

Cornwall Industrial Settlements Initiative

BUGLE

(Hensbarrow Area)



2005

CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

Conservation Area Partnership

Name:	BUGLE	Study Area:	Hensbarrow
Council:	Restormel Borough Council	NGR:	
Location:	Mid-west Cornwall, in the clay lands about 4 ½ miles north of St Austell	Existing CA?	No
Main period of industrial settlement growth:	c.1840-82; 1900-1920s	Main industry:	China clay (earlier Tin)

Industrial history and significance

Bugle is entirely a creation of the 19th century. At first largely an incidental product of industrialisation, it was surrounded by ancient and well-established tin mines and streaming works, so that it is impossible to talk of a truly pre-industrial period in the history of the area.

The growth of the china-clay industry, stimulated above all by the creation of the Treffry tramway in the 1840s, set the pace of development in Bugle. The village took on all the typical features of a china-clay industrial village, with chapel, institutes, schools, cottage rows and terraces, but did not develop the full range or scale of such facilities due to the proximity of very similar villages in the surrounding area, including the parochial churchtown at Stenalees/Treverbryn.

Bugle developed in a disjointed, piecemeal way, stretched over a long period in the mid 19th to mid 20th centuries absorbing the older settlement patterns rather than sweeping them aside, and the townscape and morphology of the village is complex as a result – no simple lines of workers terraces dominated by the chapel here; large, generously built early 20th century houses face small, traditionally-detailed farm cottages in old hedged yards right in the very heart of the village. There was much about Bugle that set it apart from the surrounding, more simply residential or industrial villages (the shops, the pub, the ornamented display of its housing, for instance), giving it, albeit in a small way, an urbane if not urban quality.

Bugle is surrounded by some of the most interesting surviving remains associated with the china-clay industry (for instance at Carbis), and occupies a unique place in relation to the history of that industry, but there is so much more within and about the village and its environs which could be revealed and celebrated.

Other comments

Bearing in mind the various caveats about overdevelopment and cramming, lack of good quality design, poor landscaping/car-parking treatment and so on, it must be said that Bugle is one of those rare historic settlements where a fair quantity of good quality, appropriately detailed, sited and landscaped development could actually help to enhance the distinct sense of place – this is especially so along some of the more disparate, less cohesive stretches of townscape, such as the northern end of Fore Street and station area, or the central stretches bordering the old Carbean railway line. The overriding guide must be quality, and respecting the immediate contexts, rather than imposing simplified one-size-fits-all solutions.

Recommendations

Historic areas

- Designate a Conservation Area
- Prepare a full Conservation Area appraisal
- Further designation of protected open spaces together with management and enhancement proposals
- Protect and manage historic landscapes around the village
- Article 4 Direction to control alteration and partial demolition of walls in CA
- Article 4 Direction to control PD on single dwelling houses and alteration and partial demolition of small buildings in CA

Historic buildings

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

Policy and management

- Recognise and protect those surviving historic buildings which are currently underused or vacant or in poor condition
- A full survey of archaeological potential
- Proposals affecting areas of derelict land to be based on a thorough understanding of the unique historical and archaeological importance of the sites
- Limit or restrict development in the outskirts
- Recognise back-land areas and rear lanes as an important aspect of Bugle's character
- Develop interpretation of the village and other promotional initiatives
- Further study of historic pattern of ownership and development of properties within the village
- Further study of the ownership and development of the shops and business premises in Bugle
- Develop a co-ordinated policy for the conversion, restoration, retention and/or re-use of commercial properties
- Develop a co-ordinated policy for the conversion, restoration, retention and/or re-use of shops and shopfronts
- Full survey of existing trees and ornamental landscapes with appropriate protection measures
- Prepare site-specific design guidance for the village
- Produce design guidance specific to the A391 and B3274
- Restoration/enhancement schemes to enhance some of Bugle's important focal points

Conservation Area Partnership

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The Cahill Partnership
and
Historic Environment Service
Cornwall County Council

2005

Report No: 2005R034

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Front cover illustration: Bugle from the air (CCC HES F41/P51 – 24/06/1993)

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Abbreviations in main text

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

1 Introduction

1.1 Background

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

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

1.2 Project Aims

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

1.3 Project methodology

The methodology involved historical research, followed by a site visit(s). For the historical research, a date range of 1750 to 1945 was chosen, as this represented the period of industrial growth and decline in Cornwall. Archaeological and historical sources housed at CCC (see Section 10.1) were consulted, together with Listed Building data supplied by the District Councils. Using this information, Ordnance Survey base maps were hand coloured to show: the different phases of historical development; surviving historic components from each development phase; archaeological sites; key historic buildings; and statutory designations. These maps (which formed the basis for Figures 2-4), together with copies of the primary sources consulted, were bound into a folder for each settlement, for use during site visits.

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

1.4 Date of Assessment

Bugle was assessed as part of CISI during Spring 2004

2 Location and setting

2.1 Geographical location

Lying in mid-west Cornwall, in the clay lands on the north-east slopes of the Hensbarrow massif, Bugle is in the northern half of the parish of Treverbyn, created in 1847 from the northern half of the ancient parish of St Austell. It lies on the A 391, the line of the 1836 turnpike running from St Austell (some 4 ½ miles to the south) and Bodmin, 7 miles to the north.

2.2 Landscape setting

Bugle lies at the junction of the granite Hensbarrow uplands and the low-lying marshy valley of the upper reaches of the Luxulyan River. The site is relatively gently sloping, and stands only a little elevated above the surrounding countryside. To the north is a flat, marshy and largely agricultural vale; to the west Bugle is backed by large clay processing and refining works and the looming waste dumps, while to the east is the gigantic hole left by the now defunct Rock Clay Works, and the refining works of Wheal Henry. As the main road to the south ascends the slopes of the granite massif, the views sweep over a much wider and picturesque landscape. There is little in the immediate setting of the village, however, that has not in some measure been re-ordered, destroyed or re-shaped by the clay industry and its associated complexes. Much of the industry in this area is closing down, the works being redundant or due for redevelopment, the landscape being planted and re-contoured.

This word picture might seem to create a dismal prospect; the actual setting of the village is surprisingly much less dismal. There is much of genuine charm in and around the village, everywhere the views in, through and out of Bugle are dominated by trees, whether old-established, newly-planted or naturally regenerating scrub and wood, and the sheer scale of the clay industry itself produces its own awesome landscapes.

3 History

This section should be read in conjunction with the mapped historical development in Figure 2.

3.1 Agriculture and early settlement

The Hensbarrow massif is bounded by the low-lying, generally marshy, head valleys of the Fal (Goss Moor) on the north, and the Par and Luxulyan Rivers to the east. There is a wealth of prehistoric remains on the heights overlooking these areas both on the massif (Hensbarrow and Carloggas) - at least there was before wholesale destruction by the china clay industry - and on the uplands standing on the far sides of the lowlands (Castle Downs and Helman Tor). This has been one of the most intensively occupied and exploited areas of Cornwall since at least the Neolithic period, based on the resources of reasonably good light soils on the margins of the higher ground, upland grazing, wetland woods and wildlife, and long exploitation of valuable tin streaming reserves.

The actual processes of occupation, abandonment and re-colonisation of the lands in and around the study area in the prehistoric through to early medieval periods lie mainly outside the scope of this report. It seems clear, however, that by the Middle Ages there were a few ancient settlement foci on the dryer slopes of the marshy valleys of the Luxulyan and Par Rivers (Treverbyn, recorded in Domesday 1086; Kerrow 1327), or on what were in effect island sites within the marshes (Molinnis, 1357 – innis actually meaning ‘island’ - Rosevear, Lavrean 1150, Rescorla 1170).

By the 14th century there had been a process of colonisation not only of the marshy valleys (Hallew – from ‘hal’ marsh, first recorded 1364), but also of the higher ground above the valley (Carnsmerry [Bugle] is first recorded in 1362). Small farming hamlets and farmsteads were set

amidst open moor and marshland, surrounded by their individual field systems; these islands of cultivation in the wider commons are clearly shown on the 1813 OS first edition. Indeed they are still very clearly shown on the 1840 St Austell parish Tithe Map; the landscape had scarcely begun to change since the late middle ages.

The very names of the settlements reveal the process of colonisation, such as Chenoweth ‘new house’, or places named after tinworks (Stenalees, 1621). The process was still going on in the early 19th century, new farms and field systems appearing between 1813 and 1840 (Mount Whistle; field enclosures between Bugle and Molinnis).

This was a landscape of variety. It is difficult to speak of a true pre-industrial period in this area, since the expansion of farming was partly a response to the demands of growing industrial and commercial production, population and wealth throughout a wide area, and partly to do with more localised pressures - exploiting the rich local tin grounds (there is evidence of tin working at Lavrean from at least the 12th century) while the valleys saw processing and milling of both agricultural and industrial produce.

3.2 Tin

These eastern valleys (Par/Luxulyan River headwaters) were one of the main tin streaming areas that made the Blackmore Stannary (centred on Hensbarrow) the most important in Cornwall in the late Middle Ages, when over 50% of all south-west tin was produced here. Although in the 16th to 18th centuries tin production declined almost to extinction in Blackmore, and most of Hensbarrow became something of a rural backwater, what little activity remained was still concentrated in these areas; tin streaming is recorded at Rescorla (1502) and Stenalees (1621). Early lode-back and shallow mining also concentrated in these areas (beam mines), with Great Beam working, like the great Carclaze open cast mine not far to the south, probably from the late 15th century, and certainly from the early 17th.

By 1813, at a time when the china clay industry had scarcely affected these eastern parts of the Hensbarrow massif, most of the local population was engaged in a long-established mixed economy of part-time farming and part-time tin working (with some less extensive copper and iron mining). The growing china clay industry fitted into this pattern, and even in the mid 19th century was something of a junior partner in terms of local economy and employment (even in the wider context, Joseph Treffry developed Par harbour after 1829 mainly for shipping copper ore – it only later became the principal china clay port). The 1841 census returns reveal about 15 clay workers in the Carnsmerry/Molinnis area (7 of them at Goonbarrow, and most of them were members of a single family that ran the works). In contrast there were 56 tin miners and tanners – Rock Mine was in full flourish. The 18 or so tin streamers and their families at Molinnis was a particularly notable concentration, while the 1850s sales particulars of the Bugle Inn stressed the importance of local mining and tin streaming as well as the expanding clay industry.

The strength of mines and streaming works in this area were exceptional in Hensbarrow; the Old Beam/Hallew mine lodes may have been worked out by mid century, but a whole series of stamping mills was reworking the tailings of the old mine into the 20th century. Rock mine proved to have rich deposits of tin worked from the mid-19th century, but these were relatively shallow. As the mines deepened, the expense of erecting steam engines to pump them dry was not defrayed by increased production. When the price of tin plummeted in the 1870s, those mines that could turned to china-clay to supplement their income, as with Great Beam and Rock Mine; the others abandoned their levels and stopes to the incoming water.

A commentator writing in 1878 summed up the state of mining in the district:

"Mining... is now at a very low ebb; at the moment of writing, June 1878, I am not aware that there is a single mine, whether of tin or iron, actually at work within the granite mass. ...on the whole, it would appear... that the future prosperity of the district must consist in the continued development of the china-clay and china-stone, for the former of which new uses are being found almost every year." Collins, quoted in Herring and Smith 1991.

There was a brief revival of fortune for some mines in the 1900s: an open-cast Rocks Tin Mine is shown on the 1907 OS map site on what had been in 1882 the Old Cleaves Clay works (the 1840 site of Rock mine had been a little further east on the same lode), but it was to be short-lived; history subsequently proved Collins to be correct.

3.3 Transport

Despite the relatively small scale of individual tin streaming works, mines and pits, the aggregate scale of local industry was already by the early 19th century beginning to have discernible economic, population and settlement effects and to make demands on the local transport infrastructure. The cost of transport was a critical aspect of the clay industry in particular; because of clay's low bulk value (compared to metal ores, for instance) the distance to a port or railhead could be the single most important determining factor in the success of any particular pit. Local transport demands were a source of profit for local farmers and tradesmen - many farmers developed a major sideline as carriers and transport contractors (and were as often as not also independent clay merchants and agents).

There was an added factor in this area, in that the old road from the increasingly important commercial town of St Austell to the expanding county town at Bodmin followed a tortuous route through old lanes either via St Blazey-Lostwithiel, or via Rescorla and over the boggy and flood-prone valleys. Moreover, the expanding hamlets on the higher ground were still linked by nothing better than a maze of tracks and paths across the commons. The construction of the St Austell - Bodmin turnpike in 1836, which cut ruthlessly through the old field systems around Stenalees and Carnsmerry, was critical in opening up this area to further settlement.

The potential of both agricultural and industrial expansion in this area was clearly understood, and the creation of the turnpike road in 1836-7 was as much an effort to open up the potential of the area as it was to serve existing activities (it should be remembered that its primary function was to improve communication between the two burgeoning urban centres at St Austell and Bodmin).

A West Briton Newspaper report of 16th December 1836, notes that: *'The present Turnpike through St. Blazey... is excessively billy, and the direct route an execrable one, and positively dangerous for vehicles at night...'* and goes on to examine the potential for a new road:

'The great importance to the County of this new cross Turnpike is, perhaps, not generally appreciated. ...When the new Assize-Halls are completed at Bodmin, the whole of the County judicial business will be transacted at that town. ... to the South... a population of from 20 to 30,000...the populous parish of St. Austell (population 10,000) with the fertile farming and maritime parishes of St. Ewe, Mevagissey, Gorran, and Veryan will be principally benefited. Several thousand acres of unenclosed land may be reclaimed when an easy carriage of lime and other manure from the coast can be obtained. Heavy articles of coal, timber, castings, &c are also required for the numerous mines in this extensive mineral district, which are now carried over miserable roads. The China Clay and Stone trade of this neighbourhood has, within the last quarter of a century, assumed a comparative degree of county importance, from 20 to 30,000 tons of these articles are annually now exported from Charlestown and Pentuan to the Staffordshire, Welsh, French, and Belgian potteries.'

Like the new turnpike, many of the port and tram/rail schemes which were developed in and around the Hensbarrow area were a speculation on the potential of the clay industry as much as a reaction to the existing levels of production, and in fact, tin and copper were as much, if not more, of an immediate concern – both Par (from 1829) and Newquay (between 1825 and 1833)

were initially developed as ore exporting ports (and for importing the huge quantities of coal and timber needed by the mines – but not at this stage for the much less capital-intensive clay works).

Much of the development of the new transport infrastructure was slow, piecemeal and achieved only after often ruthless competition and wasteful duplication of resources. That the tram and rail network in the end proved the most important factor in the success of the local clay works in the 19th and 20th centuries was due partly to the exceptionally good quality of the clay produced, and partly to the drive and ambitions of specific entrepreneurs, and particularly Joseph Treffry.

Treffry began acquiring interests in china clay exploitation around Bugle and needed better links between them and Par, and may already have been looking for a route to the north coast to improve links with the smelters and coal mines of South Wales. He had by 1844 constructed a horse drawn tramway from Pons Mill (later extended to Par) through the Luxulyan Valley running to its terminus (Bugle Inn) over the Luxulyan viaduct constructed 1839-42. This continued as a horse-drawn system until the Cornwall Minerals Railway joined the Par and Newquay sections of Treffry's tramways together as a steam-operated railway (1874). This was principally built to exploit large-scale iron mining near Newquay which never materialised, and the development of passenger services also failed to provide good returns; it was only the growth in the clay carriage - the scale of which seems to have been unexpected - that saved the line. Taken over by the GWR in 1877, major branches (and sidings) were constructed at Wheal Rose and Carbis, both north-west of Bugle. The Goonbarrow Junction to Carbean branch line up the valley past Stenalees was opened in 1893 (closed 1965).

The importance of the rail network to the profitable exploitation of the clay reserves cannot be overstated. Bugle remained important in addition as a passenger station on the Newquay branch line – increasingly important from the later 19th century for holiday traffic.

Late 19th century transport developments affecting the clay industry also included the introduction of slurry pipelines to ship wet clay from the pits to more distant kiln dries, but much of the clay continued to be moved by horse-drawn wagon until well into the 20th century, when motorised road transport took over.

3.4 Building stone quarries

Without further research, it is difficult at this stage to assess the extent of quarrying for building stone; many of the pits probably lay alongside or within the clay areas, and are indistinguishable by superficial inspection either on maps or on the ground. Nearly all the buildings in Bugle and Stenalees were built using local stone; there must have been an extensive network of probably small quarries, and the industry remained a locally significant but unquantifiable element of economic activity in the parish throughout the 19th and 20th centuries awaiting much more detailed further research.

3.5 Brickmaking

In amongst the clay pits and dumps were the brickworks, which found a use for clay that otherwise would have been discarded. This clay was discoloured by iron-staining, or was of inferior quality in other respects. While brickmaking was never of great economic importance in Cornwall, and few bricks made in the county were exported to other parts of Britain, it was for a time a significant local industry in the china-clay districts. Bricks made from china-clay had the property of being exceptionally heat-resistant, or naturally refractory; they were thus in great demand from the mining industry for boiler-houses, calciners, and smelting furnaces. The Hensbarrow brickworks thus achieved a status which made them of significance throughout the county.

After 1850, the use of the pan-kiln for drying china clay created a large demand within the clay industry for bricks and tiles. Many brickworks were fully occupied supplying this local trade, as the furnaces and pans of the dries had to be regularly rebuilt.

Many china-clay bricks were discoloured by iron, and burnt to a pale buff or pink; some were a white or cream colour, and as white bricks were fashionable in late Victorian times, these also found their way into domestic architecture, forming a notable feature of the local built environment.

The principal local works were those at Carbis, an extremely important surviving example of a small Cornish brickworks. In operation from 1883, it produced thousands of refractory bricks and tiles, which can be found throughout mid-Cornwall. The square brick stack provided the draught for three cupola or 'beehive' kilns, of which there is only one other example in the county.

3.6 China clay and china stone

This is not the place to give a generalised history of china clay and china stone, reference should be made to the bibliography. A working knowledge of the technologies and general trends of development is assumed in the reader, and only specific trends and sites relating to the Bugle/Stenalees area will be analysed here. Throughout, references to the china clay industry are taken to incorporate the working and employment generated by china stone quarrying.

By 1813, the developing china clay industry had scarcely impacted upon this area. The major 18th century areas of activity were almost exclusively in the western part of the Hensbarrow uplands, in the parishes of St Dennis and St Stephens. Here, from 1748 onwards, were the early quarries and pits exploited by Cookworthy and his successors, and the first of the larger scale works developed by the Staffordshire potters from 1775.

Between 1820 and 1858 there was a huge rise in demand for china clay for the pottery, textiles and paper industries. This was met largely by the opening of many new small pits, rather than deepening or intensifying production at old pits. In 1820 there were only 12 works in the Hensbarrow area; by 1845 this had quadrupled. Production in the industry as a whole grew from 2000 tons per annum to some 13000 tons by 1838. While most new pits were still in the west and south of the wider area, this was also the period when the first of the major works in the eastern part of the area opened – a lease dated 1828 gives permission to explore Littlejohns ground in Roche for clay, the first reference to what would become one of the principal china clay works. Wheal Prosper began production in the same period, while works like Rosevean pit and Bluebarrow were opening up around Bugle and Stenalees by the 1840s - although the area was shown on the 1840 Tithes Map principally as a tin streaming and mining area. The marshy valley bottoms in particular were long dominated by extensive streamworks. Other industrial activity clearly marked in the area on the 1813 OS map included the old Beams Mine (Bugle), while there are possible indications of streamworks (isolated buildings) in the Stenalees valley bottom.

The great period of development around Bugle and Stenalees was from the 1850s onwards, during which time this area gradually became one of the principal clay producing areas, but as a whole the industry remained small well into the mid 19th century. Even after a period of enormous investment and expansion one of the largest pits in Hensbarrow, Goonvean, still only employed 34 people in 1838: in the 1841 Census returns, there were about seven clay workers at both Goonbarrow and at Kerrow Moor – two of the largest local pits.

We should not look, therefore, for much early effect on local settlement; the vast impact china clay had in the later 19th/20th centuries tends to give a distorted view of its landscape and

settlement importance at this early stage, although it may already have begun to make local demands for transport, servicing and infrastructure (including a stimulus to agriculture).

The history of the various local pits, their openings, closings, mergers and expansion is too complex (and not easy to recover from readily available sources) to be covered here; this area followed the general trend of the clay industry as outlined below.

It is perhaps too easy to see the simple record of more and larger pits, larger and more capital-intensive companies, increasing miles of tramways and so on as a continuous graph-line of expansion and improvement, but this disguises a whole series of boom and bust periods, not unlike the contemporary tin and copper industries in Cornwall. There was, however, an undoubted trend for larger pits run by larger companies, although many remained small, duplicating resources and infrastructure and poorly capitalised – there were still 41 separate companies in 1939 operating in Hensbarrow.

The heyday of high numbers employed in the whole industry was in the early 1850s before technological change developed – the first recorded coal-fired pan-kiln, which would eventually transform the scale and nature of the industry, was at Greensplat in 1854.

About 7,200 men women and children were employed in the clay industry over the whole Hensbarrow area, this had declined to about 4000 or so in the early 1900s, although Bugle/Stenalees remained one of the primary producing areas, and the population figures (and settlement history) suggest that the area did rather better in the later 19th century than other parts of Hensbarrow. Thus in 1852 the population of the newly created parish of Treverbyn was 2,003; it was 2,712 in 1881 and 3,301 in 1901.

Within this broad picture of expansion the boom and bust economy affected the local pits: in 1873 with the end of the tin boom there was diversion of investment into clay, especially in the use of steam engines (going cheap second-hand), and opening up new pits, for instance the rich Rosemellin Pit near Bugle, which had four steam engines at work by 1878. However, trade recession, investment in labour-saving technologies and overproduction could lead to crises, such as in 1876 when there were pit and quarry closures, and the once-powerful labourers saw wage decline accompanied by strikes and riots, much of it centred on nearby Roche.

From about 1900 there was a great increase and diversification of uses and therefore demand for china clay, and, despite the disquiet and violence associated with the famous strike of 1912, working conditions, pay and housing were again relatively good in the clay industry, and indeed, it entered a boom period in the years up to the First World War. Bugle/Stenalees again saw much of this investment - the population of Treverbyn had increased to 4,283 by 1921, but then a period of relative stagnation set in, in both population and settlement terms, as the reorganisation of the industry maintained its local importance, but was no longer a significant driving force for new settlement.

The inter-war years saw huge rationalisation of the industry, creating massive conglomerates like English China Clays (1919), but there was still crisis in the early 1920s exacerbated by the pressures of finding jobs for 300 returning service men. The industry had only just stabilised by the start of WWII, during which production fell to the lowest level since 1876 (175,000 tons).

Export industries were vital to national economic recovery after 1945, and government subsidy regenerated the clay industry on a hitherto unknown scale. By 1966 2,000,000 tons per year were produced from only 24 highly mechanized ‘super pits’, while other uses were sought for sand waste - including ‘Cornish unit’ housing, kerbs, blocks and so-on. The pits and processing plants round Bugle in particular continue to be economically active and important.

4 Physical Development (Fig 2)

4.1 Pre-1813

Bugle did not yet exist; its site was a heathy waste on the junction of the lane to Molinnis with the principal local road – passing along the edge of the Luxulyan River valley from the south-east up to Roche to the north-west. The nearest hamlet was Carnsmerry (Carn Rosemary in earlier sources); its site lay outside the current village area and was destroyed by the Goonbarrow china Clay works. Carnsmerry was one of a string of late-medieval and post medieval farming hamlets hanging on the north-east facing slopes of the Stenalees valley, running up into the high moors, connected only by indeterminate tracks across the intervening common lands. Down in the valley, were island sites at Hallow, Rosevear and Molinnis - still separate and discrete settlements and not at all focused on the site which was to become Bugle. Molinnis was slightly larger than the rest, but none was more than a simple hamlet, each, like Carnsmerry, surrounded by its own field system. The local population was engaged in farming, mining and tin streaming – the major occupation in the largest of the local hamlets at Molinnis.

4.2 1813-1840

While there was a general increase in industrial activity locally (and in the industrial population), the scale of activity remained small and scattered, and the expansion of settlement in both the marshy valley grounds and on the higher moors to the south really was simply a continuation and gradual extension of the age-old pattern of farming (Mount Whistle by Carnsmerry), tin streaming (Molinnis) and mining operations (Carn Rosemary). The population of part-time farmers and tin-workers were scarcely distinguishable from each other (although there was a remarkable concentration of tin-streamers living in Molinnis), and lived in the same scattered hamlets and farmsteads.

The new turnpike road of 1836-7 was probably the single most important factor in developing this area and creating new settlement patterns. It cut ruthlessly through the old settlement and field pattern, and changed the main direction of movement and settlement focus, no longer hugging the contours or exploiting islands of dry ground in the valleys. It undoubtedly opened up new land for both agricultural and industrial exploitation – although by 1840 this had been very limited outside of Bugle itself.

Bugle was variously called at the time Carnsmerry, like the old farming hamlet on whose lands it stood, Carnsmerry Village, or Bugle Farm. A coaching inn had been built soon after the construction of the road and by 1840 was well-established and well known and gave its name to the small nucleation that had begun to develop around an amorphous open space at the junction of the new and old roads. Associated with it, apart from the existing farming hamlets, was a scatter of mine buildings (Beam mine, Hallow Mine, Rock Mine) small clay works (Beam, Rosevear north), workshops, smithies, smallholdings and cottages all within the present study area. A further separate hamlet (also confusingly known as Carns Rosemary) had appeared to the south-east by the increasingly important Rock Mine complex.

In this context, Bugle is clearly seen as the creation of the road, perhaps only indirectly of industry, and scarcely at all of the china clay industry. The adverts and prospectuses for the Inn do make it clear that the potential for local industrial development was important, perhaps even more than the scale of existing output, but that at this stage, agricultural potential was equally important: in 1850 the Bugle Inn – already well established for many years, was for sale, described as *'desirable and well-accustomed'*, situated at Carnsmerry situated on the new road St Austell to Bodmin – *'in which there is an extensive business carried on, being in a very populous and flourishing Mining, China Clay and Agricultural neighbourhood'*

What is clear is that while the china clay industry was seen as a potential money spinner, it had not yet developed to any great extent. China Clay did not create Bugle, even if it was to develop it. This is reflected in the make-up of the local population. In the 1841 census, the constituent elements of the settlement were made up of the hamlets at Bugle Farm, Carn Rosemary (the core area around the Bugle Inn) Carn Rosemary Village (adjacent to the Rock Mine) and Rosevear. The dominant elements of the population were tin miners and tin steamers. Only about 15 clay workers were noted in the Carnsmerry/Molinnis area (seven of them at Goonbarrow, and most of them were members of a single family that ran the works). In contrast there were 56 tin miners and tanners – Rock Mine was in full flourish. The 18 or so tin streamers and their families at Molinnis was a particularly notable concentration.

Craftsmen were concentrated around the core, which in effect formed a polyfocal settlement (and indeed all the various foci are now within the single village of Bugle) – at Bugle/Carn Rosemary were the Inn, two blacksmiths, a mason, shoemaker, three carpenters, with a further cordwainer, shoemaker and Blacksmith at Bugle Farm, while at Carn Rosemary Village, dominated as it was by the Rock tin mine, lived also Samuel Cock, the Mine captain, and William Ham, the Engine Man.

In a pattern seen at the same time elsewhere on Hensbarrow (St Dennis, Nanpean, Roche), this polyfocal, nascent craft and service centre was surrounded by hamlets that were exclusively the residence of farmers and industrial workers, whether tin or clay (and a few isolated copper miners too).

A hint of the future, however, can be seen on the 1840 Tithe Map. Although Treffry's tramway did not reach its terminus (what became Bugle Station) until 1842, the line of the tramway is clearly shown on the Tithe Map, still only as a hedgerow, but clearly the surveyed line was already influencing local topography.

4.3 1840-82

The turnpike road of 1836-7 had led to an intensification of the traditional local industrial, agricultural and settlement patterns. The coming of the Treffry tramways opened up the area from relative obscurity and old-fashioned patterns of working and living and created the new dominant industry - China Clay - and with it a new level of population pressures. The Treffry tramway had originally, in the 1840s, terminated at Bugle, but had been extended to Newquay, taken over as the Cornish mineral railway and converted to steam with branch lines constructed between 1872 and 1874 to Carbis, Wheal Rose, Retew, and to Drinnick Mill, and the station at Bugle built (as a passenger station) in 1876. The railway was the primary factor in opening up this rich clay-producing area.

However, the impact of both industry and population should not be exaggerated in this period. Both industry and settlement were still seen as elements in a landscape, rather than swamping the landscape, the ancient farm and field systems had so far remained virtually unscathed. The landscape of the 20th century should not be read back into the 1880s.

The china clay works were still for the most part contained within the old moors and wastes, their spoil heaps carefully placed to avoid fields; many were still worked in part for tin (and in the case of Hallow mine for iron), and tin-steaming was still dominant in the valley bottoms. Settlement was still confined to those scattered hamlets already seen in 1840 – they had got somewhat larger, certainly, but had not yet even begun to merge into a single village. The core of Bugle intensified in the density of development, but had not expanded much; there was a scatter of cottages, larger houses and industrial sites along the road to Rosevear and the main local clay works at Wheal Henry, and an even looser scatter of building along the turnpike road to the new Bugle Station.

The coalescing of the loose group of buildings around the central crossroads had by 1880 formed a clearly nucleated settlement, now known as Bugle. Bugle formed part of the new parish of Treverbyn, cut out of St Austell in recognition of the growing scale of population in this otherwise remote corner of the mother parish. It was indeed the largest village in the new parish, and developed more services and facilities to cater for the more simply residential hamlets around, including, as well as the old-established inn, smithies, craft workshops etc, many new buildings and institutions: Bugle Bible Christian Church and Hall (1858), a Board School and a Post office. The provision of these civilising institutions should not disguise the fact that there was something of the frontier town about Bugle - many of those building the new railways, or becoming labourers at the expanding clay works, were itinerant workers from outside the area – the Bugle Inn seems to have had something of a reputation throughout the 1850s-70s for a certain roughness in both landlords and clientele.

4.4 1882-1907

The complexity of the various twists and turns in the clay and metal mining enterprises around Bugle in the late 19th/early 20th centuries was reflected in equally complex and ever changing landscape and settlement patterns. The principal developments in the area were associated with improved rail communications of the Cornwall Minerals railway (taken over by 1895-6 by the GWR), whether the continuous upgrading of the station, with more sidings and yards, or the Carbis branch line, with its extensive clay works and new brickworks (in operation from 1883), or the Goonbarrow branch from Bugle to Carbean in 1893. A new age had dawned for the clay producers with much enlarged production and shipping capacity, and with refineries and processing plants constructed close-by the pits. Despite the vastly increased scale of the industry, by and large the works remained in established areas – the clay pits were still mainly confined to the former moor and marshlands. Some old workings, especially those that had been closer to the villages, like Beams, or the site along Rosevear Road, or even the Rocks works, having passed from tin to clay, were now not worked at all; others, like the Imperial Goonbarrow works south of Carnsmerry had taken over and merged several older works, but they yet remained incidents within a broader landscape, although there had been a significant increase in the size of individual structures, particularly the huge pan-kilns which now dominated the clay works.

In the same way, the ancient farming hamlets with their field systems survived amid the pits and the increasingly towering aerial dumps; few showed signs of expansion, however, and most new development was confined to the central settlement at Bugle, and consisted largely of housing spreading along the four main roads (and the lanes leading to the Beam works, or north to Molinnis), bringing older, and formerly separate, hamlets into a single settlement area. At the same time there was rebuilding of the chapels and schools in the village on a larger scale, and the building of large, partly or entirely commercial premises around the central crossroads (including a temperance hotel, drapers and grocer's shops as well as improvements to the old workshops and the Bugle Inn).

4.5 1907-47

During the early 20th century there was an ever-increasing scale in the clay works, the huge flooded pits, the towering dumps and the increasingly large buildings, plants and holding tanks now dominated the surrounding countryside; significantly they had hardly spread off the moorland onto former farmland at this stage, and there was still a broad buffer zone of fields around Bugle. The village itself had reached virtually its modern extent by 1947 – subsequent development has largely been a matter of infill.

Some set-piece 'urban' developments took place in the early 20th century – new streets being laid out on fields adjacent to the core (New Street, Charles Street) and filled with a mixture of speculative-built short terraces, paired and detached houses and bungalows. Ribbon

development along the main roads continued apace – with terraces built along the Roche-Rosevear Roads, but with more piecemeal development along the main road, especially to the south. Only the huge complex of clay-works at Imperial Goonbarrow stopped the ribbon development southwards from merging with that coming north from Stenalees. Most of the housing was built early in the period – shortly before or after the First World War, although the Carnsmerry estate on the Stenalees Road was being built in 1947.

This period saw the creation of many clubs, institutions and facilities which survive into the present – the rebuilt school, the football ground, village hall/scouts hut, a bus station (now a garage), the Bugle Band Contest, first held in 1912, as well as an increasing number of shops and commercial premises, many of which lasted until the later 20th century.

4.6 Post 1947

In the post war period, unusually in the Cornish industrial context, the china clay industry expanded its range and scale of operations, to a monumentally increased scale, despite the eventual closure (in the 1960s) of the Goonbarrow/Carbean branch line, the closure of some major local works (Rock works closed in the 1970s) and the recent closure of some of the huge processing plants (Imperial Goonbarrow).

Bugle became a designated Island settlement, and in a real sense an island, almost completely surrounded by industry and railways. There was little land left within it to develop, without the loss of valuable recreational and open space (despite its ‘rural’ location, little countryside is accessible from the village); little of the industrial land was suitable for development (consisting of steep dumps and deep pits). As an Island Settlement within the China Clay Winning and Working area, Bugle has continued to see increased housing provision, although houses are no longer being built specifically for clay workers, but for commuters and for those relocated by the still-continuing process of removing population into the Island Settlements as the clay dumps continue to swallow up outlying land. Apart from scattered infill plots, still being developed to this day, the only practical large plot to develop was in the fields between Bugle and Molinnis and around the Station, and these saw public housing built in the mid-late 20th century.

5 Current Character (Figs 3 & 4)

5.1 General

Bugle is a creation of the road improvements of the 1830s. There was nothing on the site of the central crossroads (strictly speaking a six-way junction) before the building of the Bugle Inn shortly after the new turnpike was built in 1836-7. This crossroads remained the focus of the growing village, even for its commercial activities, despite the secondary attraction of the railway, (in use from the 1840s, and with both passenger station and industrial branch lines open from the 1870s). With the exception of two new streets built in the early 20th century and the off-centred development along the old road across the marshes to Molinnis, the village is mainly composed of ribbon development radiating out from this central point.

The main east-west route (the older route) twists and curves as it follows an even contour along the edge of the old marshy valley bottom, while the north-south route, the 1836 turnpike, slopes gradually but consistently along its length southwards as it climbs up the lower slopes of the high Hensbarrow moors. As the village grew out from its central area, it absorbed some of the contemporary or older farmsteads and hamlets in the immediate hinterland.

The industrial sites which stimulated the growth of Bugle had a complex effect on shaping and containing its development. Some older sites, like that along Rosevear road or the old Beams Mine works, penetrated into the village area (as did indeed the Carbean branch railway line,

which cut through and around the village in the 1890s) and have only just begun to be redeveloped. Other sites formed the outer edge of development, eventually limiting the spread of the ribbon development (the railway station, or the Goonbarrow/Rocks works at Higher Bugle). However, by and large, Bugle never expanded quite enough to meet the surrounding industrial complexes; there still remains a sometimes narrow band of fields and undeveloped land forming a green mantle around the village; this green swathe has, paradoxically, expanded in recent years as old clay workings have been landscaped or left naturally to turn to scrub.

5.2 The shape and form of Bugle

For a relatively small and late settlement, there is thus a complicated interplay of topography and development history in Bugle which runs through its current character.

One of the interesting features this has created is a sort of leap-frog effect in the morphology of the village:

1. At the heart of the village, as one might expect, are some of the oldest surviving buildings, particularly the Bugle Inn (old in this context, it should always be borne in mind, only goes back to the 1830s). However, this core area saw late 19th century and early 20th century road re-alignments and large, densely packed commercial buildings being built right up against the pavement edge.
2. Despite this redevelopment, much of the loose scatter of early-mid 19th century buildings and enclosures actually remains, forming a complex ring of back plots with old hedgerows, stone walls, old cottages and outbuildings. Most of these features do not actually address the main road system at all, and there is a sense of spaciousness in contrast with the scale and density of the main road frontages. Moreover, there is a sense here that there are no real, unseen back elevations to the buildings – there is a visual permeability that reveals rear elevations, and creates roofscapes of interest and character, that of the Bugle Inn group in particular has a most arresting and picturesque massing when seen from Roche Road.
3. These yards (including the Inn car-park), outbuildings and old hedged enclosures then give way to late 19th and early 20th century houses and commercial buildings – the same sort of development which makes up much of the core of the village.

The effect, moving from the central crossroads outwards in almost any direction, is to go from a tightly enclosed, almost urban space (the crossroads) through a village character, back again into a tightly enclosed ‘urban’ and suburban streetscape of terraces and large houses, and then finally ending in another band of village, rural scenes of old farmhouses, hedges, grassy tracks, trees and open ‘countryside’ (actually reclaimed industrial land). This is seen most noticeably along the old road (Roche Road and Rosevear Road), where some of the older buildings on the outer edges (especially Rosevear) may predate the Bugle Inn - their sites are certainly medieval or immediately post-medieval. In this complex pattern, tall, large ornamented and tightly-packed buildings of about 1900 stand directly opposite low, vernacular farm buildings in remnant field plots that may in part date back to the middle ages, and all this within the village envelope.

This piecemeal development history means that there are gap sites, particularly on the outer edges of the village; these are old industrial sites (including the railway lands, the old Beam works, the former mine/clay works site in Rosevear Road), or former fields never before developed (the closes between Bugle and Molinnis or around Bugle Farm), in addition to redeveloped plots of former commercial buildings. Usually these odd sites add to the quite pleasant sense of a village that has not quite overtaken its rural setting, but along the northernmost stretch of Fore Street, the sense is more of a townscape that seems not to hang together in a coherent way.

5.3 Spaces, sounds and views

Quite apart from the effect on the physical appearance of the village, this unique development pattern has created a very particular ambience. While the main road is often quite unpleasant to use as either a pedestrian or a driver, once off the road, and especially on foot, Bugle can seem like a very different place. Although surrounded by the tips and pits of the clay industry, these are for the most part landscaped, or reverting naturally to scrub, or else have an undeniable sense of scale and impressiveness that can form an exciting backdrop.

But most parts of Bugle are surprisingly inward-looking. It is rare that there are direct views out over wide landscapes. Because of the way the streets focus toward the central crossroads, views concentrate into this central space. Although rather bleak in its surfacing and streetscape treatment, it is ringed around by some of the more interesting buildings in Bugle, tight against the pavement, creating a good enclosed urban space (which makes the recent development to the south of the junction with its bland frontages and open car-parking on the street front most damaging to character). Glimpses into this cross-roads from all approaching roads, and from side lanes (New Street and Park Lane) reveal historic buildings and interesting roofscapes, often seen through pinch-points and framing 'gateway' buildings.

Fore Street can seem long and rather bleak, but it curves and rises along a long slope, terminating at the southern end in a dramatic chimney; in this southward-facing vista the houses and shops foreshorten the views along it to create a real sense of a defined place, although the view northwards from the central crossroads is less cohesive.

The curving line of the ancient east-west route along Rosevear Road and Roche Road creates an unfolding townscape, passing by old traditional farm houses and enclosures, through quite flamboyant turn of the century housing, not at all like the somewhat severe terraces of many others of the clay villages. Incidents like the old railway bridge along Roche Road create a sense of containment; along Charles Street, facing the small but lush park on Park Lane, or down by the level crossing on Molinnis Road, the dominant sound is of birdsong, perhaps the most surprising element of Bugle's character.

5.4 Built environment

Although Bugle had, and retains, a good selection of public, commercial and institutional buildings and functions, an industrial village this size elsewhere in Cornwall might have had even more – in particular having just a single (Bible Christian) chapel is unusual. Although large and successful, and a typical denomination for this part of Cornwall, other comparable villages have two or more Methodist sects represented. No doubt this is accounted for by the late development of the village (after the main period of fragmentation within the Methodist ranks) and the proximity of other large villages, each with their own chapel (by chance or plan seeming to work out with a single denomination in each centre: Primitive Methodist in Rescorla, and in Molinnis; a Wesleyan chapel at Stenalees, Bible Christians at Carthew and Bugle; Free Methodist chapel at Greensplat and an unsectarian mission room at Rescorla).

Moreover the churchtown/ecclesiastical focus of the area lay elsewhere (Treverbyn/Stenalees). In fact, Bugle took on most of the service, administration, commercial and functional characteristics of a churchtown, but the parish focus being at Treverbyn somewhat diluted Bugle's role. Nonetheless, by the early 20th century, here was the chapel, Sunday school, one of the three local board Schools (with Treverbyn and Carthew), post office, a working men's club, not to mention the main local rail passenger station, a major local pub (not over provided for in this area) and several commercial premises and shops.

Although an industrial village, there are few industrial remains within the village area; those very important sites that are around Bugle are outside the scope of this report, and are described and

their significance assessed in detail elsewhere (Herring and Smith 1991, Smith 1999). Within the study area the principal above-ground remains are associated with the railways, particularly the station buildings and platforms [2][3] and the fine granite set approach road [10], and the bridge of the Carbean branch line over Roche Road [38]. Elsewhere, the line of the railways, the tracks leading to the industrial sites (Park Lane), remnant industrial land (again Park Lane, or Rosevear Road) are more typical of the surviving industrial remains in Bugle.

Architecturally, the rebuilt chapel, schoolrooms, and Board School [60-63] form one of the best architectural complexes in the area (and form an instructive contrast with the Anglican/establishment complex at Treverbyn). Built from the best quality ashlar or coursed masonry, with simple but elegant detailing, and clearly architecturally designed, they are set in broad landscaped grounds behind well-constructed walls and gateways. The landscaping may be in danger of overwhelming the buildings (in particular the rapid-growing conifers that have been planted), and too much of the setting of the chapel is given over to bland tarmac, but the group helps to provide a context for the good historic buildings nearby [56-66], forming an effective element of the 'urban' character of the core. They also provide some quality of setting for the otherwise dispiriting array of mid-late 20th century buildings to the west and north.

There are surprising numbers of purpose-built commercial/shop premises in Bugle – some of considerable charm, whether relatively anonymous workshop/wholesale units of little architectural pretension [54], or large, well-built and carefully detailed buildings on the main road [59][100], or single-storey timber framed and gabled shop extensions in the front gardens of houses [34][98]. There are several good shopfronts scattered around the village, either surviving complete or capable of reinstatement [34][57][59][66][100].

Housing within Bugle falls into two broad categories. The older group are those early-mid 19th century cottages which formed the original loose scatter around the focus of the Bugle Inn (and include the group associated with the Inn itself) [53][55-58][119][83]. These are typical low, symmetrical, double fronted vernacular buildings of a familiar local type, built of roughly coursed stone or random rubble, with large stacks, arched voussoired windows; often extended with a parallel range added at rear. Exactly similar is the group of cottages and farms standing originally separated from this central core [13][23][14][48][76][86][93][109-111]. They stand either as short rows, or as self-contained units, former farms or smallholdings, with typical outbuildings, walled or hedged enclosures and unmetalled access lanes. The two groups directly associated with the creation of the turnpike (the Bugle Inn [56-7] and Carn Rosemary village [109-111]) stand directly on the pavement line (but with generous back yard and enclosures, still leading out to fields), while the other groups sit back from the roads as if still standing in rural isolation. Little Rosevear [93], although of the same generic type, may be considerably earlier, and a house in Rosevear Road [83] (now sadly rendered in anonymous grey render like many of its later neighbours) is unique in its fine slate hipped roof (virtually all the others are gabled).

There seems to be a fairly long gap in the 19th century when relatively little housing was added to the old village core; most housing in Bugle, forming the second main housing type, is of the years immediately around 1900, with a second growth in the years around the First World War. The result is a marked contrast in scale, style, materials and details from the older cottage types. Most houses in Bugle are relatively large, tall, rendered buildings, constructed in rows, short terraces, or as detached and semi-detached units, generally tightly packed (although more widely spaced and more varied in design and form at the outer edges of the village), with small (concrete) walled front gardens and more generous rear gardens. A great deal of variety is seen – there is very little of the company-built, standardised early-mid 20th century terraces which are so prominent in other clay villages.

The piecemeal development and spread of the village left many empty plots, these have subsequently been infilled either by individual houses and bungalows, some of which are quite

charming in their own right, or by small estates of public housing of some interest, like the 1940's 'Cornish units' of the Carnsmerry estate, or the garden-suburb influenced New Molinnis estate. Unfortunately most recent housing has been of groups of bungalows and modern housing of little discernible design philosophy and little relationship to local traditions, topography or layout.

5.5 Materials and local details

The older buildings in Bugle are all built of local granitic stone, with some killas; the humbler farmhouses and outbuildings are built, like the many surviving garden and plot walls, in roughly coursed rubble. In contrast, the Bugle Inn and attached range are in coursed and squared stone, as are the public buildings (school/chapel complex [60-63]) and the principal commercial buildings [81][100] from the later 19th/early 20th centuries.

Although the typical facing material of nearly all the later housing in Bugle is render/stucco, the underlying structural material for many being concrete, many others reveal the continuing use of rubble-stone construction in their flank walls.

It is clear, therefore, that render was a facing material of choice, largely because of the opportunity it gave for display, the addition of decorative features, and the use of colour. Much of Bugle is indeed enlivened by the colour of the render, with contrasting colours picking out moulded architectural detail, complemented by the rich array of crested ridge tiles and gable finials, ornamental slate work on bay window roofs and cast iron finials which are still to be seen on many buildings in the village. This element of display is in contrast to some of the simpler, more workaday villages (Stenalees), much less given to ornament, colour and display, and, significantly, much less inhabited by the 'middle classes', tradesmen, and those engaged in service industries; in a small way there was something urbane about Bugle that marked it out from its neighbours.

The rather dispiriting prevalence of a dull grey render on the buildings along the main road (especially southwards to Stenalees), and on nearly all modern development within Bugle is therefore not only unpleasant, it is not really a characteristic of the village, and certainly not a necessary treatment.

There is very limited use of other material in Bugle; the only building to be fronted with slate hanging is part of the range adjacent to the Bugle Inn [57], a good example of large rag-slate hanging, unfortunately now painted over; there are small patches on rear elevations elsewhere.

Despite the proximity to the railway (whence imported building materials) and of a major local brick producer, brick is surprisingly limited in its use in Bugle; apart from occasional window dressings, its principal use is for stacks (even the earlier buildings in Bugle only date from the early-mid 19th century when stone stacks had already largely been replaced by brick in this area, although some of the earliest have larger stone stacks – notably Little Rosevear). Only in a few early 20th century houses, in New Road particularly, is it used as an exposed building material.

Although slate was the traditional and universal roofing material, its survival has been variable in Bugle, mostly now replaced by artificial roofing materials. There seems no obvious reason why this should be so, the building stock (and therefore the roofing) is not very old, many buildings along the main road preserve their roofs where others in quieter streets do not, and many older buildings retain extremely fine slate roofs where their more recent neighbours do not [83].

Similarly fenestration has survived very badly in Bugle – most windows and many doors have been replaced with a variety of inappropriately detailed timber, metal or PVCu windows. Although the noisy main roads offer a partial explanation for this, replacement has been just as rife in the quiet, secluded and sheltered back streets, and it is deeply ironic that the oldest

building in Bugle, the Bugle Inn, retains both its historic slated roof and traditional glazing bar sash windows, despite being situated right upon the central crossroads.

The materials and appearance of the walls that determine so much of the character of the village vary with their host buildings; the older cottages and houses have rubble-stone walls, typically with a form of crenellated top course, while the grander, architectural buildings of the chapel/school group have dressed and coursed stone walls. The rendered early 20th century houses of the outer streets have rendered or (contemporary early 20th century) concrete block walls.

5.6 Streetscape

There are some items of interest in the streetscape of Bugle. A few of the pavements in the main streets have rough-finished granite kerbs; even the un-tarmaced Park Lane has a line of granite kerbs separating the rough roadway from the equally rough footpath. The roughly metalled, or completely unmetalled, back lanes and side alleys of Bugle are a significant element of its character, a concomitant of the small hedged enclosures and smallholdings/farms/cottages absorbed within the expanding village.

The most interesting paving materials are found on the old station approach [10]. Here a very fine granite set surface is beginning to show through the tarmac top dressing crudely applied in recent years. Along the same stretch of road is a drain guard made out of old rails - possibly a unique local feature.

Much of the character of Bugle's streetscape derives from the walls and hedges throughout the village. Very few buildings were built right up against the back of the pavement, the main exception being the Bugle Inn itself, most have small front gardens, while the older cottages scattered throughout the village area are set in sometimes large plots, set about with traditional Cornish hedges.

Other interesting survivals include a charming cast iron sign to Mount Charles and Charlestown high on the side of one of the corner buildings facing the central crossroads [81], and the turnpike milestone [117] (*4 miles to St Austell, 7 miles to Bodmin*) at Higher Bugle.

Otherwise, there is next to nothing in the contemporary street furniture of Bugle of quality; the lighting, along both main roads and back roads, consists of highways-standard grey metal posts – creating a sense of an urban clearway rather than a village street – while the signs and lights around the central crossroads are unnecessarily large, duplicated, and use too many fixing poles – three of which at one point (outside the Bugle Inn) stand by each other, with only one in use. Elsewhere, the combination of electricity junction box, poor modern design telephone box, and signal and road paintings outside the school complex is particularly intrusive given the quality of the buildings here.

6 Industrial significance

Bugle is entirely a creation of the 19th century. At first it was created only as an incidental product of industrialization – its origins are to be found rather in road/transport improvements and a centuries-old process of enclosure of waste ground for agriculture on the flanks of the high Hensbarrow moors (the village eventually absorbed some late medieval farming sites). However, these processes were themselves generated by increasing industrial activity in the area, and surrounding Bugle were a number of ancient and well-established tin mines and streaming works, so that it is impossible to talk of a truly pre-industrial period in the history of the area.

Although pre-dating the spectacular 19th century growth of the china clay industry, it was that growth, stimulated above all by the creation of the Treffry tramway in the 1840s, which set the pace of development in Bugle. Eventually the village took on all the typical features of a Cornish,

and specifically a china-clay country, industrial village, with chapel, institutes, schools, cottage rows and terraces. Despite its size, however, it developed only some of the full range or scale of such facilities, typical of the churchtown settlements around Hensbarrow, largely due to the proximity of very similar villages in the surrounding area, and the fact that the literal churchtown of the newly created parish of Treverbyn was situated a couple of miles away (Stenalees/Treverbyn). Nonetheless, there was much about Bugle that set it apart from the surrounding, more simply residential or industrial villages (the shops, the pub, the ornamented display of its housing, for instance), giving it, albeit in a small way, an urbane if not urban quality.

Bugle developed in a disjointed, piecemeal way, stretched over a long period in the mid 19th to mid 20th centuries (compared with the copper-mining villages around South Caradon mines for instance, which virtually all were created within a 10-15 year period in the mid 19th century). Development has always been fitted in amongst the older settlement patterns rather than sweeping them aside, and the townscape and morphology of the village is complex as a result – no simple lines of workers terraces dominated by the chapel here, but large, generously built early 20th century houses facing small, traditionally-detailed farm cottages in old hedged yards right in the very heart of the village.

Bugle is surrounded by some of the most interesting surviving remains associated with the china clay industry (for instance at Carbis), and occupies a unique place in relation to the history of that industry, but there is so much more within and about the village and its environs which could be revealed and celebrated.

7 Designations

7.1 Scheduled monuments

There are no scheduled monuments in the study area.

7.2 Historic Buildings (Fig 4)

There are no listed buildings in the study area.

There is no local list.

7.3 Historic Area Designations (Fig 4)

There is no conservation area. There are no other historic area designations.

7.4 Other designations

(All policy numbers refer to Restormel Local Plan)

There is a Village Development Limit (Policy H2—3) fairly tightly drawn around the present village to retain the discrete character of the settlement and to prevent sporadic development.

There are a number of other designations in the Local plan indicating proposed extensions to both formal and informal open space; there is one major proposed housing site (south of Park Lane), but incorporating substantial open space adjacent to Park Lane itself. A designated industrial site is retained along Rosevear Road.

Road management and safety improvements are proposed in general terms for the central crossroads; there are no details as to content or likelihood of any works taking place.

The Cornwall County Council Minerals Local Plan identifies Bugle as an Island Settlement (policy CC5), partly enclosed by a buffer zone, with a restricted presumption in favour of minerals working (policy C7).

8 Current issues and forces for change

Bugle is a growing and well-provided for community, with many and various shops and commercial businesses, a post office, community facilities, schools, chapel, village and scouts halls, pub, recreation grounds and facilities and a passenger railway station. Bugle has a national reputation as the venue for the West of England Bandsman's Festival hosted each June by Bugle Silver Band. As an island settlement completely within the gradually expanding winning and working zone of the china-clay industry, it can only be expected to increase in population and in the provision of necessary facilities.

One of the most obvious problems in Bugle is the presence and character of the main road cutting right through the village. It is something of a cliché, but the essential problem is that this is treated as a road, a through-route for traffic, and not a village street, a space in which people walk, shop, talk, live. The road is busy with heavy traffic servicing the clay industry, and light traffic in enormous numbers in the summer months going to the nearby Eden project, one of Cornwall's premier tourist destinations; although proposals are being aired for alternative routes and potential bypasses, this situation is unlikely to change in the short-term.

The central crossroads is identified in the Local Plan as a potential site for traffic management/road safety improvement. In fact, the whole of the main road should be examined, not just in this light, but for environmental improvements and streetscape enhancements (some of the same processes could be applied to the less busy Roche-Rosevear route, although this maintains rather more of the sense of a street). Simple actions such as maximizing pavement widths, removing redundant signage and poles, replacing grey steel standard 'urban' street lights and other inappropriately designed modern street furnishing with something more appropriate to the townscape setting, or reviewing on-street parking restrictions could all make substantial improvements.

For instance, all the main roads have double yellow lines on one side of the road, and on-street parking on the other – allowing clear views, uninterrupted traffic flows, fast speeds, and dangerous road-crossings. Alternating the provision from side to side over carefully selected lengths of the road could act as a natural traffic calming measure, slowing traffic; it would improve on-street parking for properties currently on the 'wrong' side of the road, reducing pedestrian crossings, and, incidentally, have a beneficial townscape impact by reducing the need for off-street hard standings and loss of front gardens.

Bugle is surprisingly pleasant, green, enclosed and quiet, a surprise for those who only know it by driving along the main road. It also has a surprising number of shops and small business, yet it is sometimes nearly impossible to walk from one to the other. They rely upon hard standing and car-parking, often to the detriment of the townscape, and what should be a permeable, pedestrian friendly environment is not, and the townscape scarcely hangs together in a cohesive manner as a result.

This imposition of bald, usually tarmaced, open spaces within the townscape is a major issue. Because of the way the village developed, there are open sites, gaps, garden spaces, rear plots within the central area and along the main roads, particularly in the 'leap-frog' area ringing the central crossroads. Most of these, thankfully, remain as garden plots, but some have been given over to hard-standings; the setting of some important buildings (the chapel, the post office, even the spar shop, notable for its social and commercial importance rather than for its architecture) has been severely compromised by such treatment.

What makes this more damaging to character is that Bugle is surprisingly green, sheltered, well-treed and quiet off the main road. Every view and vista is framed by trees or greenery. Every building frontage and street is backed by trees and garden space. Even the main roads are, for the most part, lined by both small gardens and larger plots, so that the harsh, grey, unsheltered

context of some of the most important buildings is scarcely appropriate, or indeed necessary. New developments, as by the railway station, pay little heed to the underlying historic layout, to surviving historic buildings (or indeed to exceptional historic surfacing); the new housing just south of the central crossroads fails to address the street frontage, without even a clear entrance to be seen, the main impact on the street is of open car parking, here at the heart of the village where everything else is so clearly 'urban' and tight grained, set close to the road and presenting a show front.

The threat lies not just in the drab treatment of the plots along Fore Street, but in and around the village. Walls, hedges, generous garden plots, narrow unmetalled paths and tracks have all been identified as major components in the character of the village, yet these elements are all under threat as infill development seizes on every available plot. While the Local Plan has identified an applaudable level of open space within the village, these less easily controlled spaces and surfaces need special attention. The increased development of plots along Park Lane, for instance, could threaten its historic surfacing, size, layout and character.

Few developments since the mid 20th century in Bugle have shown a serious response to the quality and character of the built environment, or the landscape environment of the village. Historic buildings have lost Cornish slate roofs and traditional timber joinery, and proximity to noisy main roads is not for the most part a justifiable reason. Buildings have been inappropriately rendered, historic shopfronts are underused and under threat. New buildings have been finished almost universally in a dull grey render or spar chippings – ignoring the historic tradition of brightly painted and enriched render or natural stone construction. Perhaps the relatively limited scale of development in the core area has mitigated the effects somewhat, but there are serious concerns about historic buildings being demolished, particularly where the quality of the redevelopment pays little heed to historic character (as in Fore Street just south of the central crossroads). Moreover, not just historic details, but entire historic buildings of quality are under-used or abandoned and under threat [23].

One of the most serious objections to virtually all development in Bugle since the mid 20th century lies not so much in architectural detail, but in the lack of landscaping and planting. As plots are filled in behind historic street frontages, the characteristic glimpses through to a line of trees and greenery is being replaced by bald frontages of invariably lifeless grey render. Recent housing schemes are more likely to be dominated by roadways and hard standings than trees or greenery. The contrasting treatment between more recent developments and the mid-20th century layout of New Molinnis with its terraces, clearly 20th century, but echoing traditional forms and its 'village green' (seen to especially good effect along Molinnis Road), is telling.

The relationship with Molinnis village highlights a further issue. Bugle has a green mantle; this has been recognized to some extent in the local plan. There are opportunity sites for development, but they should recognize that there are distinct degrees of varying density within the village – from the tight grain of Fore Street, the quiet, green inward-looking streets off the main roads, the expansive, open plots and old fields still visible in the intermediate, ribbon developments. There is also an historic, and still discernible, break between Bugle and adjoining hamlets and built-up areas. Molinnis is quite distinct. Molinnis (and Hallow) should be considered for further study in their own right, and considered for conservation area(s) designation. History as well as the railway line separates them from Bugle. Molinnis Road is, immediately across the railway from Bugle, quiet, rural, and green. The two places should not be allowed to coalesce, and, in keeping with the theme of landscaping and maintaining a green mantle around Bugle, any development should be well landscaped, and not lose the backdrop of trees that every street and every view in Bugle enjoys. This is likely to be a major issue in any proposed development of the sites west of Higher Bugle on the former Imperial Goonbarrow works and most particularly on the open fields south of Park Lane.

All of these issues are likely to be exacerbated by one simple fact. Bugle is an Island Settlement. The area around it is already either all taken up for industrial land, or is likely to be so. The pressures for relocating housing and services within the village area will only increase as the surrounding countryside and settlements are swallowed up by the expanding clay industry. While the local plan has clearly recognized the value of the green spaces within Bugle, and the quality of the environment, and the need to improve the central road, there is little guidance as to the quality of development that should be allowed, nor to the scale of development of the numerous opportunity sites within the village. For the most part these are of historic, environmental and amenity value and cramming will be severely detrimental, but is likely to be a growing issue. It is to be hoped that the proposed redevelopment of adjacent redundant industrial sites (particularly Imperial Goonbarrow works to the south of the village), will alleviate these problems, while continuing to recognize the historic archaeological and architectural value of those sites themselves.

Bearing in mind the various caveats about overdevelopment and cramming, lack of good quality design, poor landscaping/car-parking treatment and so on, it must be said that Bugle is one of those rare historic settlements where a fair quantity of good quality, appropriately detailed, sited and landscaped development could actually help to enhance the distinct sense of place – this is especially so along some of the more disparate, less cohesive stretches of townscape, such as the northern end of Fore Street and station area, or the central stretches bordering the old Carbean railway line. The overriding guide must be quality, and respecting the immediate contexts, rather than imposing simplified one-size-fits-all solutions.

9 Recommendations

9.1 Historic areas

Recommendation: 1 Conservation Area

Designate CA in accordance with the proposed boundaries shown on Figure 4; Molinnis should also be considered for designation, but has not been considered in this current report.

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

Recommendation: 2 Conservation Area Appraisal

Prepare a full and detailed conservation area appraisal to accompany CA designation.

Reason: To accord with statutory requirements and departmental policy advice, to ensure a full and adequate understanding of the special historic and architectural importance of the CA, the range of historic fabric and archaeological potential, and to establish effective parameters for management and policy proposals.

Recommendation: 3 Protect open areas that contribute to character

Further designation of protected open areas that contribute to the character and setting of the proposed conservation area, to the west and north-west of the village and particularly in the area between Bugle and Molinnis; use a combination of Local Plan designations (designated open space/OALS/area of great landscape value/ area of local architectural and historic character etc) and Minerals Local Plan designations (buffer zone/ area of special environmental concern).

Reason: To retain both the discrete identity of Bugle, and to manage and protect the setting of a conservation area

Open areas of local significance, or similar designations (land to be kept free of development/rural gap etc.) are an extremely important and useful policy both to contain the spread of development around settlements and to act, in

effect, as a secondary layer of management and control round a conservation area, preserving the setting of such an area.

Recommendation: 4 Protect historic landscapes around the village

Pursue designations recognising the intrinsic value and importance of historic landscapes, including the remnant medieval field system and associated hamlets and important areas of industrial archaeological significance.

Reason: To preserve and enhance the valuable historic landscapes and the historic context of Bugle within the wider environment of the expanding China Clay industry.

Recommendation: 5 Article 4 Directions (Walls)

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

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

Recommendation: 6 Article 4 Directions (Buildings)

Article 4 Directions to control the demolition of and alterations to individual houses; to prevent demolition of freestanding outbuildings and to prevent the loss of such features as unlisted shop fronts, especially when now in residential use.

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

9.2 Historic buildings

A fuller understanding of the stock of historic structures in Bugle as elsewhere in Cornwall, is urgently required – local list surveys, thematic surveys, detailed recording as part of Article 4 Directions should all be viewed not only as a first stage to Listing, but as an end in themselves, as critically important elements in the creation of policies, in prioritising action, in targeting funding strategies, and as a means of successfully managing change and promoting opportunities, and to raising the sense of value of the settlement and its components in the eyes of its inhabitants and owners.

The following list puts forward a range of structures that might be considered for listing - there are others not given here which on closer inspection might also be included; the intention here is to give an idea of the scale of any potential listing exercise.

The Bugle Inn and adjoining ranges [56-57]

Bugle Chapel, Sunday school, Schoolroom, Board School [60-63]

Rosevear [93]

31 Rosevear Road; House and walled enclosure [79]

Railway Bridge [38]

Recommendation: 7 Statutory listed building review

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

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

Recommendation: 8 Non-statutory historic buildings survey (Local list)

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

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

9.3 Policy and management

Recommendation: 9 Vernacular buildings and vacancy

A particularly urgent consideration in Bugle must be to recognise and protect those surviving historic buildings which are currently underused or vacant or in poor condition; the most urgent case appears to be gaz. item 23, lying empty, vandalized and no doubt a prime re-development site (which could be achieved without loss of the buildings or the remnant smallholding enclosure). Targeted repair, management and development briefs are urgently required for this and other critical sites in Bugle (e.g. gaz item 53).

Reason: To protect the character of Bugle against loss of critical historic buildings, streetscape, topography, archaeology and character and to prevent inappropriate incremental alterations and demolition.

Recommendation: 10 Archaeology

Undertake a full survey of archaeological potential in Bugle and its immediate environs, backed up by an additional policy requiring proper recording of archaeologically sensitive sites before development.

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

Recommendation: 11 Derelict land

Base proposals affecting the areas of derelict land that surround and permeate Bugle on a thorough understanding of the unique historical and archaeological importance of the sites themselves, and also of their value to the setting of the village. Conserve surviving historic fabric and landscape.

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

Recommendation: 12 Limit or restrict development

Further development on the outskirts and in infill sites within the village should be limited in extent and, where necessary, fully integrated into the historic topography and settlement form (including the highest standards of landscaping), and should be limited to those sites identified in the Local Plan.

Reason: To retain both the discrete identity of Bugle and comply with existing Local Plan commitments.

Recommendation: 13 Back-land and trackways

Recognise the importance to historic character of back-land areas, tracks and lanes as an important aspect of Bugle's character; preserve and enhance their informal qualities and important surviving buildings, walls and structures.

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

Recommendation: 14 Interpretation and Promotion

The proposed new footpaths (Local Plan) following the line of old railways would enable the development of integrated historic trails, linked to the nearby proposed leisure and countryside access trails, especially if integrated with existing interpretive information (such as that developed by the Wheal Martyn Museum), explaining and promoting not only the village, but its links with the surrounding landscapes, industries and settlements (medieval to industrial).

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

Recommendation: 15 Further study (1)

Undertake a more in depth study of the historic pattern of ownership and development of properties within the village; undertake fuller analyses of resources such as census returns.

Reason: to determine exactly the historic role and functions of the settlement and to increase our understanding of how much the settlement was influenced by the clay industry and how much by landowners.

Recommendation: 16 Further study (2)

Study in detail the ownership and development of the shops and business premises in Bugle.

Reason: To discover to what extent the town was a commercial centre for the district or simply for its surrounding area.

Recommendation: 17 Commercial property strategy

Develop a co-ordinated policy for the conversion, restoration, retention and/or re-use of commercial properties in Bugle, covering such issues as recognition of historic structures, including some of the important outbuildings, design and maintenance of forecourts, parking, access etc, signage and presentation within the streetscape.

Reason: To preserve and enhance this important element of the character of the conservation area, enrich the character of the existing townscape, and act as a catalyst for drawing down regeneration grants.

Recommendation: 18 Shops and shopfronts strategy

Develop a co-ordinated policy for the conversion, restoration, retention and/or re-use of shops and shopfronts in Bugle, coupled with an extensive program of shop front restoration and/or improvement.

Reason: To preserve and enhance this most important element of the special character and appearance of the conservation area, enrich the character of the existing townscape, and act as a catalyst for drawing down regeneration grants from schemes such as English Heritage's Heritage Economic Regeneration Scheme (HERS) or the Heritage Lottery Fund's Townscape Heritage Initiative (THI).

Recommendation: 19 Trees and ornamental landscapes

Undertake a full survey of existing trees and ornamental landscapes and take protection measures where appropriate.

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

Recommendation: 20 Design Guidance

Produce design guidance specific to the village, based on a detailed audit of materials, designs, details and character, both of standing buildings and of street paving materials, and of the role of landscaping, planting and trees.

Reason: To preserve and enhance the special character of Bugle, and promote change that will preserve and enhance the character of the settlement.

Recommendation: 21 Road enhancement/design guidance

Produce design guidance specific to the A391 and B3274 in their passage through the village, based on a detailed audit of surrounding landscapes, buildings, materials and streetscape as well as an imaginative approach to enhancement and improvement of streetscape; any scheme to be thoroughly grounded on the creation of a street and a sense of place rather than the mere exigencies of traffic management.

Reason: To preserve and enhance the special character of Bugle, and promote change that will preserve and enhance the character of the settlement.

Recommendation: 22 Restoration/enhancement schemes

Concentrate restoration/enhancement schemes on some of Bugle's important focal points, particularly the area around the central crossroads and the area around the chapel/school complex.

Reason: To recognise and enhance the importance of gateways and focal points in the development of Bugle's townscape and act as a catalyst for drawing down regeneration grants from schemes such as the Heritage Lottery Fund's Townscape Heritage Initiative (THI).

10 References

10.1 Primary Sources

1699 Gascoyne Map

1813 OS 1 inch map

1840 Tithe Map, St Austell parish

1841 & 1851 Census Returns

1882 OS 25 inch map

1906 OS 25 inch map

1947 RAF air photographs

Post Office Directory, 1856

Kelly's Directories, 1893, 1914

Cornwall Historic Environment Record (computerised database of archaeological sites maintained by CCC HES)

10.2 Publications

Barton R M, 1966, *A History of the Cornish China-Clay industry*

Cornwall County Council, 1988, *Minerals Local Plan*

Polsue, J, 1872, *Lake's Parochial History of the County of Cornwall, vol. IV*

Restormel Borough Council, 2001, *Local Plan, 2001-2011*

Herring, P & Smith J R, 1991, *The Archaeology of the St Austell China Clay Area*

Smith J R, 1999, *Cornwall's China-Clay Heritage*

Stengelhofen, J, 1988, *Cornwall's railway heritage*

Appendix: Gazetteer of archaeological sites and historic buildings

Codes: PRN: Primary Record Number in Cornwall Sites & Monuments Record. NGR: National Grid Reference. LB: Listed Building. SM: Scheduled Monument. Date: MD = medieval, PM = post-medieval, C = century, c = approximately, cons = consecutively.

Ref	Street No	Name	Road	Site type	Period	Status	SM or LB No	PRN
01		Newquay Branch line	Bugle	Railway	1840-81			
02		Bugle Station	Station Road	Railway Station	1840-81			27250
03		Bugle Station	Station Road	Building	1840-81			20168.2
04		Chapel (site of)	Molinnis	Primitive Methodist Chapel (site of)	1840-81			
05	50		Molinnis Road	House	1840-81			
06	44 & 46		Molinnis Road	House	1906-47			
07		Crossing Cottage	Molinnis Road	House	1840-81			
08	18		Station Road	House	1840-81			
09	16		Station Road	House	1840-81			
10		Granite paving	Station Road	Granite paving	1840-81			
11	13 & 15		Station Road	House	1881-1906			
12	9 & 11		Station Road	House	1906-47			
13	5 & 7		Station Road	House	1840-81			
14	4		Station Road	House	1840-81			
15	1 & 3		Molinnis Road	House	1906-47			
16	4 – 12 (even)		Molinnis Road	House	1906-47			
17	14 & 16		Molinnis Road	House	1881-1906			
18	20 – 30 (even)		Molinnis Road	House	1881-1906			
19	34		Molinnis Road	House	1906-47			
20	38 & 40		Molinnis Road	House	1906-47			
21	42 & 44		Molinnis Road	House	1881-1906			
22		Willowdene, Springfield, Garfield House	Molinnis Road	House	1906-47			
23	6		Station Road	House	1840-81			
24		Blacksmiths Workshop (site of)	Station Road	Blacksmiths Workshop (site of)	1881-1906			20105

Ref	Street No	Name	Road	Site type	Period	Status	SM or LB No	PRN
25		Chimney	Hallew	Chimney	1840-81			
26		Great Western Railway (Wheal Rose Branch)	Bugle	Railway (site of)	1840-81			27240 and 20168.4
27		Pan kiln	Hallew	Pan kiln	1840-81			27236
28		Pan kiln	Hallew	Pan kiln	1840-81			27237
29		Pan kiln	Wheal Rose	Pan kiln	1840-81			27246
30	42		Roche Road	House	1881-1906			
31	51 -73 (odd)		Roche Road	House	1906-47			
32	32 – 38 (even)		Roche Road	House	1881-1906			
34	18-30 (even) & 37-49a (odd)		Roche Road	House	1906-47			
35		Stamping Mill	Woon	Stamping Mill	1881-1906			20060
36		Football Ground	Molinnis Road	Football Ground	1906-47			
37		Great Western Railway (Goonbarrow Branch)		Railway (site of)	1881-1906			27216 and 20168.5
38		Railway bridge	Roche Road	Railway bridge	1881-1906			27235
39		Building	Fore Street	Building	1813-1840			
40	1-35 (odd)		Roche Road	House	1906-47			
41	1-19 (incl.)		Charles Street	House	1906-47			
42		Homeleigh	Charles Street	House	1906-47			
43		Recreation Ground	Charles Street	Recreation Ground	1906-47			
44		Walls and banks to former works	Park Lane	Walls and banks to former works	C19			
45		Blacksmiths workshop (site of)	Roche Road	Blacksmiths workshop (site of)	1881-1906			
46		Blacksmiths workshop (site of)	Roche Road	Blacksmiths workshop (site of)	1881-1906			
47	1 & 2		Park Lane	House	1906-47			
48	14		Roche Road	House	1840-81			
49	10		Roche Road	House	1906-47			

Ref	Street No	Name	Road	Site type	Period	Status	SM or LB No	PRN
50	8		Roche Road	House	1906-47			
51		Old Forge Café	Roche Road	Blacksmiths workshop (now café)	1813-1840			
52	2		Roche Road	House	1813-1840			
53	1 & 2		Beam Road	House	1813-1840			
54	51		Fore Street	Shop & store	1840-81			
55	53 & 55		Fore Street	House	1881-1906			
56	57	The Bugle Inn	Fore Street	Public House	c.1836			
57	59-65 (odd)		Fore Street	House	1840-81			
58	67-71 (odd)		Fore Street	House	1840-81			
59	73		Fore Street	House	1881-1906			
60		Bugle Playgroup	Fore Street	School	1903			
61		Bugle Junior & Infant School	Fore Street	School	1906-47			
62		Bible Christian Chapel	Fore Street	Chapel	1854			
63		Sunday School	Fore Street	Sunday School	1896			
64	72 & 74		Fore Street	House	1906-47			
65	68 & 70		Fore Street	House	1906-47			
66	66		Fore Street	House	1881-1906			
67	1		Rosevear Road	House	1881-1906			
68		Coal yard (site of)	Molinnis Road	Coal yard (site of)	1906-47			
69	1-31 (odd)		New Street	House	1906-47			
70	2-12 (even)		New Street	House	1906-47			
71		Hall and Scout Hut	New Street	Hall and Scout Hut	1906-47			
72	1 & 3		Crescent Road	House	1906-47			
73	2-10(even)		Crescent Road	House	1906-47			
74	11-23 (odd)		Rosevear Road	House	1906-47			
75		Garage	Rosevear Road	Bus station (now garage)	1906-47			
76	25 & 27		Rosevear Road	House	1813-1840			
77	29		Rosevear Road	House	1840-81			
78	Adj. 31	Garden Wall	Rosevear Road	Garden Wall	1840-81			

Ref	Street No	Name	Road	Site type	Period	Status	SM or LB No	PRN
79	31		Rosevear Road	House	1840-81			
80		Wheal Henry China Clay Works	Rosevear Road	China Clay Works	C19			20106
81	2		Rosevear Road	House	1906-47			
82	4		Rosevear Road	House	1906-47			
83	6		Rosevear Road	House	1840-81			
84	10-14 (even)		Rosevear Road	House	1881-1906			
85	18-24 (even)		Rosevear Road	House	1881-1906			
86	38		Rosevear Road	House	1881-1906			
87	40		Rosevear Road	House	1881-1906			
88	42		Rosevear Road	House	1840-81			
89	44		Rosevear Road	House	1840-81			
90	45		Rosevear Road	House	1881-1906			
91	46		Rosevear Road	Shop and store	1906-47			
92	48-58 (even)		Rosevear Road	House	1906-47			
93	60		Rosevear Road	House	1813-1840			
94		Rocks China Clay Works	Higher Bugle	China Clay Works	C19			20151, 20141
95	Adj. 20		Higher Bugle	House	1906-47			
96	2-46 (even)		Fore Street	House	1881-1906			
97	46a		Fore Street	Shop	1906-47			
98	48 & 50		Fore Street	House	1881-1906			
99	52 & 54		Fore Street	House	1906-47			
100	56-64 (even)		Fore Street	House and shop	1881-1906			
101	3,5,& 7		Higher Bugle	House	1881-1906			
102	9		Higher Bugle	House	1881-1947			
103	11		Higher Bugle	House	1906-47			
104	13, 15 & 17		Higher Bugle	House	1906-47			
105	19-23 (odd)		Higher Bugle	House	1881-1906			
106	25-31 (odd)		Higher Bugle	House	1906-47			

Ref	Street No	Name	Road	Site type	Period	Status	SM or LB No	PRN
107	1-36 (incl.)		Carnsmerry	House	Under construction 1947			
108		Netley House	Off Higher Bugle	House	1906-47			
109	1 & 3		Fore Street	House	1906-47			
110	7 & 9		Fore Street	House	1813-1840			
111	11		Fore Street	House	1881-1906			
112	13 & 15		Fore Street	House	1813-1840			
113	17		Fore Street	House	1840-81			
114	19-43 (odd)		Fore Street	House	1881-1906			
115		Pan Kiln	Imperial Goonbarrow	Pan Kiln	1906-47			27232
116		Pan Kiln	Imperial Goonbarrow	Pan Kiln	1881-1906			27233
117	Adj. no.7	Milestone	Higher Bugle	Milestone	1840-81			
118	1 & 2	Higher Netley	Higher Bugle	House	1840 -1881; 1906-47			
119	3		Rosevear Road	House	1840 -1881			
120	3,5 & 7	Buildings, walls and outbuildings	Rosevear Road	House, walls and outbuildings	1840 -1947			