

# **Cornwall Industrial Settlements Initiative**

## **PENSILVA**

**(Caradon/Liskeard Area)**





# CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

## Conservation Area Partnership

Name:	PENSILVA	Study Area:	Caradon/Liskeard
Council:	Caradon District Council	NGR:	SX 29062 69772 (centre)
Location:	South-East Cornwall, 3 miles north of Liskeard	Existing CA?	No
Main period of industrial settlement growth:	1840-82	Main industry:	Service and accommodation provider for miners and quarry workers

### Industrial history and significance

Pensilva, like Darite and Minions evolved entirely in response to the industrial activity taking place on the moorland above. There was no development at Pensilva other than a farm until the greatly expanding mine at South Caradon required accommodation to house its workforce, which by 1860 had reached 600 men. Within a few years rows, cottages and smallholdings were erected providing over 250 dwellings, shortly to be followed by shops and small businesses. The essentially temperate Nonconformist nature of the mine workers resulted in the building of three chapels, but only one public house, which also functioned as a hotel, providing accommodation for visiting speculators, inspectors and adventurers.

Beyond this, however, Pensilva is one of the most important industrial settlements in Cornwall because of its morphology. It is one of a number of settlements, like Halsetown in the far west, very similar to the American mining 'locations'. They are an adaptation of an extensive settlement pattern of smallholding plots into a relatively tightly defined settlement area. At Pensilva a nucleated centre also developed so that more than most Cornish industrial settlements, Pensilva reveals all the settlement patterns and options open to 19<sup>th</sup> century landowners, industrialists and workers, and gives a unique insight into their possible chronologies.

### Other comments

Pensilva has suffered in recent years from over development whose scale and lack of quality has had a deleterious effect on the historic character of the settlement. At present there is still a high percentage of historic fabric surviving, but a greater emphasis needs to be placed on improved maintenance, and better quality repairs, alterations and extensions. One of the most important elements of character in Pensilva, and indeed one of county-wide significance, is the extensive nature of this 'location' settlement type and such new development as is permitted by the local policies should not either increase density with a resulting loss in the large scale of the plots in the outer parts of the village, nor should it, in contrast, allow loss of enclosure and tight grain in the Fore street/Princess Road grid.

### Recommendations

#### Historic areas

Designate conservation area

Prepare a full CA Appraisal

Designate protected open spaces together with management and enhancement proposals

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**

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

Protect garden and smallholding plots

Recognise back-land areas and rear lanes as an important aspect of Pensilva's character

Set up town trail, guides and other promotional initiatives

Further study to promote other aspects of Pensilva's history, in particular the question of historic ownership.

Site-specific design guidance for the village

Full survey of existing trees, hedgerows and ornamental landscapes with appropriate protection measures

Restoration/enhancement schemes to enhance some of Pensilva's important focal points

**Conservation Area Partnership**

**Cornwall Industrial Settlements Initiative**  
**PENSILVA**  
**(Caradon/Liskeard Area)**

Historic Environment Service  
and  
The Cahill Partnership

2004

Report No: 2004R093

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**Front cover illustration:** Pensilva from the air (NMR – 21898/Frame 28)

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# Contents

	<i>Page</i>
<b>1 Introduction .....</b>	<b>9</b>
1.1 Background.....	9
1.2 Project Aims .....	9
1.3 Project methodology .....	9
1.4 Date of Assessment.....	9
<b>2 Location and setting .....</b>	<b>10</b>
2.1 Geographical location .....	10
2.2 Landscape setting.....	10
<b>3 History and Physical Development (fig 2) .....</b>	<b>10</b>
3.1 Pre-1809 .....	10
3.1.1 Economic activity.....	10
3.1.2 Extent of settlement.....	11
3.2 1809-1845.....	11
3.2.1 Economic activity.....	11
3.2.2 Extent of settlement.....	12
3.3 1845-1882.....	12
3.3.1 Economic activity.....	12
3.3.2 Extent of settlement.....	13
3.4 1882-1905.....	14
3.4.1 Economic activity.....	14
3.4.2 Extent of settlement.....	15
3.5 1905-46.....	16
3.5.1 Economic activity.....	16
3.5.2 Extent of settlement.....	16
3.6 Post 1946.....	16
<b>4 Current Character (Figs 3 &amp; 4) .....</b>	<b>17</b>
4.1 General .....	17
4.2 Built environment .....	17
4.2.1 Public/ecclesiastical buildings .....	17
4.2.2 Commercial buildings .....	17
4.2.3 Housing.....	18
4.2.4 Paving/street ephemera.....	18
4.2.5 Materials and local details.....	19
4.3 Streetscape.....	19
4.4 Views, Vistas and Green Space.....	19
4.4.1 Views and Vistas.....	19
4.4.2 Greenery .....	20
<b>5 Industrial significance.....</b>	<b>20</b>
<b>6 Designations .....</b>	<b>21</b>
6.1 Scheduled monuments .....	21
6.2 Historic Buildings (Fig 4).....	21
6.3 Historic Area Designations (Fig 4).....	21
6.4 Other designations.....	21
<b>7 Current issues and forces for change.....</b>	<b>21</b>
7.1 Current Issues.....	21
7.2 Forces for Change.....	22
<b>8 Recommendations .....</b>	<b>22</b>
8.1 Historic areas .....	22

8.2	Historic buildings .....	23
8.3	Policy and management .....	24
<b>9</b>	<b>References .....</b>	<b>25</b>
9.1	Primary Sources.....	25
9.2	Publications.....	25
<b>Appendix: Gazetteer of archaeological sites and historic buildings .....</b>		<b>27</b>

## List of figures

1. Location map
2. Historical development
3. Surviving historic components
4. Gazetteer sites, existing designations and recommendations

## Abbreviations in main text

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

# **1 Introduction**

## **1.1 Background**

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

## **1.2 Project Aims**

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

A bid is being prepared for submission to UNESCO by February 2005 (for inscription in June 2006). The bid areas will include the full range of 18<sup>th</sup>-20<sup>th</sup> century mining landscape components, including the settlements that were created or rapidly expanded as a result of mining and its associated industries. All mining settlements are of significance to the World Heritage Site Bid - those that fall within the final Bid areas will be covered by the WHS Management Plan, while those that fall outside these areas will form part of the context for the World Heritage Site and will need to be sensitively managed in the light of this.

## **1.3 Project methodology**

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

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

## **1.4 Date of Assessment**

**Pensilva was assessed as part of CISI during November 2002**

## **2 Location and setting**

### **2.1 Geographical location**

Pensilva is in south-east Cornwall three miles north-east of Liskeard, in the parish of St Ive (fig 1). It lies on the eastern side of Bodmin Moor just off the B3254 between Launceston and Liskeard.

### **2.2 Landscape setting**

Pensilva lies on high ground (250m at its highest point) which climbs up to the lower slopes of Caradon Hill to the west. Beyond this to the north and west lies the open land of Bodmin Moor. To the south and east the land falls away sharply to wooded river valleys and more gently sloping agricultural land.

## **3 History and Physical Development (fig 2)**

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

### **3.1 Pre-1809**

At the south-eastern corner of Bodmin Moor lie Minions Moor and Caradon Hill, near the point where the three parishes of St Cleer, Linkinhorne and St Ive meet. In this area is the greatest concentration of industrial sites and associated settlements on the Moor – the relative density of activity can be highlighted by one simple fact alone – of the 135 steam engines recorded on Bodmin Moor, no less than 120 were in this area, including the earliest (Stowes Mine, Minions, 1720s).

To a large extent, the industrial settlements in this area share a common history based on the extraction of tin, copper and other minerals, quarrying, processing, and transport and servicing, with certain specialisations of function between the settlements accounting for the differences not only in their history, but in their current characters.

#### **3.1.1 Economic activity**

Industrial activity has taken place on the moors in this area since prehistoric times. The earliest workings appear to be on the site of Witheybrook Marsh to the north west of Minions. By the Middle Ages the most notable stream works in the area were at Witheybrook, Tremar Coombe, Tregarrick and Trewalla on Craddock Moor to the west of Minions, and Gonamena.

The medieval stannary of Foweymore (Bodmin Moor) was a major tin producing area, with coinage towns at Lostwithiel and Liskeard, but by the 15<sup>th</sup> century, it was in decline, both relative to other areas, and in absolute terms, although there were still substantial areas of production - the huge 1.5 km long Gonamena stream works south-east of Minions worked throughout the period, by the time of its early 19<sup>th</sup> century closure having produced over 4 000 000 tons of material and extracted 15 000 tons of black tin. The stream works at Trewalla dates from the early sixteenth century and a stamping site was recorded at Craddock Mill in 1513. This could be on the site close to Trewalla Farm, which was abandoned by 1748.

By the end of the sixteenth century surface deposits were beginning to run out and underground mining had begun. This was fairly small scale at first due to the additional costs of access, drainage and haulage. In 1617 reference was made to tin working at 'Newland Streme' north-east of Minions and in 1691 to a mine at Happy Chance or Newland Lane End.

In the 1720s a Newcomen engine, the first steam engine erected in East Cornwall, was installed at the Cheesewring about a mile north of Minions at what was then known as Stowes Mine. By

1804 between ten and twelve stamping mills were operational there, and other mines working the Stowes Lode included Clanacombe and Newland mines.

In addition to tin the other important resource in the area was granite. This had been exploited in the form of moorstone (surface boulders) since the Bronze Age for field walls, round houses, funerary and ritual monuments, and quern stones for grinding corn. By 1800, specialist stone cutters leased the right to work certain areas of the moor and cut stone for millstones, cider mills and presses, chimneys, windows, etc., and the first of a series of small quarries (as opposed to moorstone workings) were beginning to open up.

### **3.1.2 Extent of settlement**

The effect of this early industrial activity on settlement in the area is almost impossible to discern. A medieval expansion of agriculture and settlement onto the higher moors may have been stimulated by increasing industrial activity. The retrenchment of both settlement and industry which followed in the late medieval/15th-16th centuries was likewise linked, as must have been a gradual recovery in the 18<sup>th</sup> century. However, before the vastly increased scale of activity in the early-mid 19<sup>th</sup> century, the seasonal and part-time nature of local industry and much of the agricultural activity in and on the edge of the moors means that 'industrial settlements', and 'industrial workers' as such are scarcely distinguishable as separate elements of the physical or human landscape.

Historically, although the area which became known as Pensilva was an important meeting place for a number of distinct paths, there was no actual development or settlement.

## **3.2 1809-1845**

### **3.2.1 Economic activity**

In the early nineteenth century Ennor, a miner working for the Plymouth and Devonport Adventurers developed an adit on Caradon Hill in an area thought to contain copper. The trial was unsuccessful, but was later retried by Captain James Clymo and the Kittow family who acquired the lease in 1833. It took three years to strike copper during which time Clymo unsuccessfully tried to sell shares to raise capital. Within a few months of striking the main lode the shares were worth £2,000, and the mine unusually remained in the control of the original miners, who were by now very wealthy.

The discoveries on Caradon Hill prompted large numbers of adventurers to take up setts on what they believed to be extensions of the lode. Some of these speculations were more successful than others. West Caradon was one of the more profitable ventures where work was first recorded in 1837, and the mine rapidly expanded. Other smaller mines in the area included Caradon Consols and Tokenbury Mine, where production at first was small scale and spasmodic.

To the north of Caradon Hill the London Adventurers worked the Stowes sett at Wheal Julia and Wheal Jenkin east of Minions between 1824-5. In 1836 the old Stowes lode mine s, including Clanacombe, were taken up by Cornwall Great United Mining Association who continued to search for tin and employed 197 men.

The first reference to the Eastern District of Cornwall Great United Mining Association working the setts of Prosper and Greenhill just to the north of Minions dates from the same year. Small amounts of copper, tin and manganese were produced, but the output was not consistent.

By 1830 the mines on Bodmin Moor could take advantage of a canal joining Moorswater, west of Liskeard with the port at Looe.

Streamworking was taking place in the Marke Valley and there were a small number of water-powered processing floors.

### **3.2.2 Extent of settlement**

There was at this time still no actual settlement at Pensilva, but the 1841 census records a farmer and his family living at Bodminland and an agricultural worker at Middlehill. The Bodminland Farm is clearly evident on the 1845 OS map consisting of a farmhouse and three separate outbuildings.

## **3.3 1845-1882**

### **3.3.1 Economic activity**

By the early 1840s 4,000 tons of copper ore were being produced annually from the eleven lodes at South Caradon. By 1844 the mine employed 410 people and the great mining engineer William West had constructed a pumping engine and was acting as engineer. By the late 1840s there were nearly 4,000 miners working in the district. During the years 1845 – 64 the output rose to 5,744 tons a year and during those nineteen years the overall production from the mine totalled 850,000 tons, which was worth £756,613. In 1855 600 people were working at South Caradon. The mine itself continued to expand and develop, as did associated buildings. In the Seaton Valley there was a changing house, barber's shop, wash house and tool house.

Over at East Caradon a new company took over the interest and by 1862 there were 180 employed which rose to 250 in 1865. The mine at West Caradon had 250 employees in 1844, and by 1851 there were 363 men, 83 women and 107 children working at the mine. Between 1845 – 55 45,000 tons of ore were sold.

Due to the great productivity at South Caradon the continuation of its lodes were explored at Gonamena, New West Caradon, Craddock Moor and East Wheal Agar. None of these ventures however achieved comparable success. Gonamena began with just 30 people employed in 1854, and at its peak in 1865 there were 82 men, 4 women and 8 boys working the mine. New West Caradon at its peak never employed more than 28. East Wheal Agar was equally small scale and in 1865 employed 28 men and 2 boys. Craddock Moor, however, was more successful and in 1862 250 were working the mine.

During the mid 1860s, however, all the copper mines in the area were badly affected by the slump in copper prices due to the market being flooded from sources around the world. Even Europe's largest copper mine, Devon Great Consols, was affected by the recession. On Bodmin Moor many of the smaller copper mines had to close. By 1871 Gonamena Mine had been abandoned, in 1873 the machinery at Craddock Moor Mine was advertised for sale and Caradon Consols closed in 1870, followed by West Caradon in 1874. East Caradon continued with a reduced workforce and in the early 1880 there were a maximum of 63 employed at the mine.

Due to its size South Caradon was able to weather the recession more successfully than its neighbours, but it too was hit profoundly by the slump. The rise in output could not be matched by a rise in income and in 1866 the miners decided to strike. The strike collapsed after it was met with resistance by the owners and the men were forced to accept the new conditions. By 1869 Captain Clymo had resigned due to ill health and was succeeded by Captains Rule and Holman. They continued to carry out developments and in 1873 there was a brief rise in the price of copper. The annual output at South Caradon was still 5,000 tons, but it was becoming increasingly difficult to pay the dividends.

It was not only the Caradon Hill mines which saw an increase in activity during the mid nineteenth century. In 1843 Clanacombe mine was renamed Wheal Phoenix and a new company formed by Captain James Seccombe. By 1848 copper ore sales had began and by 1851 there was a workforce of 132. In 1852 rich copper reserves were discovered and for the next ten years Phoenix rivalled South Caradon as one of Cornwall's greatest copper mines. By 1860 there were 36 heads of stamps.

During the 1860s, as at South Caradon, the returns on copper began to diminish and the consulting engineer at Wheal Phoenix, William West tried unsuccessfully to persuade the company's other adventurers to consider tin. By 1864 West had acquired controlling shares and immediately re-equipped the mine to produce tin. By 1865 there were 320 men, 60 women and 80 boys employed by the mine, and by 1869 the workforce rose to nearly 600.

In 1870 the mine had 144 heads of stamps and acquired the sett of the old Stowes Mine immediately to the west of Wheal Phoenix. The new company was called Phoenix and West Phoenix United mines.

To the south the old mines of Greenhill and Wheal Prosper were reopened in 1847 under the name South Phoenix working the lodes of Greenhill, Grace Dieu, Prosper and New Lodes. They produced copper, tin and manganese but the output was inconsistent. The mine reopened in 1872, but by 1875 had gone into liquidation.

Wheal Jenkin was in operation during this period, but no figures survive concerning its workforce and output.

The old setts at Newlands were worked by Phoenix United 1851-64 and the mine renamed East Phoenix. An engine was erected by William West in the mid 1850s and 1864-72 the mine was run independently. In 1865 there were 25 employees.

The success of the mines in the Minions area and Caradon Hill during this period was greatly assisted by the expansion of the Liskeard and Caradon Railway. In 1842 a group of mine owners commissioned a survey to assess the feasibility of a rail link between the Caradon Mines, the Cheesewring Quarry and Liskeard Canal. By 1846 a line was in place between South Caradon and Moorswater and a separate line to the quarry in the north was connected by an incline at Gonamena. The line was immediately profitable. In 1858 the Cheesewring Granite Company Limited extended the line up to Kilmar and a tramway joined the lines to Phoenix mines and the railhead. This railhead was situated in the area that became Minions. The traffic continued to increase and in 1863 alone 27,000 tons of copper ore were transported on the railway. By 1869 a branch line was constructed to the mines at Phoenix United replacing the original tramway. In 1877 the line was extended around Caradon Hill to Minions allowing the closure of the Gonamena incline and improved access for the Cheesewring Quarries and the Phoenix Mines.

The quarry at Cheesewring was first leased from the Duchy of Cornwall in 1845 by Trethewey, Clogg and Company. In 1851 the company produced a 9.1m Ionic column for the Great Exhibition. The output in 1858 had reached 111,274 tons. By 1868 Cheesewring and its neighbouring quarries were employing 240 workers and 40 masons at a finishing yard at Moorswater. The quarries greatly supported the newly arrived railway as they were situated 25 km from the port at Looe and transport costs were a significant factor. Further quarries in the area included Caradon Quarry and Goldiggings Quarry both run by Joseph Sweet and Sons which produced high quality stone for monumental masons.

During the 1840s at the eastern end of the Marke Valley sett an engine shaft and pumping engines were set up. By 1847 over 1000 tons of copper ore were produced annually which rose to 5000 tons per annum in the early 1870s. The mine went from employing 70 men, 30 women and 20 children in 1852 to 170 employees by 1870. By the time the mine was connected to the Liskeard and Caradon Railway by a branch line in 1877 however the mine was past the peak of its production. The main centre of activity moved west towards Wheal Jenkin, acquired by the Marke Valley Adventurers in 1872.

### **3.3.2 Extent of settlement**

It was during this period that the settlement known as Pensilva came into existence. The village was located on Silva Down with the prefix 'pen' meaning head or higher side. In response to the

huge numbers of workers from the Caradon and Phoenix mines requiring accommodation rows of cottages were constructed. It seems probable that the land here was both cheap and far enough away from the actual mining sites not to interfere with their possible expansion, but near enough for convenience.

The commonly held belief is that miners worked together to build their own accommodation: *'in less than twenty-four hours. If you had smoke issuing from the chimney by dawn of the second day, the house was yours'*. It seems more likely that the majority of houses were built by speculative builders who then sold or rented them to the miners or, as in the case of Kleinfontein Terrace, the mining companies themselves built accommodation for their workers. The grid of streets, plots and smallholdings laid out in the settlement area clearly reveals the hand of the estate/land surveyor controlling the overall development. Many of the plots have small quarries – more likely to be for local use only (and probably part of the leasing arrangements) than for wider commercial use.

The growth rate in Pensilva at this time was prodigious with the building of over thirteen rows of cottages, as well as cottage pairs and detached houses. The need for housing was so acute that by 1881 there were 245 miners living in Pensilva, and 360 scholars in the Pensilva school catchment area.

The burgeoning population required a number of services in addition to adequate accommodation. Within a relatively short period of time a school, public house – the Victoria Hotel, three chapels, a Sunday School, parsonage and post office had all been built within the heart of the village. A number of houses were converted to shops including grocers, drapers, confectioners, tobacconists, hardware, bootmakers and butchers. The three chapels reflected the large part Nonconformity played in the lives of the miners, a practice very much encouraged by mine owners due to the emphasis placed on the importance of work, thrift and temperance, a fatalistic acceptance of one's lot in life and the erosion of traditional holidays and festivals which in the past had led to a loss of productivity

The original farm expanded to meet the needs of the miners' and their families and the 1881 census records 9 farmers and 10 farm workers living in the settlement, as well as a mason and carpenter. The cottages built on the area known as Middle Hill had large areas of garden and land attached and the miners who lived here used the land as market gardens attended to by their families.

There were some 20 houses recorded at Bodminland and Middlehill in the 1851 census (nearly all with several lodgers), while the naming of the public house, the Victoria and the road leading on from Fore Street, Jubilee Road, suggests that the majority of the settlement had developed by the time of Queen Victoria's jubilee in 1862 – a large settlement had been created in little more than 10 years. It was described in 1874 (Lake's Parochial History) as a comparatively new village chiefly inhabited by miners with a population of about 2000. This was as large as many of the ancient established towns of Cornwall.

### **3.4 1882-1905**

#### **3.4.1 Economic activity**

The 1880s began for South Caradon with disputes over carriage tolls with the railway and with the landowners over royalties. It became apparent to the adventurers that more capital was required and in May 1883 a limited company was formed to take over the assets and raise new capital. Under South Caradon Limited the workforce grew from 300 to 400 concentrating on the eastern side as the older parts were now almost worked out. Attempts were made to explore to the south but these developments proved costly and with little return. As the running costs of the mine became excessive it was obvious there was no longer the capital to keep the mine in production. At the end of 1885 the mine was closed and its machinery advertised for sale.

The South Caradon sale was not successful, however, and in 1889 following a rise in the price of copper a new company was formed to work the South Caradon, East Caradon and Glasgow Caradon setts. Despite the fact the price of copper had doubled confidence remained low and the shareholders were unwilling to reinvest. As a result in March 1890 the mines closed. Between 1845 and 1886 South Caradon had produced 202,094 tons of copper.

In 1881 Wheal Jenkin reopened as part of Marke Valley Consols Mines Ltd who ran the mines to the Northeast of Minions. The output was small, as were the numbers employed. By 1890 the mine was closed and there were no subsequent attempts to rework the lodes.

South Phoenix mine reopened in 1882 with a new pumping engine at Houseman's shaft and was run under the new name of South Phoenix Tin and Copper Mine Ltd. This company was liquidated in 1885 and the mine reopened again as South Phoenix Ltd in 1887. There was some increase in production during this period and expansion – Houseman's shaft was deepened and new dressing floors were built, but work was suspended in 1892 and the mine abandoned in 1893.

Despite the slump in the price of copper and so many mines closing Phoenix United continued to produce large amounts of copper economically alongside its very productive output of tin. In 1885 it was producing more tin than all the other Cornish mines except for Dolcoath and East Pool. During the next ten years however the shafts had to be sunk ever deeper and the price of copper and tin continued to slump. The mine survived for longer than many of its neighbours by cutting the workforce and lowering wages but by 1894 the company was in the hands of the Receivers. By 1898 the mine was abandoned, equipment sold for scrap and most of the buildings demolished. Between 1848–89 Phoenix United had produced 84,538 tons of copper and between 1853-1898 15,996 tons of tin.

Just as foreign competition forced down the price of tin and copper the quarries at Cheesewring also suffered from the importation of cheap granite from Scandinavia. During this period there were a number of fluctuations and stoppages which in 1882 resulted in temporary closure. However production recommenced and between 1887-9 the quarries produced stone for the construction of Tower Bridge and in 1899-1903 for Fastnet Lighthouse.

The survival of the quarries was due in part to the low transport costs of the railway. But with the closure of so many mines the railway directors began to look elsewhere for alternative sources of income. In 1882 they applied to the Board of Trade to run a passenger service to the moors, but this was refused due to the condition of the line. This did not however prevent an unofficial service being run in the open wagons, advertised in the local press. However the sharp decline in the transportation of ore continued and in 1886 a Receiver was appointed.

The Marke Valley mines moved into a period of steady decline and in 1883 the Salisbury Shaft just to the south-east of Upton Cross was closed. Production was now mainly tin, concentrated on the western end of the operation in the Wheal Jenkin area. By 1890, however, the whole mine was closed.

#### **3.4.2 Extent of settlement**

The downturn in the fortunes of South Caradon Mine all but halted the expansion of Pensilva. In 1881 the census had recorded twenty-one uninhabited houses and only a handful of new properties was built during this period. The 1892 report on the Housing of the Working Classes in the Liskeard Rural Sanitary District described Pensilva as a large mining village with a decreasing population, with dilapidated cottages with limited facilities and poor hygiene all too common in the lower parts. The tenants were too poor to pay much rent, therefore the owners were not inclined to do any repairs. The conditions under which many of the labourers were housed were “very deplorable.” Although comment was made about the decreasing population due to the mining slump, conditions still did not seem as bad as in the coastal fishing towns.

The most significant development in the village was the mission church of St John built on the new main road from money left by Archdeacon Reginald Hobhouse, built to counteract the strong Nonconformist influence in the village which, despite the decline in population, still supported three chapels and a Sunday School. The St Cleer area was a major stronghold in the south-west of the Co-operative movement – partly a function of its proximity to Plymouth, a significant national centre for the movement. St Cleer, Tremar, Darite all had ‘philanthropic’ stores by the 1870s, just as Pensilva had the Pensilva Philanthropic Co-operative Society shop situated in Fore Street by 1881 – perhaps also an indicator of the hardship facing the unemployed miners and the families of miners who had to travel overseas for work.

### **3.5 1905-46**

#### **3.5.1 Economic activity**

In 1907 Cornish Consolidated Tin Mines Ltd took over South Phoenix and re-equipped the shafts, but by 1909 there were only four men working on the site. The mine was finally abandoned in 1911.

An Australian company Cosmopolitan Proprietary Company Ltd took up the lease on Phoenix United, East Phoenix and Dunsley Wheal Phoenix in 1907. A new engine house, and ancillary buildings were all constructed and the new shaft named after the Prince of Wales - the mine's mineral lord. By 1909 there was a workforce of 150 and further shafts were reopened and investigated. Unfortunately the tin was too deep and possibly further east than the new shaft could reach and by July 1914 the mine had exhausted all its capital. After the Great War in 1922 there were proposals to reopen a huge sett which would include the Phoenix United site, but the plans came to nothing.

In 1916 the Liskeard and Caradon Railway closed and the quarries at Cheesewring switched to more expensive road transport. The granite continued to be used for important commissions such as the King George V dock at Calcutta built between 1921-8 and the widening of Lambeth and Putney Bridges in 1929-32. By 1934, however production had ceased.

#### **3.5.2 Extent of settlement**

Pensilva was no longer required to house large numbers of industrial workers and yet the settlement continued to develop, most probably due to its convenient location only three miles from Liskeard. Two of the chapels continued in use, whilst the third on Church Hill was converted in to a village hall. A new, larger school was built in 1914 and the original building converted into Daniel's Garage, whilst the Post Office relocated to Slade Park Road. The public house and at least four shops were still trading at this time and a new housing estate was built off Quarry Road. After it was sold by the Church Commissioners part of the Old Parsonage was used as a doctor's surgery. In 1930 Pensilva was described as *“a Moorland village ..... the inhabitants are chiefly smallholders and farmers, regrators and retired business men and army and navy pensioners.”*

### **3.6 Post 1946**

Pensilva expanded hugely during the 1960s along with many other settlements in south-east Cornwall following the opening of the Tamar Bridge. Four separate housing estates were built, both within the limits of the original village and at either end. Pensilva is now the largest village in St Ive parish. Despite the continuing residential expansion there are now only two shops, a new building on Higher Road and the post office. The Wesleyan Chapel and Sunday School have been converted into flats and a house, and the Bible Christian Chapel has just been sold for residential conversion. The school and church of St John continue in use. The most major recent development in the village has been the building of Millennium House, an amenity centre which provides a coffee shop, community, sports and leisure facilities. The pub is still operating and there is a health centre.

## **4 Current Character (Figs 3 & 4)**

### **4.1 General**

Today Pensilva appears to be a haphazard mixture of housing ranging from the historic buildings around Fore Street, to later ribbon development along Princess Street and Higher Road, to the modern housing estates at the western end of the settlement. This however is a misleading impression as, apart from Jubilee Farm, there are no buildings in the village which predate the mid-nineteenth century, and the majority of historic houses date from the 1850s. Pensilva was a deliberately laid-out settlement, albeit the houses themselves were built on more ad-hoc basis, and the workers' cottages were placed to take advantage of the south facing hillside. There is a broad overall character to the development, with a limited palette of materials and building types, a mixture of stone cottages, rows and small-holdings interspersed with public buildings, which has been disguised by subsequent alterations including extensions, painting and rendering, and also by the greening effects of unmanaged hedgerows and trees reaching maturity. As a result of these developments the present personality of the settlement is not easily defined, but the nature of its historic character can still be uncovered.

### **4.2 Built environment**

#### **4.2.1 Public/ecclesiastical buildings**

The Pensilva chapels built in the early 1860s were all designed in different architectural styles, a Byzantine influence for the Wesleyan Chapel [42], Italianate influence for the Bible Christians [37] and simple Gothic lancets for the Methodists [2]. Unfortunately none of the chapels are still in commission, the Methodist Chapel has been adapted to serve as the village hall, the Wesleyan converted into flats and the Bible Christian Chapel has recently been sold with permission for conversion to residential use. Much of the character of the Wesleyan chapel has been eroded, but all three buildings by their size and prominence provide strong accents in the streetscape and a reminder of the industrial past of the settlement.

It was not until 1900 that, following a bequest, the Anglican church of St John [30] was built in Princess Street. Ironically this plain, 'tin tabernacle' still remains in use, its simple architecture denuded by the loss of the window tracery.

The school, originally in Princess Street, relocated to a site on School Road [32] in 1914. The simple granite building with pitched slate roof and brick window dressings remains in use.

#### **4.2.2 Commercial buildings**

Although Pensilva was to become a local centre for commercial activity during the second half of the nineteenth century, both for the village itself and the surrounding smaller settlements, very few of the shops were actually purpose built, but rather converted from original dwellings. The majority of these premises have now reverted to domestic use, and as a result the historic commercial character of the village in many cases only survives in the form of traces and suggestions of the original shop fronts. It is still possible to discern the imprint of the former shop front extension on the façade of Rich's Shop [8] and a similar ridge can be found on the handsome frontage of Belmont House [45]. In other cases such as Mrs Gerry's sweet shop [8], the stores at the far end of Kleinfontein Terrace [40], Plymouth House [31] and the original post office [27] in Fore Street no clues to their previous function still survive.

There are a small number of historic buildings still functioning as commercial premises. In Church Hill the butcher's shop [1] has a façade dating back to the late nineteenth century with original sash windows and fascia board. The post office [15] with its slate hung façade dates from the mid-nineteenth century but a ground floor extension was added during the early twentieth century when the post office relocated from Fore Street. The Victoria Inn [10],

originally known as the Victoria Hotel is one of the very few purpose-built commercial buildings in Pensilva. The original structure, slate roof and crested ridge tiles still remain, but the windows have been replaced and the stone walls painted. Typical of the evolving nature of the settlement is the Renault garage [29] in Fore Street, this building currently stands unoccupied but was originally the school and despite the many alterations which have taken place over the years the distinctive steeply pitched slate roof still survives.

### **4.2.3 Housing**

The predominant housing type in Pensilva is the mid-nineteenth century industrial worker's cottage. In the heart of the village, along Fore Street [26], Wesley Road [40] [43], Church Hill [4] and Princess Street [8] these take the form of stone built cottage rows with simple flat fronted facades, small sash windows, slate roofs and wide shared chimney stacks. The majority of these rows have been greatly altered with replacement windows, painted and rendered facades, but a few such as Hillcrest [3] survive virtually unaltered.

In many of the Bodmin Moor settlements the traditional workers cottages have small front gardens bordered by low granite walls and long back gardens where vegetables could be grown to supplement the miners' diets. At Pensilva, however the properties were positioned in order to maximise the effect of light. As a result the houses on the northern side of Princess Street address the road whilst the houses on the southern side are reverse fronted – the street entrance is actually the back door. The same is also true of Bower Cottage [35] and Trevida on Fore Street. The workers cottages range from very simple 'one-up one-down' constructions to mini-villas with architectural features such as the pilasters, vermiculated quoins and crested ridge tiles of the White House [16]. The greater size and detailing of certain houses suggest the owners were not simple miners but those involved in the administration or running of the mines, for example Bower Cottage was built for a mine engineer

In addition to the workers' cottages in the centre of the settlement there are also a large number of smallholdings. Before the industrial expansion there was just one farm at Bodminland, now known as Jubilee Farm [56]. The subsequent development of smallholdings during the mid-nineteenth century were all associated with the industrial expansion, a number are scattered around Higher Road [47] [61], but the majority follow the roads leading south down the hill known as Quarry Road, Higher Middle Hill and Lower Middle Hill. Most of the houses take the form of stone cottages in rows, pairs or detached, many of which have been quite substantially altered over the years. Anecdotal evidence suggests many of these properties were run as market gardens or small holdings by the miners' and quarry workers' families.

There are few sizeable detached properties in Pensilva but the stone, slate hung Old Parsonage [33] still survives in the centre of the village [33] its façade with projecting gables greatly enhancing the rather drab streetscape of Princess Road.

Apart from a small development of 1930s bungalows in Pollards Close [20] there is little subsequent housing development in Pensilva until the advent of the 1960s housing estates.

### **4.2.4 Paving/street ephemera**

The majority of paving in Pensilva is tarmac with thin granite kerbs, but in a few areas, outside the butchers in Church Hill [66] and in front of Portland Cottages [67], there are areas of original cobblestones. The original railings and granite gate piers [68] are still in situ outside the bible Christian Chapel and the sign post [65] at Pensilva Cross outside the Victoria Inn is pre-1905. One of the most interesting local features is the survival of the un-metalled gravel tracks and paths running between the smallholdings and large plots south of the main streets, although some have already fallen victim to overzealous and unnecessary tarmacing.

#### **4.2.5 Materials and local details**

The majority of historic buildings in Pensilva have slate roofs, and stone walls. The presence of quarries within the village itself and the larger quarries to the west on Bodmin Moor would have led to a plentiful supply of stone, and it is unsurprising that rubble stone and granite blocks are used throughout the village. The majority of buildings, however have been rendered and painted, but a few unaltered houses such as Hillcrest [3] and Beechfield [13] give an impression of how the rest of the village once looked. Both still retain their sash windows which would have been prevalent throughout the village along with tiny casements such as those at 1-2 Cherry Tree Cottage [31]. A number of buildings in the village are slate hung - The Old Parsonage [33], Heatherdale [27], Primrose Cottage [53] and Downlea. This often seems to have taken place after the houses were initially constructed no doubt in response to the harsh winter weather conditions.

In common with the other industrial settlements in and around Bodmin Moor many of the cottages have low granite walls around small front gardens.

### **4.3 Streetscape**

There are two main streets in Pensilva which run parallel to one another, the upper street is divided into Higher Road and Princess Road, whilst the lower street is formed by Fore Street at the eastern end and Jubilee Road at its western end. At first glance the lower road appears to be the historic heart of the settlement, much more densely built-up and more village-like than most of Pensilva, and yet closer inspection shows a number of historic buildings on the Higher Road and Princess Road and a similar street pattern. On both roads the mid nineteenth century houses on the northern side address the street, whilst the houses on the southern side are reverse fronted. It can be concluded that the workers and their masters who built the cottages wished to take maximum advantage of the southerly aspect for the long gardens and plots. This highlights the planned grid of the development.

In contrast to the densely built-up area around Fore Street, at the western and southern ends of the village cottages and rows are sited within large plots of land interconnected by paths and lanes. Some of these lanes have been metalled, and their boundaries cut away to form driveways, but others remain rough tracks bordered by high unkempt hedges. The overall impression of workers cottages amongst smallholdings and old quarry workings still remains.

A similar mixture of country lanes bordered by hedges, workers cottages and smallholdings can still be found along Shute Lane, Lower Middle Hill, Higher Middle Hill and the western end of Jubilee Road, and these green dispersed developments contrast greatly with the densely packed uniform modern housing estates which proliferate at the western end of the settlement.

Pensilva Cross at the eastern end of the village where four roads meet at a wide junction is open and rather desolate giving the impression that structures or a small green may have been lost, but early photographs show this has always been a wide open space.

At the far western end of Pensilva the village segues into moorland with houses bordered by granite walls and surrounded by gorse.

### **4.4 Views, Vistas and Green Space**

#### **4.4.1 Views and Vistas**

In the heart of Pensilva the main views are up Princess Road to Higher Road and along Fore Street to Jubilee Road. The higher road is wider, with little sense of enclosure and the view is unrestricted as the land climbs from the plateau of Princess Street to the west, before opening out onto the moorland above. By contrast looking down Church Hill and Wesley Road which connect the two main roads there is a far more enclosed country lane feel due to mainly to the

stone garden walls now overgrown with shrubs and greenery. Similar intimate rural glimpses are to be found in the lanes and paths radiating from Shute Lane and Quarry Road. The view from Fore Street to Jubilee Lane has a greater sense of enclosure than the upper road – the land rises gently bordered more closely by houses and garden walls.

Due to its location on slopes leading up to Caradon Hill there are quite spectacular vistas out to the south and east. Looking south from Fore Street along the lanes which lead down the hillside the land drops sharply towards the wooded river valley beyond which are rolling hedge bound fields which unfold to the horizon. To the east from the vantage point of Pensilva Cross the land again falls sharply away to the valley of the River Lynher across fields and woodland to the rising mass of Kit Hill. The vista from the path above Shute Lane ranges from the country-like surroundings of the smallholding gardens in the foreground to the rising densely packed housing estates radiating from Higher Road in the middle distance and the dome-like summit of Caradon Hill on the horizon.

#### **4.4.2 Greenery**

In terms of green spaces, trees and planting Pensilva has undergone an interesting metamorphosis over the years. The areas of smallholdings around Quarry Lane and radiating down towards Middle Hill would have always been green spaces, although more intensively worked and bordered by managed hedgerows rather than the present wilder boundaries interspersed with trees. By contrast the Fore Street, Church Hill and Wesley Road would have appeared much harder and urban before the stone boundary walls became overgrown with shrubs and the gardens punctuated by trees. The harder landscape of Princess Road and Higher Road give an impression of how the majority of the centre of the settlement would have appeared. This said the area at the western end of the village has become far more intensively developed and less green with the advent of the modern housing estates and the consequent loss of fields which once permeated the settlement.

## **5 Industrial significance**

Pensilva, like Darite and Minions evolved entirely in response to the industrial activity taking place on the moorland above.

By 1855 the mine over the hill from Pensilva at South Caradon was already employing over 600 men. Accommodation was urgently required, and whilst significant numbers were crammed into the surrounding villages, sharing cottages and sleeping in hastily converted farm buildings, there was still a desperate housing shortage. It quickly became apparent that any speculative development of workers' cottages would be a sound investment, and as a result within a few years rows, cottages and smallholdings were erected in Pensilva providing over 250 dwellings for the workforce. It is known that the adventurers from West Phoenix financed the development known as Kleinfontein Terrace, and it seems likely that other mine-financed developments took place, in addition to private speculations and individual ventures. Without the income generated by the miners and industrial workers the numerous shops and small businesses would not have developed. The fact that many of these commercial enterprises evolved from domestic dwellings reflects the initial caution of the developers who had learnt from their West Cornwall experience that the wealth from tin and copper could be short-lived.

In addition to the domestic dwellings and shops the building types in Pensilva reflect the needs of the industrial workers. Their essentially temperate Nonconformist nature resulted in the building of three chapels, but only one public house, which also functioned as a hotel, providing accommodation for visiting speculators, inspectors and adventurers.

Beyond this, however, Pensilva is one of the most important industrial settlements in Cornwall because of its morphology. It is one of a number of settlements, like Halsetown in the far west,

or Vogue/Pink Moors near St Day, which are very similar to the American mining ‘locations’, identified elsewhere in CISI as allotment settlements. They are an adaptation of an extensive settlement pattern of plots usually smaller than standard smallholdings into a relatively tightly defined settlement area – an extensive nucleation if such there can be, in contrast to both true smallholdings, an agricultural landholding pattern usually more dispersed, less focussed, with larger units, and to true nucleated villages. At Pensilva, of course, the nucleated village also developed around Fore Street/Princess Road, and at the same moment in time. More than most Cornish industrial settlements, Pensilva reveals all the settlement patterns and options open to 19<sup>th</sup> century landowners, industrialists and workers, and gives a unique insight into their possible chronologies.

## **6 Designations**

### **6.1 Scheduled monuments**

There are no scheduled monuments.

### **6.2 Historic Buildings (Fig 4)**

There is one listed building: P. Coles Butcher, Church Hill – listed grade II.

### **6.3 Historic Area Designations (Fig 4)**

There is no conservation area, nor any other historic area designation.

### **6.4 Other designations**

(All policy numbers refer to Caradon Local Plan adopted December 1999)

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. The smallholdings leading down towards Middlehill lie outside the limit.

Just outside the Village Development Limit to the east, north and west are Areas of Great Landscape Value AGLV – Policy CL8

To the west of the village lies an area of Bodmin Moor designated of Great Historic Value AGHV – Policy CL18 and an Area of Great Scientific Value AGSV – Policy CL13

## **7 Current issues and forces for change**

### **7.1 Current Issues**

Many of the current issues in the village stem from a lack of understanding and appreciation of the historic fabric. There are a large number of buildings so altered by extensions, rendering and new windows that they appear to be modern, and only the original chimneys and roof remain. However, Pensilva does have particular issues, such as its high exposed position, and the reverse fronting of so many of the original buildings, which have exacerbated this problem. An example of the lack of understanding of the village’s historic building stock can be seen at Wesley Court where the integrity of the original chapel has been compromised by its conversion into flats. The Bible Christian Chapel has recently been sold with permission for conversion to domestic use, and it is important that any alterations should reflect the building’s architectural merit.

Since the 1960s an enormous amount of new development has taken place within the village, but in many cases the buildings has made no reference at all to the scale, style, siting, materials and detailing of the original housing, and as a result sit uncomfortably adjacent to their older neighbours.

One of the charms of Pensilva is the survival within the village of the original hedge boundaries, particularly in the area between Shute Lane and Quarry Road. Unfortunately unnecessarily large gaps (mainly for vehicle access) are appearing wherever modern infill and developments have taken place. This is the case throughout the village lessening the sense of enclosure and leading to a general degradation of the streetscape.

The present street lighting in Pensilva is very utilitarian and of a scale more suited to an inner-city by-pass. The lampposts make no concessions to their environs, this is particularly evident at the western end of the village where the settlement abuts the moor.

The demolition of three cottages at the foot of Church Hill below the chapel has resulted in an uneasy hole in the streetscape.

## **7.2 Forces for Change**

In the Local Plan Caradon District Council states the intention that any further development should be of a limited nature, and no further development should take place on the roads leading down to Middle Hill as this would 'lead to the loss of the special character of this part of Pensilva'.

Piecemeal development will be considered however in a number of larger areas bordered by existing buildings within the village. The number of amenities within Pensilva, including the school, shops, community centre, pub and church in addition to its proximity to Liskeard, will all increase the pressure for this further development.

Given that one of the most important elements of character in Pensilva, and indeed one of county-wide significance, is the extensive nature of this 'location' settlement type, and its contrast with the densely built up village centre, this distinction needs to be recognised and maintained, and such new development as is permitted by the local policies should not either increase density with a resulting loss in the large scale of the plots in the outer parts of the village, nor should it, in contrast, allow loss of enclosure and tight grain in the Fore street/Princess Road grid.

# **8 Recommendations**

## **8.1 Historic areas**

### **Recommendation: 1 Conservation Area**

Designate CA (see Fig 4).

**Reason:** To recognise the areas of special architectural and historic importance in Pensilva, 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/extension.

**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**

Designation of protected open areas that contribute to the character and setting of the proposed conservation area, including the playing field adjacent to the primary school, and the fields opposite Heymoor.

**Reason:** To manage and protect the setting of the proposed 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 Article 4 Directions (Walls)**

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

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

**Recommendation: 5 Article 4 Directions (Buildings)**

Article 4 Directions to control the demolition and alterations to individual houses, to prevent demolition of free-standing outbuildings.

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

## **8.2 Historic buildings**

A fuller understanding of the stock of historic structures in Pensilva 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.

**Recommendation: 6 Statutory Listed Building review**

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

**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.

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 Old parsonage [33]

The Old Bible Christian Chapel [37]

Jubilee Farm [56]

1-2 Cherry Tree Cottages [23]

Hillcrest [3]

**Recommendation: 7 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.

### **8.3 Policy and management**

#### **Recommendation: 8 Archaeology**

Undertake a full survey of archaeological potential in Pensilva, 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 mining remains in general, and thereby preserve the special character of Pensilva.

#### **Recommendation: 9 Derelict land**

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

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

#### **Recommendation: 10 Limit or restrict development**

Further development on the outskirts should ideally be avoided or limited in extent and, where necessary, fully integrated into the historic topography and settlement form. Any village development envelope should be tightly drawn so as to encompass only the densely built-up core of the settlement, and not necessarily be co-extensive with the more widely drawn conservation area boundary as proposed (see also recommendation 11 below).

**Reason:** To retain the discrete identity of Pensilva.

#### **Recommendation: 11 Protect garden and 'smallholding' plots**

Infill and/or loss of the large garden/smallholding/paddocks in the extended area of the village should be avoided as harming historic character and present amenity value; hard-paving of access tracks, loss of boundary hedges, creation of hard standings and wide gateways should also be prevented. Hedgerow protection and tree preservation orders should be co-ordinated with this policy.

**Reason:** To retain the discrete identity of Pensilva, and particularly the contrast between its core areas and the unique 'location settlement' pattern in the outer area.

#### **Recommendation: 12 Back-land, courtyards and alleyways**

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

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

#### **Recommendation: 13 Interpretation and Promotion**

Produce village trails linking Pensilva with the other settlements associated with the Bodmin Moor industries. The trails could begin at Minions where there is already an existing Heritage Centre. Similar proposals were put forward in Caradon District Council's Draft Caradon Hill Strategy 2001.

**Reason:** To present the heritage of Pensilva to a wider audience and to attract new visitors and associated regeneration initiatives.

**Recommendation: 14 Further study**

Undertake a more in depth study of the historic ownership of properties within the village; Pensilva presents a unique opportunity to explore a whole range of industrial settlements, and the processes involved in their creation, even to the extent of their influence on North American mining settlement patterns.

**Reason:** To determine who built the cottages and houses and for whom, thus increasing our understanding of how industrial settlements developed.

**Recommendation: 15 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.

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

**Recommendation: 16 Trees and ornamental landscapes**

Undertake a full survey of existing trees, hedgerows 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: 17 Restoration/enhancement schemes**

Concentrate restoration/enhancement schemes on some of Pensilva's important focal points, particularly the area around Pensilva Cross and along Fore Street.

**Reason:** To recognise and enhance the importance of focal points in the development of Pensilva's villagescape.

## 9 References

### 9.1 Primary Sources

1809 OS drawings

1840 Tithe Map

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## Appendix: Gazetteer of archaeological sites and historic buildings

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

Ref	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
1		P Coles Butcher	Church Hill	Commercial (shop)	c.1840s	II	SX 26 NE 6/157	
2		Hall	Church Hill	Chapel Hall	1840-82			
3		Hillcrest	Church Hill	House	1840-82			
4	1-5	Trewoolsta Terrace	Church Hill	Row	1840-82			
5		Oakville House	Church Hill	House	1840-82			
6		Valona	Princess Road	House	1906-46			
7	23-25 (cons)		Princess Road	Row	1906-46			
8	1-5 (cons)	Princess Terrace, Princess House, Nilton Cottage, Heatherdene, Princess Cottage, The Laurels, Ragstone, Dorset House, Treburtle House	Princess Road	Row (including No 4 Princess Terrace formerly a sweet shop and building next to the Laurels formerly a general store)	1840-82			
9	1-2	Rosemorran, Down House	Silva Princess Road	House	1840-82			
10		The Victoria	The Cross	Public House	1840-82			
11		The Haulery	Gooseberry Lane	House	1882- 1906			

Ref	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
12		Glen Parva, Chyvean,	St Ive Road	House	1840-82			
13		Holy Tree, Beechfield, House, Cottage	Quarry Gooseberry Lane	House	1840-82			
14	1-2	Eastleigh	Pensilva	House	1840-82			
15		Post Office	Slade Park Road	House (now Post office)	1840-82			
16		Glen Rise, Victoria Cottage, The White House	Slade Park Road	House	1840-82			
17	1-4	Slade Park Cottages	Slade Park Road	Row	1840-82			
18	1-3	Greatlands, Park	Quarry	House	1840-82			
19		Woolston Cottage, Holy Tree Cottage	Quarry Road	House	1840-82			
20		Pollards Close	Pensilva	House	1906-46			
21			Pensilva	House	1840- 1906			
22		Bromley House, Ivy Cottage, Eldorado, Trerosa, Claremont	Pensilva	House	1840-82			

Ref	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
23		Rose Cottage, The Nook, Cottages, White Lodge, Trisford Lodge, Fairways, Quarry Park, Moor View, The Cottage, Spion Kop, Femleigh, The Croft	Pensilva	House	1840-82			
24		Higher Wood, Trefor Cottage	Shute Lane	House	1840-82			
25	1-2, (cons), 17	1-3 South View, South Cottages, Penvale	Shute Lane	House	1840-82			
26		Lyndale, 1-4 (cons) Wynford, Valley View, 1-2 Bindown View	Fore Street	House	1840-82			
27		Heatherdale	Fore Street	Commercial (Post office, grocer and draper), now House	1840-82			
28		1-3 (cons) Portland Cottages, 1-4 (cons) Braeside	Pensilva	Row	1840-82			
29		Garage	Princess Road	School (now garage)	1840-82			

Ref	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
30		St John's Mission Church	Princess Road	Church	1900			
31		Suncroft, Thor Cottage, Enfield, Robinswood,1-2 Cherry Tree Cottage, 1-4 (cons) Plymouth House	Princess Road	Commercial House (Plymouth former hardware stores), now House	1840-82			
32		School	School Road	School	1914			
33		The Old Parsonage	Princess Road	House (western wing formerly used as doctors' surgery)	1840-82			
34		Sundower, Penrow	Fore Street	Commercial (Penrow formerly Pensilva Philanthropic Co-operative Society Shop) now house	1840-82			
35		Trevida, Bower Cottage, 1-4 (cons) Trelawney Terrace, Highbury, Chequers	Fore Street	Row	1840-82			
36			Fore Street	Outbuilding	1840-82			
37		Bible Christian Chapel	Fore Street	Chapel	1861			
38		Moorview House, Moorwell, 1-2 Moorview Cottages	Fore Street	Row	1840-82			

Ref	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
39		Rose Villa, East Park House, Devonia, Fairmile Cottage	Wesley Road	House	1840-82			
40	1-6 (cons)	Kleinfontein Terrace	Wesley Road	Row (No 6 formerly a shop)	1840-82			
41		Wesleyan Sunday School	Wesley Road	Sunday School (now house)	1840-82			
42		Wesleyan Chapel	Wesley Road	Chapel, now flats	1840-82			
43	1-8	Wesley Terrace	Pensilva	Row	1840-82			
44		The Glen, Glen View, Trelawney Cottage, 1-2 Springfield, 1-3 Glenlyn	Lower Middle Hill	House	1840-82			
45		Belmont House, Thornlea	Princess Road	House (Belmont House formerly a shop)	1840-82			
46	1-4	Higher Wesley Terrace	Pensilva	Row	1840-82			
47		Kenwyn, High Park Farm	Higher Road	House (former farms)	1840-82			
48	1-2	Middle Park	Higher Road	House	1840-82			
49		Heymoor, Zona, The Firs, Glendale, Far View, Jubilee Cottage, Wayside, Penlaurel, Pendeen	Jubilee Road	House	1840-82			

Ref	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
50		Penrest	Jubilee Road	House	1906-46			
51		Penlee, Heatherlee	Jubilee Road	House	1882-1906			
52		Kilburn	Jubilee Road	House	1906-46			
53		Primrose Cottage, Dawnlea, The Cott, Chepstow, Chareth, Smy	Jubilee Road	Row	1840-82			
54		Pyramid House, Dunsvale, Ley Spring	Jubilee Road	House	1840-82			
55		Wheel Cottage, Wood Cottage, Riverside, Clover Cottage, Wadeland Cottage	Higher Middle Hill	House	1840-82			
56		Jubilee Farm, Saltbox	Jubilee Road	Farm	1809-42			
57		Sunnybank, Glen View, Trelawney Cottage	Jubilee Road	Row	1840-82			
58		Tattenham Corner	Jubilee Road	House	1906-46			
59	34-35		Higher Glen Park	House	1906-46			
60		Mount Pleasant, Evergreen	Jubilee Road	House	1840-82			
61		Meadowlea, Trelawney Farm, Castle Horrnick	Pensilva	House (former farms)	1840-82			

Ref	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
62		Claremount, Windyridge, Penmorvah	Pensilva	House	1906-46			
63		Daniel's Garage	Princess Road	Commercial (site of former garage, originally the school)	1906-46			
64			Gooseberry Quarry Road	Lane, Paths	1840-82			
65		Sign Post	Pensilva Cross	Sign Post (cast iron)	C1900			
66		Cobbled paving	Church Hill	Paving (cobblestones)	1840-82			
67		Portland Cottages	Pensilva	Paving (cobblestones)	1840-82			
68		Bible Chapel	Christian Fore Street	Gates and piers	1840-82			