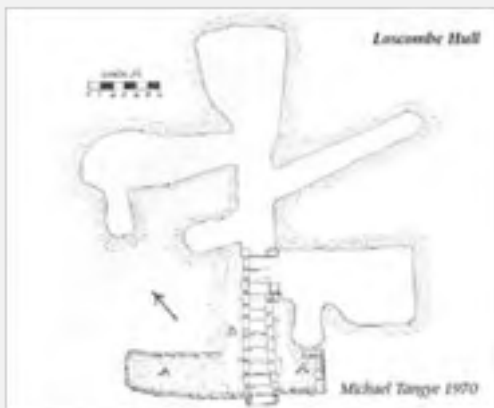


Map 2: Prehistoric Archaeology of CarnBrea Parish
Carn Brea NDP Historic Environment Evidence Base

41. During the medieval period the rough land on the east of the modern-day Parish retained much ancient oak woodland, and a form of common land, providing rough grazing, fuel and forage. It seems reasonable to assume that both these diminished gradually as the woodlands were cleared for mining and shipbuilding and additions to the existing strip fields took place over time.

42. It was during the medieval period that mineral extraction began to grow significantly in importance, as Iberia's and Germany's tin deposits had declined while Devon and Cornwall began dominating the European tin market. Such was its importance that in 1201 King John affirmed the ancient rights in a Charter, setting up 'Stanneries' with their own laws, courts and parliament to manage those rights, including one for Penwith and Kerrier, which covered the area of Carn Brea. Silver and copper were also extracted.

43. At first most of the extraction was by 'streaming' and shallow working of lodes, which led to considerable changes to the valley of the Red River on the west and the Tolskithy valley on the east of the Parish, and early mines appeared across the rural areas, for example at Carnkye Bal [c1500].

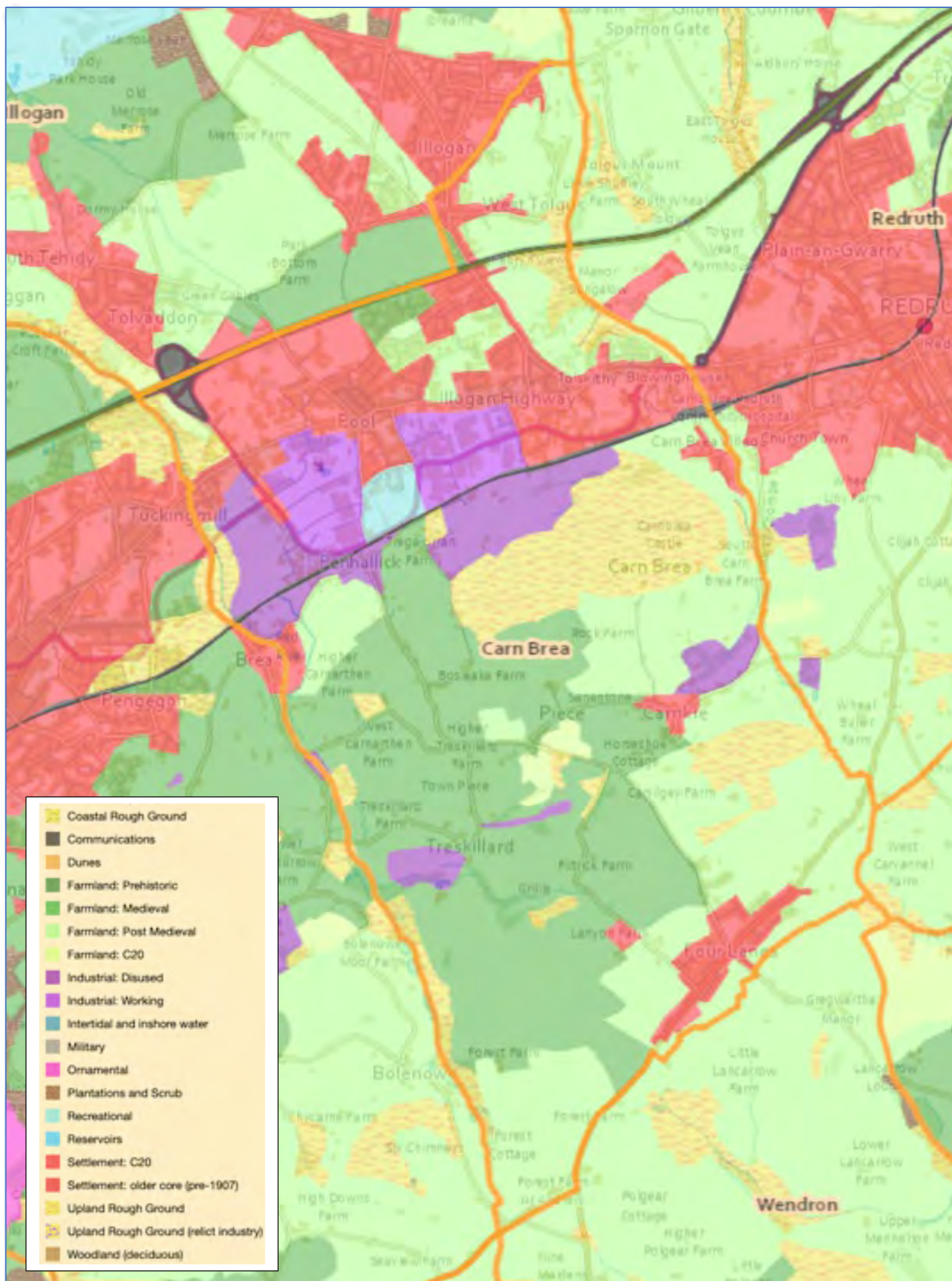


The Hulls of Four Lanes. A hull is an underground chamber or chambers, with its entrance usually built into a hedge or bank, or if the ground was flat, descend downwards by steps to reach the chambers. Farm hulls were usually multiple chambered while cottage hulls were simpler, with a single chamber. The entrance and stairs were usually constructed out of hard granite, with lintels, jambs and steps all out of shaped blocks. There were over twenty hulls recorded in the Four Lanes area but only about five still remain. Dating from the 16th or 17th Century, some were in regular use up to the 20th century. They could provide a constant temperature winter and summer - giving ideal storage for dairy products in summer and frost-free storage in winter for root crops. Loscombe Farm hull was used in modern times

for mushroom growing. There are local tales of smugglers using them to hide contraband wine and spirits during the 18th and early 19th Centuries, and even using the hulls as places to produce alcohol. Nearby Gregwartha Manor in Wendron parish includes a 'hull' entered from within the farmhouse, and allegedly used by brandy smugglers. This site has a local folklore link to a ghostly coach and horses, drawn by a headless coachman, which ascended the hills from the south and entered the farmyard. This is typical of such stories spread in the past by those engaged in the smuggling trade in order to terrify anyone who might encounter such a ghostly "run" in the hours of darkness; it also acted as a deterrent to those who might use the same route. ['Discovering Cornish Hulls' by Michael Tangye, 1994 at Cornwalliestayear.com]

44. Post Medieval Carn Brea: 18th Century. Deeper mining began to develop by the early 18th century following advancements in the use of gunpowder and water power machinery, and investment by local gentry and wealthy merchants. Carnkye Bal, with support from notable 'adventurers' such as Francis Basset, Sir John St. Aubyn, Hugh Tonkin, and Benjamin Buller, had raised about £100,000 worth of tin by 1720. At the same time growing demand from the woollen industry for brass combs increased the demand for copper. The extraction of this metal, found often at depth under the tin lodes required yet deeper mines and more efficient drainage methods. In 1712 Thomas Newcomen perfected his Atmospheric Engine, the first practical use of steam to produce mechanical work sufficient to pump large amounts of water, and shortly after they became available commercially. The area between Pool and Tuckingmill was one of the earliest areas to respond to the new demand with a rapid expansion of copper production and several large producers were well established by the 1720s, some employing the new engines. Pool Mine was recorded as being one of three principal copper producers in Cornwall. Between 1710 and 1720 an adit was cut from the Red River valley at Tuckingmill east to Pool Mine, stimulating production at a number of other important mines, including Trevenson. In the 1740s Borlase said that Pool was one of '*the first and greatest copper mines, which have turned out considerable profits this 40 years*'. Between 1740 and 1778 Cook's Kitchen, Dudnace, Longclose, Trevenson, Old Pool, Pool Adit, Old Penhellick and Penhellick (later known as Tin Croft) and Dolcoath, just across the Red River, were all profitable copper producing mines. Meanwhile to the east, ancient tin streaming and processing in the Tolskithy Valley gave way to copper mining at Wheals Fortune, Tehidy, Barncoose and Druid.

⁷ 'The Natural History of Cornwall' William Borlase 1757.
[Carn Brea NDP Historic Environment Evidence Base](#)



Map 3: Historic Landscape Characterisation, Carn Brea Parish

45. Pool became a small but flourishing village at the centre of an established copper industry and because of its location on the 'great Western Road' it was much more than a simple miners' settlement. Today there are a number of large 18th century houses remaining in its core area. To the west, Tuckingmill had also become a focus of activity at this time - it was the only major crossing point of the steep sided Red River valley, which provided an important source of power for agricultural and industrial mills and for tin streaming. By comparison Illogan Highway and Tolskithy were very much minor places on the way to somewhere else rather than centres in their own right, despite the presence of significant copper mining sites nearby. Carnkie, Four Lanes, Carn Brea Village and Brea Village remained quiet and tiny rural settlements. West Tolgus was an area of post-mediaeval enclosed fields, with a few meagre dwellings scattered along the lanes leading to West Wheal Tolgus and at Broad Lane and Vogue Beloth, the latter close to stream workings in the valley below.

46. Post Medieval Carn Brea: 19th Century to the 1840s.

Unable to compete with the newly developed Parys Mountain copper works in Anglesey, the local mines had all closed by the late 1780s. This must have caused some decline in the local economy, population and settlement, but other factors seem in part to have compensated, in particular the tin streaming that continued apace all along the course of the streams and valleys, whilst improvements to Newcomen's atmospheric engine by Boulton & Watt and Trevithick, and Nicholas Holman's new foundry in 1801, stimulated the local development of engineering skills. The presence of at least two inns, two blacksmiths, the well-known foundry and a malt house, the rebuilding of Trevenson House, Trevenson Church, suggest that Pool had become established well established and was benefiting from the wider mining economy supported by the Bassett family, despite the setbacks to the industry in the immediate local area. However, the presence of the mines, and the extensive grounds of Trevenson House and the active tin streaming all along the valley bottom throughout the period acted as a constraint on the spread of development more widely around pool. Outside the village core there was a mix of farms such as Treloweth Farm and Lower Tregajorran and miners' smallholdings, including Trevithick's birthplace just off Station Road.

'Branded with folly and madness for attempting what the world calls impossibilities'.

Richard Trevithick, who was born in Pool in 1771, pioneered the high-pressure steam engine, the Cornish boiler, and the steam locomotive, all

of which transformed the economics of copper and tin mining in Cornwall in the 19th century. The concept of the high pressure engine and the hauled railway journey has transformed economies and the lives of millions across the world. His birthplace is marked by a monument 'erected as an appreciation of the great inventor and his gifts to the world' located on Station Road, not far from the Heartlands project.



Map 4: Pool Village, Tithe Map 1841

47. Recovery in the local copper mines began in the 1820s. The old mines west of Pool combined in 1823 to create East Wheal Crofty. In 1835 East Pool was opened on the Old Pool sett, the old mine site west of Carn Brea Lane was abandoned and a new complex built to the east, almost immediately profitable. Wheal Agar to the north-east of Pool was re-developed in 1836. Dolcoath, Tincroft, Cook's Kitchen and Carn Brea, were also experiencing a boom in the 1820s and 1830s. In the east the mines were less successful, closing, reopening and closing again. West Wheal Tolgus worked as Wheal Raven 1825-28 and was in production 1832-36. Building on early associations with Holman and Trevithick, the Pool area seems also to have become something of a centre of

excellence in engineering terms; other major figures associated with the village in the early/mid 19th century included Arthur Woolfe, William Brunton and the Tangye family.

48. Copper mines were also opened in the more rural area to the south of the modern-day Parish to, including South Wheal Francis [1820], North and West Wheal Basset [1835], and Wheal Buller [1819]. It was around this time that the first true Cornish beam engines began to proliferate and the Cornish engine house, now a characteristic icon of the Cornish landscape, started to spread across the local district and county, as did the processing and support facilities associated with copper and tin mining.

49. Huge numbers of pack horses laden with copper ore from the mines of Pool and Carn Brea converged on the ports of Hayle and Portreath, the latter also being the source of a back-flow of Welsh steam coal. Following the example set by the Redruth & Chasewater Railway, and the Portreath Tramroad, the Hayle Railway Company was set up by an Act of 27th June 1834. The line was opened from Hayle Foundry to Pool and Portreath on 23 December 1837, together with branches to Roskear and South Crofty. The following year saw the opening of the section from Portreath Junction on to Redruth and from Redruth Junction to Tresavean Mine, and thereby to the Basset Mines, some 17 miles of track in all. Locomotives were used from the outset on most of the system, exceptions being at inclines. Standard gauge (of four feet eight and a half inches) was adopted and the track was single line except on the inclines. The company had its central depot at Pool, later to become Carn Brea, and usually employed 5 locomotives, one of which, 'Cornubia', was probably the first locomotive to be constructed in Cornwall at Copperhouse Foundry in 1838. The opening of the Hayle Railway gave a tremendous boost to the growth of the mining industry.

50. The rapid and much increased scale of copper mining in the area created an immediate need for workers in large numbers near to the works, with the traditional pattern of scattered hamlets and smallholdings proving inadequate. At Pool, there was both informal minor expansion along the main roads and into the northern end of Carn Brea Lane, contained there by the dumps from the East Pool mine, and a formally laid-out development at the Pumpfield Rows. These are shown as substantially complete, although still being built, on the 1841 Tithe Award Map. They made use of the only land available to the north of Pool that was not being mined or in the grounds of Trevenson House, including the site of some old tin-streaming works. The central core of Pool continued to be an important staging and service centre on the main road and for the surrounding mines, with inns, shops, smithies and some good quality houses.

51. The major turning point in the expansion of Tuckingmill as a settlement came with the founding at its core, at valley bottom, of Bickford's fuse works in 1831 and just after by Vivian's Foundry next door. Shortly after that the gasworks on the north side of the road were also set up by Bickford. Very close nearby a new Wesleyan Chapel and Sunday School appeared [1843], and the handsome late Regency style Tuckingmill Hotel. During the same period the Bassets supported the building of rows of terrace housing running along the valley side contours [still extant as Maynes Row, Bartles Row, Pengellys Row and Primitive Row]. Just to the east of these a branch of the new Hayle Railway to East Wheal Crofty mine was open by 1838. To the east of the Parish, Illogan Highway and Tolskithy developed much more slowly as the mines in the area struggled, remaining nothing



Map 5: Tuckingmill, Tithe Map 1841

more than a scatter of cottages and smallholdings. However, the building of the Methodist Chapel in 1839 signalled an increasing sense of local identity at Highway (as the hamlet on the main road was usually known), and the beginning of a significant period of expansion over the next thirty years, whilst the opening of the new Redruth Union workhouse on land nearby in 1838 may have had some economic influence on the locality.

52. A notable and in development terms very important development in 1839 was the improvement and straightening of the road from Camborne to Redruth via Tuckingmill and Pool to a turnpike standard, with the express intent of improving the flow of goods and people. This improved route acted as a spur to development along the length of the road in the ensuing years. Shortly after the *Four Burrows Hunt* coach service was instituted as a speedier and more convenient competition for the Hayle Railway to Truro, and the Fairy coach used the route on its journey from Penzance to Plymouth. The Portreath Branch of the Hayle Railway constructed to link the mines of the area to Portreath and the ships that would take the copper and tin to be smelted in South Wales bringing back coal to fire the engines, was opened c.1838, crossing east-west route through Cornwall adjacent to the Railway Inn at Illogan Highway.

53. The impact of the huge growth in mining during this period was also felt in the rural area, in combination with other economic changes in the functioning of rural society: local people were edged out and left the land, entering the nearby villages and towns, becoming labourers and craftsmen and women working mainly in the local extractive and manufacturing industries or the supporting businesses and services required by them.



Photo 1: The Rows of workers cottages at Tuckingmill c.1910 [Kresen Kernow ref corn 05008]

54. The village and town populations also grew as labour moved into the area from other parts of the County and from further afield. More mouths to feed provided a growing market for agricultural products at the same time as new agricultural technologies were developing leading to further enclosures of open land. Another pressure for landscape change was the impetus of miners to supplement their incomes by growing their own produce, leading to the spread of miners smallholdings, sometimes by enclosing open land, and sometimes by subdivision of existing fields. Changing religious ideologies also stimulated or encouraged the thrifty hard work which the improvement of marginal land would have required. Indeed, it is no coincidence that this period of land enclosures occurred at the same time as the rapid rise of the various nonconformist churches in Cornwall. As a result by the late 19th Century most of the open land to the east and north east of the Parish had been enclosed.

55. Post Medieval Carn Brea: 19th Century 1840s to 1870s. After 1840 the area suffered mixed fortunes, with continued development in the first half of this period followed by mergers, consolidation and some expansion in the second. Mining concerns bought up struggling neighbouring mines in order to keep their pumps running and thus ensure the survival of their own mines. For example in 1854, South Crofty was formed out of Dudnance, Longclose and Cook's Kitchen mines. (Not to be confused with South Crofty, as we know it today, which is on the site of New Cook's Kitchen Mine). There was a resurgence in the period up to 1877 in the tin streaming works in the area to the north of Lower Tregajorran and also from the north-west of Treloweth Farm to Trevenson Church, in the Tolskithy

‘We launched the Great Eastern and she launched us’ Richard Tangye was born just of Broad Lane, West Tolgus in 1833. In March 1857, with brothers James and Joseph, he started a manufacturing business under the title of James Tangye and Bros. Principally manufacturing hydraulic appliances and particularly lifting jacks, in 1858, their jacks were successfully employed in the launching of Brunel's steamship SS Great Eastern. The company acquired the patent of the differential pulley-block in 1861, and invented the Tangye Patent Hydraulic Jack. These were manufactured at the ‘Cornwall Works’ in Birmingham. In 1867 the patent for a new type of Direct-acting Steam Pump was acquired, and in 1870 the company commenced the manufacture of steam engines which were used widely around the world in a large range of applications. The Tangye Institute, now a private house, is nearby.



valley at Carn Brea Village, and the Red River valley. This mirrored a shift in focus from copper to tin mining in the area, particularly in the 1860s. Local mines continued to develop and sink new shafts, providing employment and trade opportunities for the local population, for example in 1862 a new shaft was sunk at East Pool. Despite the discovery of tin in Australia and the resulting county-wide slump in tin production South Crofty continued to expand with new arsenic flues, stacks and a tramway and, in 1877, four new engine houses. In addition to the small engineering workshops and smithies in and around Pool, a small fuse works in Carn Brea Avenue was founded by William Brunton, also noteworthy (with his son of the same name) as an inventor and engineer. At Tuckingmill the fuse works and foundry expanded, whilst to the east of the Parish the mines continued their boom/bust pattern, with particular success in the 1850s. West Wheal Tolgus re-opened c.1844 as West Tolgus and Treloweth but no production was recorded and the mine was abandoned c1852. Large production of low grade copper ore made North Pool [close to West Tolgus] very profitable in the early 1850s. In the mining area to the south of the Parish, Wheal Basset was formed from an amalgamation of a number of small works including Wheal Francis, North⁸ and West Wheal Basset. The mine was incredibly successful, producing 6.65% of the copper production in Devon and Cornwall in 1847. Later the mine turned to tin extraction. South Wheal Francis and the Bassett mines were extended gradually to further exploit the Great Flat lode around Carnkie.

56. Pool's population expanded during this period and the village spread to the south along the east side of Carn Brea Lane (the west side still being used for tin streaming and tailings works), bringing the formerly separated hamlets around Lower Tregajorran into the settlement area. Development also took place along the main east-west road, still constrained by the working mines, while more infilling took place in the core area. By the end of the period, apart from the area of Trevithick Road in the northeast end of the village, Pool had largely

reached its fullest extent. The village's increased status was reflected with the opening of two Methodist chapels in 1862 in Carn Brea Lane and Fore Street. The 18th century charitable school founded by the Bassets for Illogan parish used the stables and vestry to Trevenson Church from 1844, a measure of the relative increase in importance of Pool over the churchtown at Illogan. By 1878, two new schools had been built in Church Road, houses were built along Agar Road and The Institute in Station Road was opened. The expanded population brought with it problems of drunkenness on pay day, leading to the building of a lock-up in 1843, later replaced by a police station on the corner of Carn Brea Lane and Station Road. The central area continued to be a local service and retailing centre with an increasing number of shops, including grocers, drapery stores and a post office.

57. That part of Tuckingmill on the Carn Brea Parish side of the valley changed very little, with most of its significant development taking place on the west side, in Camborne Parish. However Illogan Highway made its transition into a fully-fledged settlement in its own right, expanding by 1878 to have workers housing along Chili Road and at its junction with Agar Road, some better quality villas (housing mine managers and captains) on Druids Road, two Chapels, three shopkeepers, a mine agent, Nancarrow the rope maker, and the Railway Inn. Carnkie, which in 1841 had been a scatter of a few dwellings and a pub [the Globe Inn] set amongst tiny fields, expanded between the

⁸ In 1850 the miners were becoming increasingly desperate to locate sufficient copper deposits to meet costs. Casually they often mentioned to an elderly local woman, "Nothing can be done Gracie; we shall have to knock the bal". But Gracie Mill always made the same reply. "Take'n try over there, do'ee; that's where we seed the Jackey Lanterns". Initially they ignored Grace but in some desperation they finally set to work at the place recommended. From it, profits of £90,000 were made. The old lady had a shaft named after her, was granted 5s a month and a new dress annually by the mine in recognition of her acute ability to 'read the signs'. (Jenkin 1927: 296)

working areas of the Wheal Basset mine, acquiring a terrace of workers cottages, and two Methodist chapels and a new school was built up the hill at Piece, where later the Piece Beerhouse was constructed.

58. In the West Tolgus area the Broad Lane settlement grew denser. Comparison of the Tithe Map with the 1875-1901 map suggests that subdivision of fields was occurring, possibly some being miners smallholdings. At Carn Brea Village tin streaming nearby was active in the 1870s, and several terrace rows of cottages appeared, along with the ubiquitous feature of a Methodist Chapel, whilst the medieval settlement of Brea Village expanded in the direction of Higher Bray and its public house, acquiring new workers terraces. A notable new feature at Brea was the construction of two pedestrian tunnels, in addition to the road tunnel, beneath the new Hayle Railway line giving access from the village directly into South Crofty mine,



Photo 2: View east from Dolcoath, looking east across Pool - maybe taken from New East Shaft engine house in 1895. [Kresen Kernow corn04342]

59. Post Medieval Carn Brea: Late 19th / Early 20th Century. By 1882, East Pool was said to be the richest tin mine in Cornwall, and the Wheal Crofty group was also experiencing boom years, with new shafts and buildings, especially around Palmer's Shaft on the west side of Station Road. The slump in tin prices after 1893 led to severe local problems, made worse by the closure of the ailing Wheal Agar in 1895/6 which caused flooding in most neighbouring mines.

60. Mergers, buy-outs and joint action to prevent further flooding enabled South Crofty and East Pool to ride out the unprofitable years at the end of the century, with major re-investment programmes around 1900. Robinson's Shaft was sunk at Crofty, and both mines re-organised their above-ground complexes, turning to arsenic and wolfram to supplement tin production, with East Pool/Agar by now second only to Dolcoath in mineral production.

61. In 1896 Carn Brea amalgamated with its neighbours Tincroft and Cook's Kitchen, becoming Carn Brea and Tincroft Mine. However, while the output from the sett increased, profits continued to dip, partly caused by the use of increasingly elderly machinery. The Carn Brea section of the mine was closed for good in 1913-14, with the remainder of Tincroft shutting in 1921. Generally there was a diversification into other industries and many more alternative sources of employment started developing in this period, for example Highway included four mineral water companies, tin streaming, a smith and boilermaker and a farmer/tin streamer. The workhouse at Barncoose, which still maintained its self-contained existence on the edge of the area, must also have had some local impact, particularly on the service sector, the resident population in

Basset Benefactors. The Basset family of Tehidy were not only major landowners and mining 'adventurers' but also significant social benefactors, leaving several buildings which are landmarks in the modern street scene. These include Trevenson Church, its schoolroom, the National School for Girls and schoolhouse on Church Road, Pool, the Basset literary Institute on Station Road, and Carnkie School at Piece. Trevenson House and its grounds, occupied and developed by the Steward to the family, became part of Cornwall College in modern times.

1906 being 9 officers and 247 inmates. Miners unable to find work in the immediate vicinity took to travelling to more distant mines, often by donkey-shay, with the larger mines providing stabling and paddocking for the several hundred donkeys. Later in the period from 1902 employees could travel to work by the new Tramway that ran along East Hill, Trevenson Road, Fore Street and Agar Road.



Photo 3: Pedestrian tunnel beneath the main railway line, giving access to South Crofty mine for Brea Village residents.

62. Tuckingmill extended eastwards along Trevenson Road, at first with the development of the Stephens Rock Drill Works [later Holmans, now the site of B&Q and a retail park], and the depot for the new Tramway [now McDonalds], and the replacement of the villas on the north side of East Hill by workers terraces. Not as constrained by mine dumps as neighbouring Pool, during this period there was extensive development of Illogan Highway along Agar Road to the west towards Pool and to the east towards Redruth. Local housing and associated services were beginning to reflect the shift away from mining as a source of work and wealth, so accommodation for the growing numbers of middle classes, some of which would be associated with mining and some the professional classes from Redruth began to appear along Barncoose Terrace these being on a grander scale, with the south side on raised ground so that all the houses were able to take advantage of the views towards the sea in the north across the Tolskithy Valley. For the first time, Illogan Highway also had its own school (in Chariot Road).

63. Carnkie also expanded, acquiring a further terrace of workers dwellings [Dedwood Terrace], and a Sunday School in 1880 and replacement Wesleyan Chapel in 1905. At Carn Brea Village a row of villas appeared, whilst at Four Lanes – located in walking distance of several mines - more extensive expansion occurred, with short terraces of cottages built on the east side along with a Free United Methodist Chapel and Sunday School, facing a new Village Institute [1913], close to the Four Lanes Inn and smithy. At nearby Pencoys a row of pleasant villas was built alongside the new St Andrews Church [1882] and an Anglian Sunday School across the road. It appears that this small settlement was developing as a middle-class enclave. Brae Village continued incremental growth of its terraces, whilst at West Tolgus several separate rows of terraces, at right-angles to the road, appeared along Merrits Hill and at Broad Lane, along with a few villas, a Wesleyan Chapel, Primitive Methodist Chapel and Sunday school.



Photo 4: Basset Tramway locomotive.



Photo 5: Lyles Shaft, Basset Mines, 1918. [Kresen Kernow corn06347]



Photo 6: Looking south eastwards from Dolcoath to Pool in 1895. [Kresen Kernow corn04342]



Photo 7: Climax Rock Works, c1900 [Kresen Kernow ref corn05804]

64. Modern Carn Brea Parish: the 20th and 21st Centuries. In the early 1920s there were no mines at work in the Camborne-Redruth area for the first time in centuries. The amalgamated East Pool and Agar Mine, re-opened and had good results in 1933 but this was short-lived and in 1945 East Pool and Agar finally closed. Meanwhile South Crofty revived after the 20s slump, and acquired other mines and their lodes in the area, and for the next 70 years South Crofty continued to modernise and expand, its fortunes becoming symbolic of the economic well being of Cornwall. After several years of depressed tin prices, South Crofty Ltd announced in August 1997 that closure was imminent, and after further attempts at the time to keep the mine open, closure was completed by March 1998. For many years since there have been many machinations over its future, but at the time of writing (July 2022) proposals are being actively promoted.

"Hark the Glad Sound! The Saviour Comes" Thomas Merritt, author of the 'Cornish Carols' which are sung all over the world wherever the Cornish diaspora settled, was born near the junction of Broad Lane with Chariot Road in 1863. He was the organist of the nearby Chili Road Chapel, [aka 'Top Hat Chapel'], on Chapel Terrace, unfortunately now demolished. The organ he played and composed on was saved and moved to St Andrews Church, Pencoys, Four Lanes, in 1973. He was later the organist at Illogan Highway Chapel.



65. Despite the decline of the principal industry of the area, the settlements in the Parish continued to develop throughout the 20th Century, with the Camborne – Redruth turnpike becoming at first a passenger tramway, and then an important local A road and spine off which the line of settlements along its length that have continued to expand and coalesce since 1946 to form, in effect, a single urban area. Pool is at the centre of the area, but has been and is continuing to be joined to Tuckingmill and Illogan highway by large-scale housing, industrial estate and retail developments, especially on the former mining lands. At the same time, development has expanded the settlement off the main road northwards towards the A30 by-pass, and many of the community facilities and new housing developments are actually located in this area. A diversification into new light industries and distribution warehouses has been located in the area to the south of the A3047 as part of national and local programmes to combat unemployment, while the educational complex at Camborne College/School of Mines has expanded considerably.

66. The rural settlements have also grown, with many additional terraces, villas and small new estates, with a significant element being in response to in-migration to Cornwall from the 1960s and the more widespread ability to commute greater distances for work and services. At Four Lanes for example, residential development occurred opposite the original terrace rows, then extended towards Pencoys, and is now extended in depth behind the original linear form, with suburban like new estates and a new school site. Today the infilling of the remaining gaps between Pencoys and Four Lanes is near to completion. At Carnkie similar linear development opposite the 19th century terraces appeared, and the village extended along the roads to Piece and Four Lanes. At West Tolgus the gaps between the scatter of dwellings along the lanes leading to the old

West Wheal Tolgus mine site and on Merritts Hill have been infilled, forming a linear settlement enclosing the old post-medieval fields, and recently development in depth behind these is occurring, potentially suburbanising the whole area. Carn Brae Village acquired a number of 'Cornish bungalows' on its outskirts, but more recent development has been better related to its historic form. Brea Village has continued to grow incrementally through small scale infill and some rounding off.

Place names

67. The names of places, such as farms, small settlements and hamlets, can also be an indicator of historic evidence. For example in the west of the Parish, in the area of medieval farmland, 'Bosleake' is Cornish and contains the element bod, 'dwelling' and probably a personal name element which implies a settlement of early medieval origin, whilst Chynoweth contains the Cornish elements chy, 'house, cottage' and nowyth, 'new', and is medieval in origin. Placenames may also be associated with mining, such as 'Wheal', 'Blowinghouse', etc. Thus they preserve the memory of times past and are part of the historic context, and should be referred to at least as a 'clue' in the assessment of development proposals to ensure that historic setting and significance of a site is fully understood. Wherever possible they should also be preserved.



Photo 8: Looking towards Pool up East Hill, Tuckingmill. The tram way was opened on 7 Nov 1902 and between that date and 30 Sept 1903 it carried 1 million passengers. The tramcar bodies were built by G.F. Milnes and were powered by overhead electric cables [Kresen Kernow Ref corn01403]



Photo 9: Looking from East Basset Stamps to West Basset Stamps, Cankie.



Map 6: Carnkie and the Bassett Mines about 1908 [OS Map extract from Cornwall Historic Environment Record]



Photo 10: Four Lanes Square and the Victoria Inn on a Feast Day



Photo 11: Panorama north from Carn Brea Hill, showing Tuckingmill to the West, Pool at centre, Illogan Highway to east, upland rough land in foreground, followed by post-medieval enclosed land before urban area.



Photo 12: Pool and Tuckingmill from Carn Brea Hill. To the left the New Cook's shaft headframe at South Crofty, at the centre is 'Heartlands' and the Robinsons Shaft Engine House and Headframe, and to the right is the winding engine house (or "whim") to Mitchell's shaft of former East Pool tin mine. Out of frame further left is the Taylor's shaft engine house situated on the site of the EPAL mine. Compare with photos 2 and 6.

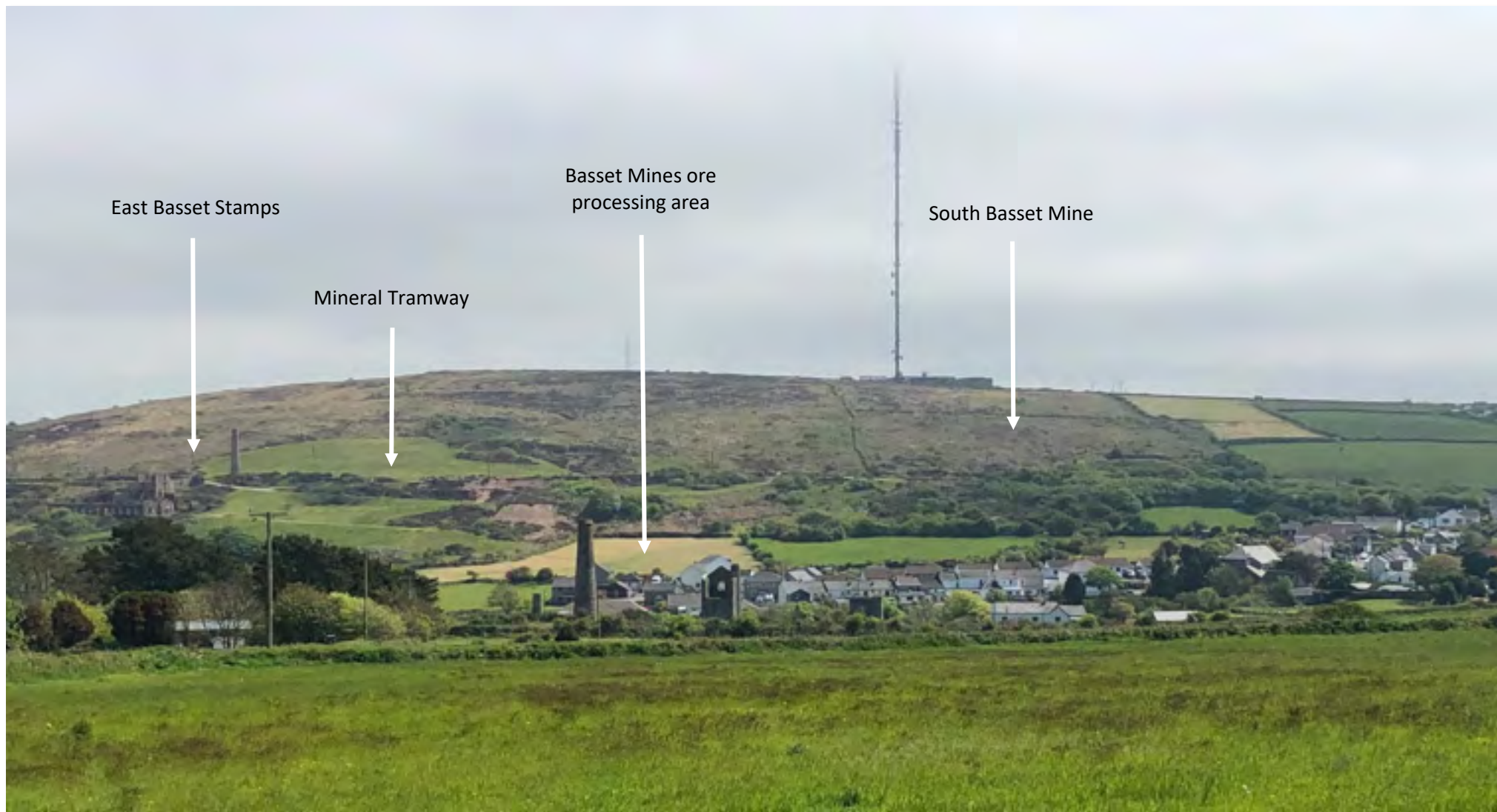


Photo 13: The Basset Mines ore processing area, Carnkie village, and to the left the chimneys and vanner house of East Basset Stamps. Behind Carnkie below the transmitter is the site of South Basset Mine, and also of Bronze age barrows. The track-bed of the Basset Mines Mineral Tramway can be seen running right from East Basset Stamps. As seen from Carn Brea Hill

Remaining Historic Components

68. This section notes the status of the historic areas within the settlements and countryside and the remaining non-listed buildings that pre-date c.1914.

SETTLEMENT	HISTORIC AREAS	KEY BUILDINGS [excluding listed and scheduled buildings].
Tuckingmill	The key historic area is already a Conservation Area.	<p>Rosedale, East Hill</p> <p>Methodist Church Sunday School Extension, East Hill [Now Tuckingmill Apartments]</p> <p>1-8 East Hill Terrace</p> <p>'Beth an May' East Hill</p> <p>'Cordova' East Hill</p> <p>'Meneghy' East Hill House</p> <p>1 & 2 Hansa Villas, East Hill</p> <p>'Hensley House' East Hill</p> <p>1-4 Hensley Row</p> <p>'The Old Shop', East Hill</p> <p>1a,2a,3a, Bartles Row, East Hill</p> <p>12 East Hill</p> <p>1-13 Bartles Row, East Hill</p> <p>Eton House, Bartles Row</p> <p>Penvale Cottage, East Hill House</p> <p>1 & 2 Rose Cottages Bartles Row House (pair)</p> <p>1-16 Maynes Row Row</p> <p>1-9 Pengellys Row Row</p> <p>1-7 Primitive Row Row</p> <p>Christadelphian Hall (former Primitive Methodist Chapel), Primitive Hill</p> <p>'Primitive House', Primitive Hill</p> <p>'Chy-An-Scol' Primitive Row</p> <p>5-13 Chapel Road</p> <p>15-31 Chapel Road</p> <p>33-47 Chapel Road</p> <p>128 Trevenson Road</p>
Pool	The Pool CISI report and Pool Vision recommends that a conservation area be designated to encompass the area of architectural and historic significance in the settlement of Pool. This is not possible through an NDP, but it could include an area conservation policy to help ensure that new development in the area is appropriate in form, scale, and design.	<p>17-23 Church Road</p> <p>15 Church Road</p> <p>11 & 13 Church Road</p> <p>14 Church Road</p> <p>12 Church Road</p> <p>2-10 Church Road</p> <p>58 Fore Street</p>

	<p> Plume of Feathers Hotel, Fore Street 6-20 Trevenson Road 22 Trevenson Road 33 & 35 Trevenson Road 29 & 31 Trevenson Road 7-21 Trevenson Road 53 Fore Street Basset Arms Hotel, Fore Street 49 Fore Street 47 Fore Street 43 Fore Street 37-41 (odd) Fore Street 8 – 14 (even) Station Road 18-20 (even) Station Road 28-32 (even) Station Road 34 –36 (even) Station Road 42 Station Road 51-53 (odd) Station Road 13 (including outbuildings) Station Road 5-11 (odd) Station Road 33 Fore Street 25-31 (odd) Fore Street 23-23a Fore Street 17 Fore Street 1-15 (odd) Fore Street Former Sunday School Fore Street 220-224 (even) Agar Road 226-236 (even) Agar Road 238-256 (even) Agar Road 2-8 (even) Fore Street 10 Fore Street 18-28 (even) Fore Street 30-36 (even) Fore Street 1 Carn Brea Lane 21 Fore Street 9-15 (odd) Carn Brea Lane 17-19 (odd) Carn Brea Lane 21-23 (odd) Carn Brea Lane </p>
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		<p>25-35 (odd) Carn Brea Lane Methodist Chapel (United) Carn Brea Lane 43-59 (odd) Carn Brea Lane 61-75 (odd) Carn Brea Lane 77 Carn Brea Avenue 79-81 (odd) Carn Brea Avenue 60-62 (even) Carn Brea Avenue 1-49 (odd) Trevithick Road, Treloweth Road Estate (Treloweth Road, Tangye Road, Trevithick Road) 6-8 (even) Trevithick Road 1-19 (cons) Higher Pumpfield Row 1-22 (cons) Lower Pumpfield Row Treloweth House, Treloweth Gardens 4 & 6 Station Road Cottage in grounds of Trevenson house, Church Road 7 Trevenson Road 45 Trevenson Road 35 Station Road 19 Fore Street 5 & 7 Carn Brea Lane 64 Carn Brea Lane 58 & 60 Carn Brea Avenue 56 Carn Brea Avenue Treague, Trevithick Road</p>
Illogan Highway [inc. Tolskithy]	<p>The Pool CISI report and the Pool Vision recommends that a conservation area be designated to encompass the area of architectural and historic significance in the settlement of Illogan. This is not possible through an NDP, but it could include an area conservation policy to help ensure that new development in the area is appropriate in form, scale, and design.</p>	<p>87-159 Agar Road Railway Inn Agar Road 138-144 Agar Road 128 Agar Road [Bank, formerly house] 122-124 Agar Road 118-120 Agar Road 110-116 Agar Road 108-108a Agar Road 100a-106 Agar Road Row Agar Farm Agar Crescent Agar Cottage Agar Crescent House 1809-41 Ropewalk (site of) , East Pool Park Portreath Branch Railway (site of) 88-98 (even) Agar Road Row 1877-1906</p>

	<p>84-86 (even) Agar Road House 1877-1906</p> <p>82 Agar Road House (now guest house) 1877-1906</p> <p>76-80 (even) Agar Road House 1877-1906</p> <p>62-70 (even) Agar Road Row 1841-77</p> <p>Sundown, Rosevilla, Borodina, Clamary, Wheal Fortune Lane</p> <p>3 Druids Road</p> <p>5-9 (odd) Druids Road</p> <p>11 Druids Road</p> <p>13-19 (odd) Druids Road</p> <p>21-27 (odd) Druids Road</p> <p>77 Agar Road</p> <p>65-75 (odd) Agar Road</p> <p>55-61(odd) Agar Road</p> <p>1-3 (cons) Chili Road</p> <p>5 Chili Road Workshop</p> <p>7-27 (odd) Chili Road</p> <p>31-37 (odd) Chili Road</p> <p>20-38 (even) Chili Road</p> <p>1-8 (cons) Chapel Terrace</p> <p>28-34 (even) Agar Road</p> <p>1 Chariot Road</p> <p>49 Agar Road</p> <p>41 & 43 Agar Road</p> <p>Milestone Agar Road</p> <p>5-23 (odd) Agar Road</p> <p>1-3 (odd) Agar Road</p> <p>1-4 (incl) Barncoose Lane</p> <p>Glencam, Tordene Barncoose Lane</p> <p>Dwina Barncoose Lane</p> <p>25-37 (cons) Barncoose Terrace</p> <p>1-24 (cons) Barncoose Terrace</p> <p>North side of road from Grate Expectations to Ontario, Barncoose Terrace</p> <p>Workshop r/o Grey Havens Barncoose Terrace</p> <p>Selsdon Barncoose Terrace</p> <p>1-2 Wheal Tehidy Cottage Barncoose Terrace</p> <p>The Bungalow Barncoose Terrace</p> <p>Wheal Tehidy House Wheal Tehidy Lane</p> <p>The Haven, Homestead, Ellesmere, Wheal Tehidy Lane</p>
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		1, 1a, 2 Glen Vale Row Penpole, Chariot Road, Bramble Cottage, Chariot Road 3 & 4 Tolaskithy 5 & 6 Tolaskithy Tolaskithy Cottage and Krishan Cottage, Tolaskithy Lane Tolaskithy House, Tolaskithy Lane 6-12 (even) Chariot Road 5a [Saltaire] Chariot Road 14-28 (even) Chariot Road 30-56 (even) Chariot Road 60-76 (even) Chariot Road 1-3 (incl) Stamps Lane 1-4 (incl.) & Tresco – Lees Higher Broad Lane Co-Op Shop [Pooleys] Higher Broad Lane 1 & 2 The Cottages, Higher Broad Lane 43-57 (odd) Chariot Road 41 Chariot Road 40 Chariot Road 39 Chariot Road 23-31 Chariot Road 21 Chariot Road House Old Barncoose County Primary School Chariot Road 13 Chariot Road 3-11 (odd) Chariot Road
West Tolgus	The nature of the historic interest in this area is not one where an area designation could be effective. However the NDP proposes an Area of Local Landscape Importance for the valley which will help to conserve the historic landscape character.	Conifers, Beacon View Park 1 – 4 Merritt’s Hill Cottages 1 – 4 Merritt’s Hill 1 & 2 Shirley Cottages, Merritt’s Hill Penty Gwyn, Merritt’s Hill The Count House, Tolgus Lane Treloweth Farm, Tolgus Lane
Carn Brea Village	The village core retains its historic significance and would benefit from an area conservation policy in the NDP to help ensure that new development in the area is appropriate in form, scale, and design.	1 – 8 Shopaside 1 – 4 Trevanion Terrace 13 & 14 Carn Brea Village Glen Cottage 1 – 6 Chapel Terrace 3 – 11 Carn Brea Villas

		Carrick House Wesleyan Chapel Coriano, Gwel Tek and Chyryn, Railway Villas The Old Farmhouse, and Carn Brea Farm.
Brea Village	The village core retains some its historic significance and would benefit from an area conservation policy in the NDP to help ensure that new development in the area is appropriate in form, scale, and design.	Wayne Manor, New Road 1 -11 New Road The Barn, Brea Farm, Ton-kenfig, Cottage Pie, The Cottage, New Road The Brea Inn, New Road 1 – 4 Higher Brea 2 – 7 Post Box Row, Lower Brea 1 -5 , 6 – 10 Lower Brea Pendeen House, Lower Brea Bromleigh and Sunnyside, Lower Brea 1 -4 Railway Cottages, Lower Brea Pedestrian tunnel from village under the railway embankment to the former South Crofty mine site.
Carnkie	The village core retains its historic significance and would benefit from an area conservation policy in the NDP to help ensure that new development in the area is appropriate in form, scale, and design.	1 -10 Post Office Terrace 1 – 5 Dedwood Terrace Carn View & La Belle, Dedwood West Leigh & Honey Pot Cottage Carnkie Methodist Church, and Village Hall Heathcliffe St Martins Villa Carnkie Farm 1 – 4 The Courtyard, Carnkie Farm Carn Brea Cottage 1 – 3 Globe Square, Wheal Basset Court, Narvic Cottage
Four Lanes	The village core retains some its historic significance and would benefit from an area conservation policy in the NDP to help ensure that new development in the area is appropriate in form, scale, and design.	Blue Stone & Pen-Car-Ven, B3297 1 – 5 Holmans Terrace 1 – 5 Jewells Terrace 1 & 2 Niles Terrace Swyn y Dail & Boscarn, Bluestone Bluestone House Mistral House, 1 – 7 Opies Row Central Villa 1 & 2 Chapel Row Male Voice Choir premises [former Methodist Sunday School]

		1 - 4 The Square Four Lanes & Pencoys Institute Salamander Cottage Crossroads Victoria Inn, The Square St Mary's, The Square Hardy Cottage 1 & 2 Channel View Honeysuckle & Little Gregwartha Cottages Pencoys Hall (former Sunday School) Wood End Cottages Sportsmans Arms 2 – 8 Pencoys Villas 1 - 5 Opies Terrace 1 - 4 Opies Row Chula Vista, Chy Karensa, Linden Loscombe Farm Cottages, Loscombe Lane 7 Loscombe Road 11 – 21, 25 – 29, 31 Loscombe Rd 1 – 3 Loscombe Villas
The Rural Areas	A general policy, related to the recommendation for a Design Code, may help ensure that new development in the rural area is appropriate in form, scale, and design.	In the rural areas there is a considerable number of isolated dwellings with historic origins, in the form of small settlements and hamlets, terraced rows and villas, and single dwellings originating from medieval farmsteads, miners smallholdings, miners cottages, middle class life-styles etc.

Overview of Design, Materials, Landscape/Streetscape Views and Vistas

SETTLEMENT	DESIGN AND MATERIALS	LANDSCAPE/STREETSCAPE VIEWS AND VISTAS
Tuckingmill	The historic form and shape of vernacular development is determined by function and the availability of local materials, in relationship to the areas mining and commercial past. Thus historic parts of the settlements within the NDP designated area combine zones of industrial buildings and plant - some quite tall and imposing – residential terraces of humble workers cottages, grander housing for managers and mine captains, Chapels, miners institutes, schools and administrative offices. At Illogan	The nature of the valley at Tuckingmill, and the long straight roads that lead to it, provide interesting views into, across and along the streetscapes. This makes the group of surviving buildings at the valley crossing very important as a focal group. From the valley views up to the surviving mine gear at South Crofty are available. The terrace rows off East Hill provides a picturesque roofscape and streetscene, whilst the footpath that follows the line of the North Roskear branch of the Hayle Railway provides a characteristically long and straight vista, in this case against the grain of the main streets.
Pool	Highway and the rural settlements the development is essentially small in scale and height, whereas at Pool and	The grassed area of the former grounds of Trevenson House provides views through to the former schools and other buildings of interest. The space also has

	<p>Tuckingmill a larger scale is perceived, with remaining tall mine gear and some bulky associated buildings setting the context. At Tuckingmill and Illogan Highway the 'turnpking' of the road in 1839 brought an accessibility that encouraged linear development along its sides.</p> <p>There is some commonality of materials across the Parish. Roofing was traditionally slate, and remains the predominant roofing material, although much has been cement-slurried, and there is some replacement with artificial roofing materials. Because of the topography roofs can be prominent so the use of inappropriate materials and colours can be particularly harmful. On the older vernacular buildings granite interspersed with the darker brown to red hues of the local country stone (killas) are the almost universal building materials, with granite typically used on humbler buildings only for lintels and quoins although the use of large granite stones for lintels is a marked feature of some of the earlier rows in Pool. Better dressed stone is reserved for use on the principal buildings (the inns, the chapels, and larger houses, especially Trevenson, Illogan Highway Methodist Church Hall, the magnificent Wesleyan Chapel at Tuckingmill, Barncoose school and large houses such as on Barcoose Terrace and 17 and 23/23a Fore Street, Pool. Painted render is more prominent in Illogan Highway than many adjoining settlements – partly this is because of the use on some prominent buildings such as the former almshouses [built by Lady Basset for 'four widows or aged people'], but also because of the widespread use in the early 20th century of concrete construction, especially along Barncoose Terrace. Rubble stone garden walls, mixed with mineralised blocks produced from the local mines, are an important local feature. There are also examples of Tolgarick red and pink stone [eg the National School on Church Rd, Trevenson House].</p>	<p>a townscape value in its own right as a green area that enhances the setting of the village.</p> <p>There are intimate spaces in the village worthy of note; these include the yards in the centre of the village to the rear of Fore Street; the gardens and lanes of the Pumpfield Rows; the area around Trevenson Church and the lane at its rear. Most of the village is inward-looking, enclosed, with good permeability, and the opportunity to walk around and explore reveals an often attractive streetscape. The views out of the village are dominated by its mining history in the form of waste dumps and engine house chimneys, particularly Robinson's and Bickford's Shafts in Station Road and the impressive East Pool and Agar chimney to the north-east.</p>
Illogan Highway [inc. Tolskithy]		<p>There are long ranging views from Chariot Road and Barncoose Terrace into the Tolskithy Valley with its backdrop of chimneys. To the east the long view into Redruth is an important part of the townscape. There are some vistas along the main road towards the East Pool mine complex, and Taylor's Shaft. The sweep of the road around the head of the Tolskithy Valley is dramatic.</p>
West Tolgus		<p>On the east of this area, the hedges and hedgerows along Tolgus Lane provide a green intimacy, broken occasionally by the gaps formed by field and driveway entrances which give a glimpses east into the Tolskithy valley, or west across the attractive small fields, although these are sometimes restricted by the ribbon of houses and bungalows that have infilled between the original smallholder dwellings. This area has a quiet rural feel and charm. From Beacon View and Merritts Hill as the roads drop into the valley, there are some views north to the rising ground that leads to the North Coast, but not of historic interest. On the south, Tolgus Lane is very much a residential streetscene with limited views until its east end is reached, when the view opens out, particularly to the south of Pool and Carn Brea beyond.</p>
Carn Brea Village		<p>From the junction of Railway Villas/Shopaside there is a good view into the Tolskithy valley and the setting of the streamworks formerly located there, and one can appreciate how the two related as places of work and residence. The streetscene along Shopaside and Carn Brea Villas is, apart from the parked cars, essentially late Victorian / Edwardian miners village. Looking north Chapel Terrace clearly exhibits the typical long gardens to the front of the houses, and only small 'rear' yards, perhaps being an example of 'reverse fronting', with the main entry originally being through the 'rear' elevations. Further along Railway Villas the view into the Tolskithy valley and the streamworks site is clear between hedgerow trees.</p>

Brea Village		Here the chief interest is the streetscene around the former Brea Inn looking down New Road to the short run of terraced dwellings sloping away to either side, and the view along Higher Brea from the Inn across the village to Carn Entral, with its mix of medieval farmland, smallholding fields, 19 th century miners dwellings and 20 th century infill. The group of 19 th century cottages at Lower Brea is also pleasant.
Carnkie		Although the streetscene along Post Office Terrace and Dedwood Terrace has been rather spoiled by the string of 1960s Cornish bungalows built opposite, there is scarcely a point in the village and its surrounds where there is not an view of important mining heritage assets set in their extensive landscape context. For example, approaching from the east the road passes through the site of East Wheal Basset and the Seleggan tin smelting works, after which there is a view of the Basset Count House and the chimneys and vanner house of East Basset Stamps to the south. To the north the rough ground is where the North Basset streamworks existed, and then there are glimpses of the chimneys and remaining structures of the South and West Basset mines, and the ore processing buildings of the West Basset Stamps. Shortly after two engine houses are seen, much closer now, before the view is lost behind modern bungalows an Post Office Terrace.
Four Lanes		Four Lanes, as a liner settlement now developed by infill and new estates there are no notable landscape or views, although the streetscape of the village centre is of some interest.
The Rural Areas		<p>The most obvious rural feature is the views of and from Carn Brae Hill. It dominates the backdrop to Illogan Highway, Pool, Tuckingmill and Carnkie to a remarkable degree, looming above them and further underscoring the very distinctive character of the Parish, and is visible in the landscape from long distances to the east. From its top, in its immediate hinterland views can be seen evidence of the environmental, economic and social evolution of the local area from the earliest of times. Of most significance is the spectacularly panoramic view of most of the World Heritage Site. The views from Carn Brea reach out to Carnmenellis (WHS Area A4), Carn Marth (A6), Hensbarrow, West Penwith (A1) and St Agnes (A7).</p> <p>The linear mining landscape of the Great Flat Lode has exceptional integrity and authenticity, and contains several high-quality views, again almost all aligned east-west, accentuating the numerous engine houses along the strike (line) of the lode.</p>

Historic Significance

69. The following table summarises the historic significance of the settlements and countryside in the Parish.

SETTLEMENT	HISTORIC SIGNIFICANCE
Tuckingmill	The Tuckingmill part of the NDP Designated Area was, with Pool, at the core of the main Cornish industrial zone. Nearby are the sites of the great Cornish mines [Dolcoath, Cook's Kitchen] as well as the last surviving of all Cornish mines at South Crofty. These mines were served by the main line and branch lines of one of the earlier and more successful mineral (and later commercial and passenger) railways in Britain, the Hayle Railway. The valley itself was the tightly crammed scene of non-industrial milling as well as tin streaming, hammer mills, tailings works and arsenic works from medieval (or earlier) times right up to the 1970s. Aside from the mining, there were the manufacturing complexes of some of the best known companies in Cornwall – Bickford-Smith, Vivians, Bartles, Holmans, Bennets, the Climax Rock Drill Company. These companies were amongst the most innovative in the industry, with worldwide reputations. They built their factories and housed both workers and management in a tight urban framework on (in this NDP area) East Hill and Pendarves Street on the opposing hillside. A thriving community grew, with its own chapels [including the Wesleyan and its Sunday School on Chapel Road within the NDP area], shops, hotel, schools, institute etc. Although Tuckingmill is often seen as simply a somewhat run-down place on the road between Camborne and the large road junction at Cooks Corner, it is in fact, a historically very significant settlement where the industrial past is still very evident in its character. To the south and east the pithead gear of South Crofty dominates both distant and close views, behind a foreground of the 'Rows' of cottages, while looking west is one of the best architectural groups [Bickford-Smith fuseworks/jute mills etc.] of any industrial mining complex in Cornwall.
Pool	Pool was one of the first and greatest copper mining areas, developing from 1700 in an area of already ancient tin streaming and mining, and turning successfully from copper to tin in the 19th century to become one of the major tin producing areas. As a result Pool was home to a remarkable number of Cornwall's greatest engineers, including Richard Trevithick, who was born in the village; other great names of Cornish industrial history associated with Pool include the Tangye family, Arthur Woolfe, the Holmans and William Brunton. The settlement's surviving historic fabric and form reflect its industrial past to a remarkable degree – the older farms and smallholdings around the village edges are still recognisable, as are the rows of workers' cottages of varying dates, the better housing of the rising industrial middle classes in the mid-19th century, and the various public buildings built to serve the expanding village. The mining sites remain as recognisable elements in the townscape and wider landscape, (even those more recently redeveloped), with some of the best preserved complexes of mining buildings and earthworks in the area. The major losses have been the removal of virtually any evidence of the important tin-streaming industry in the area, and the loss of the very core of the settlement to road-junction widening.
Illogan Highway [inc. Tolskithy]	Illogan Highway illustrates the impact that the intensification of mining in the mid-late 19 th century, even when of variable profitability in itself, had on an early group of smallholdings and hamlets, drawing them together to form a cohesive settlement, and yet one that never quite achieved anything more than being a dormitory settlement.
West Tolgus	The West Tolgus area was mainly post-medieval enclosed fields with a scatter of dwellings up to the late 20 th century, but most of the gaps between them have been filled. Nevertheless the remaining small fields, some of which may have been smallholdings associated with the miners dwellings, provide a pleasant and quiet reminder of the locality's past.

Carn Brea Village	Although the stream works in the river valley below the village to the east have long gone, the form and core of this village remains essentially as it was in the 19 th century. The late 20 th century development is set back from the original rows, whilst the recent new dwellings along Railway Villas and W Trevingey have paid regard to local design traditions and follow the village form. It's historic significance is in the fact that when viewed along Shopaside the streetscape is little altered and unmistakably one of a late 19 th century Cornish mining village.
Brea Village	Another small mining settlement, which has a significance as such, but Brea Village has been considerably infilled and rounded-off, and the older building much altered, which has detracted from its appearance and limited its value as an example. The only locations of note being the Brea Inn, once a mine captains residence then a miners pub.
Carnkie	Straddled by the Basset mines, Carnkie is a classic example of a Cornish mining village and its later development. By the late Victorian period mining sites abutted up to its core, engine houses, shafts and dumps sitting cheek-by-jowl with terraced workers dwellings. To the north, east and south the village was enclosed by minerals tramways, connecting mines to stamps, vanners, buddles, dressing floors, calciners, and smelters, all present in this small neighbourhood. To the east the area imported coal and exported product via a branch of the Redruth and Chacewater Railway. Much of the equipment and machinery employed in this huge undertaking was made nearby at the mining heartland of Pool and Tuckingmill. Unfortunately the village core has lost much of its character through the development in the latter half of the 20 th century of strings of so-called 'Cornish bungalows', particularly opposite Post Office Terrace. Nevertheless the stark remains of the Basset mines and the much altered landscape that forms its background not only portray the great historic significance of the area but give a distinctive character to the village, and provide the opportunity to appreciate the full story of Cornish mining.
Four Lanes	As with Illogan Highway, Four Lanes illustrates the impact that the intensification of mining in the mid-late 19 th century had on an early group of smallholdings and hamlets, drawing them together to form a cohesive dormitory settlement of miners terraces that later became a favoured location for small scale commuter settlement. It is notable as the location of many medieval 'hulls'.
The Rural Areas	The Parish's rural areas outside its settlements contain all the usual historic elements associated with Cornwall, but Carn Brea hill at its centre is of the very highest significance, as one of the earliest manifestations of Neolithic settlement in the county, and the first and best known example of a 'tor enclosure' in the south-west. Furthermore it's rich mineral lodes brought trade, and wealth for some, which led ultimately to the industrial copper and tin mining industry which has shaped the local community, environment and landscape for hundreds of generations, and was exported world-wide, a significance now recognised in the World Heritage Status applying to the area.

Forces for Change

70. This section notes the forces at work that could influence and change the historic environment in Carn Brea Parish,

FORCES FOR CHANGE

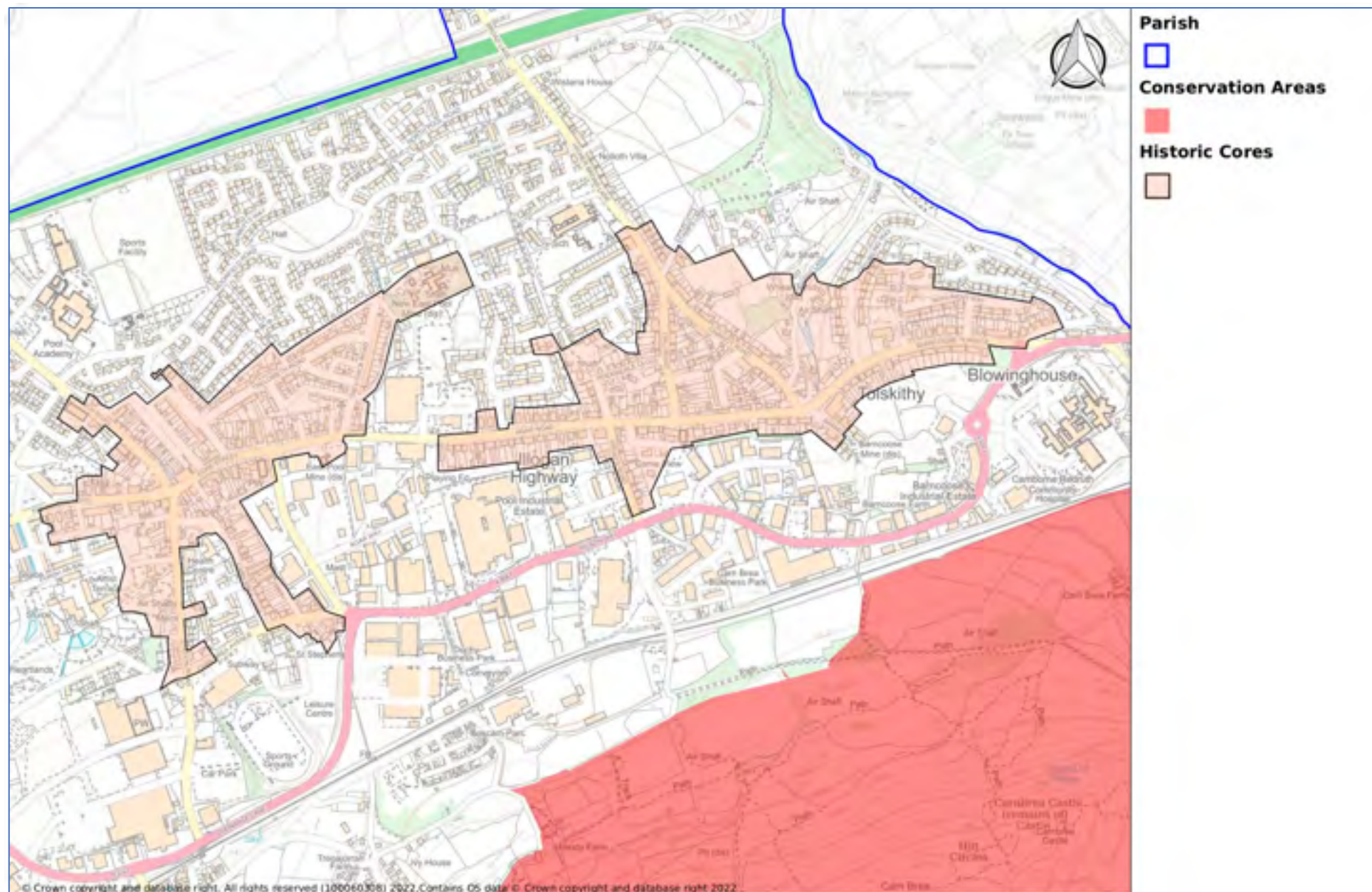
1. The CISI Reports for Pool, Illogan Highway and Tuckingmill all note that in some areas the built environment and historic character of the area had been affected by various inappropriate incremental alterations and demolition. For example, the demolition of walls for the creation of car-parking hard standings and alterations to individual houses and that some of the infill development had paid little regard to the vernacular. It was also a concern that historical building lines and streetscene features have been harmed by inappropriate building and highway design. On the basis of observation during the preparation of this report, it can be said that these trends have continued and apply also to rural settlements.

2. In the rural settlements pressure for individual infill and rounding off development is likely to increase in the future, particularly if the NDP adopts a Development Boundary approach. This has the potential to alter the shape and density of settlements, and to introduce designs which may be inappropriate if they are not informed by the historic environment.
3. Camborne, Pool, Illogan and Redruth now form a continuous corridor or urban development which collectively is Cornwall's largest conurbation, and the legacy of mining has left great potential for regeneration and economic growth that could benefit the whole of Cornwall. The Cornwall Local Plan and CPIR Framework rightly aim to release this potential. It is important however that large scale regeneration does not swamp the historic cores and identities of Tuckingmill, Pool and Illogan Highway, leading to a formless, 'anywhere' town that says little of its important heritage. This is an issue which is clearly recognised in the Pool Vision masterplan which notes that the lack of formal protection (eg Conservation Area) means that the historic integrity is at risk and therefore diminishes the status of the World Heritage Site. It is important that this historic "identity" is protected and that future development responds & enhances the inherent character of the area. It recommends that two new conservation areas be declared. However the declaration of Conservation areas is a lengthy process and it is possible that, notwithstanding the WHS status, further erosion of the historic significance of the area could occur incrementally. In the rural settlements with good representation of historic environment components at their core some loss of character has already occurred, and there is risk of additional loss.
4. Community feedback has also indicated concern that outside the core historic settlement areas, some past regeneration has involved design that, because it is generalised or formulaic in nature, does not reflect local heritage sufficiently. There is apprehension that this might continue in future regeneration. Whilst the form and scale of new development in such areas must respond to functional needs, there should be ways of responding to the vernacular and ensuring that historic context and setting is responded to meaningfully. Again this is recognised in the Pool Vision, with its call for high quality design and public realm improvements to be promoted.
5. Whilst the adoption of the Cornwall Design Guide is leading to considerable improvement, it notes that 'To act as a basis for more detailed design policies in Neighbourhood Plans (NDPs) - where a community would like to provide a finer grain of guidance in terms of the particular character or design opportunities of a locality, then this can be evidenced and written in a NDP to support the Design Policies of the Cornwall Local Plan and Design Coding'.
6. The names of places, such as streets, farms, small settlements and hamlets, and individual properties can be an indicator of historic evidence that can help on the assessment of new development and are also part of the cultural element of the historic environment in themselves. The Parish features a large range of historic and culturally significant placenames. However they are under increasing pressure to be changed, sometimes by dwelling occupiers seeking something related to their own lifestyle, or by developers seeking a more 'marketable' image.
7. An important aspect of historic setting and significance is the views from, into and across historic landscapes and structures. New development, particularly where it is of scale as part of a regeneration scheme, may obscure a heritage asset or harmfully alter its foreground or backdrop, reducing the ability to understand such an asset in its setting. This is particularly the case in Carn Brea Parish where the many heritage features are both concentrated and dispersed across the landscape.
8. As noted earlier there are areas of heritage at risk, and given the wide distribution of heritage assets, there is a risk that more will come under threat in the future.

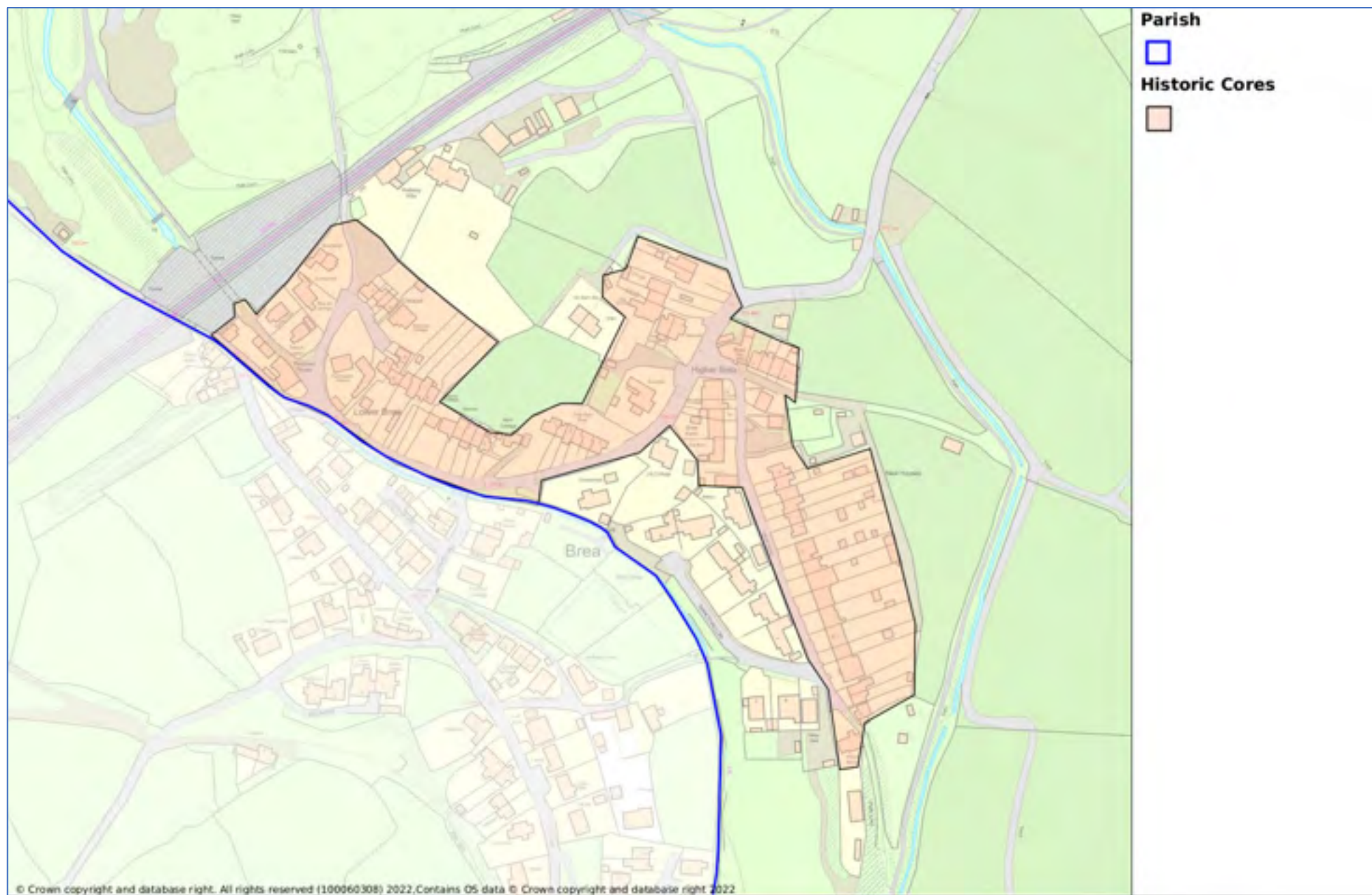
Recommendations:

- A. Include criteria in allocation or general infill policies that ensures that new development layouts, design solutions, densities, scale and massing etc. respond to and are informed by the historic and landscape character of site and its wider context**
- B. That a Local Design Code be commissioned to support NDP policies which seek to ensure that new development does not harm historic settings and significance through its design, and pays regard to vernacular forms, traditional building lines and streetscene and use of materials/colours.**

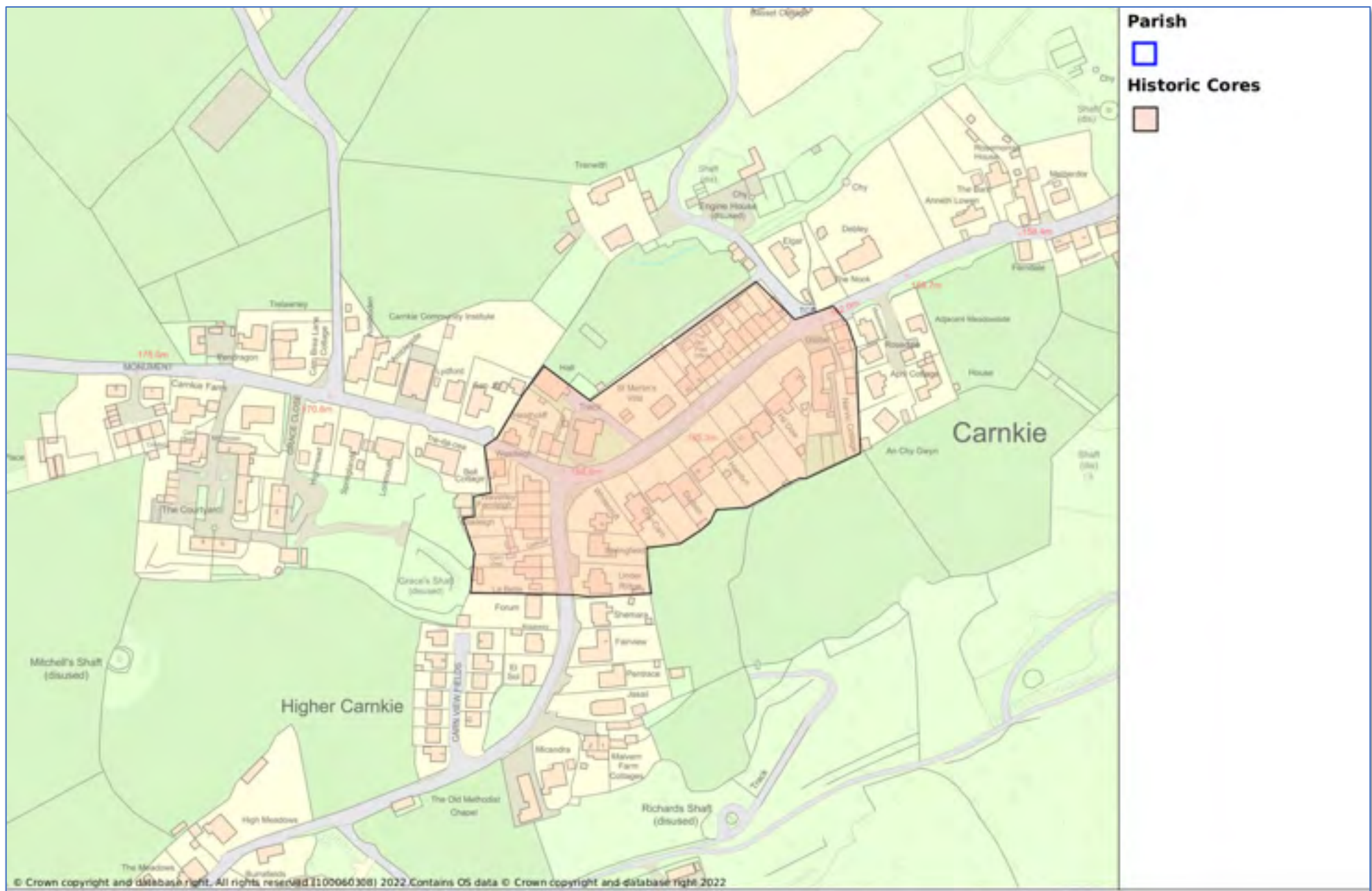
- C. Identify the ‘historic core’ of Pool, Illogan Highway, Brea Village, Carnkie and Four Lanes/Pencoys, cross references to the list of key buildings in this evidence report, and set a policy to ensure new development respects and contributes to their historic environment and must conform to national policy and guidance and Cornwall Local Plan Policy 24 ‘Historic environment’**
- D. Include supporting text reference in the NDP that place names should be identified as a ‘clue’ to the need for heritage impact assessment, and that where appropriate existing historic placenames should be retained.**
- E. That the NDP include a policy requiring that the key views and vistas are taken into account in development control decisions for new development.**
- F. Include an NDP policy to Support opportunities to enable the repair and subsequently maintenance of heritage assets at risk.**



Map 7A: Proposed Historic Core Areas – Pool and Illogan Highway



Map 7B: Proposed Historic Core Areas – Brea Village



Map 7C: Proposed Historic Core Areas - Carnkie



Map 7D: Proposed Historic Core Areas – Four Lanes & Pencoys

Related Community Engagement Feedback

71. When asked what people like most about Carn Brea Parish responses emphasised the character and heritage of the area, and its countryside and landscape. More than 91% thought that new homes should be in keeping and blend in with character with the local area, and a similar level felt that they should also reflect Cornish heritage and history. 62% said buildings or land which were badly maintained or derelict spoiled their neighbourhood, as did poor architecture. Over 92 % of respondents said it was important to retain and protect historic buildings, whilst 81% thought that new development should reflect Cornish heritage and history, especially that linked to mining.

Summary.

72. This overview has tried to capture a broad understanding of how the historic environment within and surrounding the NDP's designated area contributes to its distinctiveness which contributes to people's perceptions and experience of a place and how important it is that future development in Carn Brea Parish is managed in ways that preserve its very special history and character. It has helped the NDP team to make the following recommendations.

Policy Recommendations

- Include criteria in allocation or general infill policies that ensures that new development layouts, design solutions, densities, scale and massing etc. respond to and are informed by the historic and landscape character of site and its wider context
- That a Local Design Code be commissioned to support NDP policies which seek to ensure that new development does not harm historic settings and significance through its design, and pays regard to vernacular forms, traditional building lines and streetscene and use of materials/colours.
- Identify the 'historic core' of Pool, Illogan Highway, Brea Village, Carnkie and Four Lanes/Pencoys, cross references to the list of key buildings in this evidence report, and set a policy to ensure new development respects and contributes to their historic environment and must conform to national policy and guidance and Cornwall Local Plan Policy 24 'Historic environment'
- Include supporting text reference in the NDP that place names should be identified as a 'clue' to the need for heritage impact assessment, and that where appropriate existing historic placenames should be retained.
- That the NDP include a policy requiring that the key views and vistas are taken into account in development control decisions for new development.
- Include an NDP policy to Support opportunities to enable the repair and subsequently maintenance of heritage assets at risk.

Key issues and implications for the NDP

Figure XX: Key Issues and Implications from the evidence base

Theme	Key Issues and what they mean for our Neighbourhood Development Plan
Historic Environment	<ul style="list-style-type: none">• National and local policy is that Planning should:<ul style="list-style-type: none">○ contribute to and enhance the natural and historic environment○ ensure that developments function well, are visually attractive, are sympathetic to local character and history, allow an appropriate amount and mix, and create places that are safe, inclusive and healthy○ not permit development of poor design○ give great weight to outstanding or innovative designs which promote sustainability or help raise the standard of design more generally in the area○ give great weight to the conservation of designated heritage assets (which include Listed Buildings and Conservation Areas),○ take a balanced judgement on the scale of harm to the significance of non-designated heritage assets

- seek opportunities for new development in WHS and the settings of heritage assets to enhance or better reveal their significance
- Treat loss of a WHS asset which makes a positive contribution to its significance as substantial or less than substantial harm
- Numerous features and areas of historic environment interest and archaeological heritage are present in the parish, including many listed buildings and some scheduled monuments. The Parish has many place names of historic origin which underscore the and help explain the emergence of the local settlements, which should be an indicator of the need for adequate heritage assessment.
- The setting of the many listed building and the general character of the villages is attractive but, in some places, harm has been caused through new development and extensions. For example, windows and doors marred by modern replacements whilst some of the infill development has paid little regard to the vernacular.
- A concern may be that future extensions and repairs to the properties may introduce less sensitive treatments.
- There is concern that the clearly distinctive and historic character of different settlements may be lost through regeneration and design that is too generalised or formulaic in nature.

Implication for the Neighbourhood Development Plan

- **National and local planning policies are sufficient to protect statutorily listed heritage assets and no local policy is needed in the NDP.**
- **However, there are many unlisted heritage assets that are currently not protected which could gain additional protection through the NDP**
- **Place names should be identified as a 'clue' to the need for heritage impact assessment.**
- **Opportunities to enable the repair and subsequently maintenance of heritage assets should be supported.**
- **The adoption of an NDP policy to support development which accords with the Design Code, should be considered, with the aim of raising standards in line with the establishing and appropriate local format.**

Key Objectives for the Neighbourhood Development Plan

- **To create policies which will celebrate and maintain the local history, heritage and character of the Parish**
- **To encourage buildings which are disused to be brought back into use, retaining traditional features**
- **To promote the use of the Cornish language in the naming of developments**
- **Protect and enhance the architectural and historic character of the area;**
- **Improve the quality of design of all development and change within the plan area.**

Sources:

- The Cornwall and Scilly Historic Environment Record:
<https://www.cornwall.gov.uk/media/3632475/Historic-Environment-research-tools-doc.pdf>
- Cornish Buildings Group 'Buildings at Risk' Project at <https://buildingsatrisk.wordpress.com/>
- Cornish Milestones – Ian Thompson, Twelveheads Press 2013. ISBN978 0 906294 78 9

- Cornwall: A History – Philip Payton, University of Exeter Press 2017. ISBN 978 0 85989 021 2
- Cornwall (Pevsner Architectural Guides: Buildings of England), Beacham P and Pevsner N, Yale University Press 2104 ISBN 978-0300126686
- Mining in Cornwall Series, L J Bullen, Various dates, The History Press Ltd
- 'Between Two Carns – the History of Carnkie Village' Carnkie History Forum 2006
- Cornwall Industrial Settlements Initiative - Strategic Historic Environment Service, Kresen Kernow, Redruth
- Kresen Kernow itself is a wonderful source of documents such as tithe maps, manorial records, a geographic bibliography and many other informative resources, including listings of the many popular books on local history published in Cornwall by enthusiasts and groups. See: <https://kresenkernow.org>
- National Library of Scotland Side-by-Side mapping. See: <https://maps.nls.uk/geo/explore/side-by-side/#zoom=18.193333333333317&lat=50.24105&lon=-4.78944&layers=168&right=ESRIWorld>
- Carn Brea Parish Trails Leaflets