

Cornwall Industrial Settlements Initiative
TUCKINGMILL AND ROSKEAR
(Camborne/Redruth Area)



March 2002

CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

Conservation Area Partnership

Name:	TUCKINGMILL & ROSKEAR	Study Area:	Redruth/Camborne
Council:	Kerrier District Council	NGR:	SW 6540
Location:	Mid-west Cornwall north of Carn Brea, in the Redruth- Camborne conurbation.	Existing CA?	Yes (two – Tuckingmill and South Roskear)
Main period of industrial settlement growth:	1830-80;1900-08; 1920s	Main industry:	Copper and tin mining/ engineering/ fuseworks & other ancillary manufacturing

Industrial history and significance

- Tuckingmill, at the heart of the principal Cornish industrial zone, is one of the best places in Cornwall to get a feel for the incorporation of industry within the urban environment—there are few better places where the visible remains of a whole range of industries can be discerned from the earliest times right through to the 1990s.
- It contained within its boundaries some of the greatest of all Cornish mines (including Dolcoath) as well as the last surviving (South Crofty), and the Red River Valley was a dense network of mills, tin streaming, tailings works and arsenic works.
- It was served by one of the earlier and more successful mineral railways in Britain.
- More than this, Tuckingmill was the site of major manufacturing complexes of some of the best known companies in Cornwall – Bickford-Smith, Vivians, Bartles, Holmans, Bennets, the Climax Rock Drill company; exceptionally important groups of buildings relating to these still survive.
- As a settlement, although it never grew to rival Camborne or Redruth, it contains within a small area one of the most representative collections of buildings and structures across a wide date range, set in a unique townscape preserving much of its pre-industrial topography.

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

Policy and management recommendations

Historic areas

- Amalgamate and extend existing conservation areas (CA); create further designations.
- Prepare a full conservation area appraisal.
- Article 4 Direction to control permitted development on single dwelling houses and alteration and partial demolition of small buildings in CA.
- Article 4 Direction to control alteration and partial demolition of walls in CA.

- Further designation of OALS, together with management and enhancement proposals.
- Proposed designation of Area of Great Historic Value (Dolcoath/Cook's Kitchen).
- Revision and extension designation of Amenity Open Spaces.

Historic buildings

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

Archaeology

- Full survey of archaeological potential.
- Additional policy requiring archaeological investigation and recording prior to development.
- Proposals affecting areas of derelict land to be based on a thorough understanding of the unique historical and archaeological importance of the sites.

Management proposals

- Use development briefs and site-specific conservation and management plans.
- Site-specific design guidance based on detailed audit of materials, designs, details and character, both of standing buildings and of street paving materials.
- Restoration/enhancement schemes concentrating on Tuckingmill and Roskear's important focal points and buildings.
- Future road improvements furniture to respect and reflect the qualities of and differences in the local townscape, and seek to restore the sense of 'street' rather than 'road'.
- Extend footpath and cycleway network.
- Full survey of existing trees and ornamental landscapes and protection measures taken where appropriate.
- Develop policy for landscaping treatment.
- Infill developments to respect the historic grain.
- Review existing housing land allocations.
- Recognise back-land areas and rear lanes as important aspects of character.
- Promote town trails and guides and other promotional initiatives and develop partnerships.
- Provision for the interpretation of the Bickford-Smith complex.
- Further studies to include adjoining areas outside the existing CISI programme.
- Wider study to address the questions of the timing, scale and nature of smallholding development.

Conservation Area Partnership

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The Cahill Partnership
and
Cornwall Archaeological Unit

March 2002

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

Front cover illustration

Tuckingmill from the south – looking at Roskear: medieval agricultural hamlet; mines; industrial housing; mid 19th century church and late 19th century cricket ground.

(CAU ABP/56/88 SW 6575)

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Abbreviations in main text

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

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

1 Introduction

1.1 Background

Cornwall's industrial settlements are the subject of a Conservation Area Partnership under the heading Cornwall Industrial Settlements Initiative (CISI). This partnership between English Heritage (with the Heritage Lottery Fund), Cornwall County Council, and the District Councils is intended to assess the character and significance of the County's 110 industrial settlements. These include villages, ports and towns associated with Cornwall's 19th century industrial revolution, based on metalliferous mining, slate and granite quarrying, and china clay extraction. The historic importance and distinctive character of such settlements has previously been undervalued, and their existing status does not adequately represent the industrial history of the county. CISI is aimed at redressing this imbalance.

1.2 Project aims

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

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

1.3 Project methodology

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

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

1.4 Date of Assessment

Tuckingmill was assessed as part of CISI during autumn 1999

2 Location and setting

2.1 Geographical location

Tuckingmill/Roskear is administratively part of Camborne, and is part of the Camborne-Redruth urban conurbation in Kerrier District in the mid-west of Cornwall. It is about 4 miles from the north coast, the nearest harbour town being Portreath, at the mouth of the Red River.

2.2 Landscape setting

The Camborne-Redruth conurbation spreads along the relatively narrow mineralised shelf sloping northwards to the sea, on the northern side of the Carnmenellis/Carn Brea granite upland. The settlements here are strung out along the old cross-county road (now the A3047), turnpiked in 1839, which follows a slight ridgeline within the plateau. Cutting north-south across this relatively gently sloping landscape are a number of narrow, deeply-cut river valleys, their sides made even more steep by centuries of exploitation for tin streaming and tailing and various other industrial processes. Tuckingmill, as its name implies, was focused within the valley of the Red River, at the point where the main road crossed the stream. It is an ancient settlement site, with evidence of prehistoric settlement nearby (Roskear itself refers to a fortified site, probably a 'round').

The Red River Valley and its slopes were the focus of industry, whether extractive, processing or manufacturing, and the landscape here remains one of post-industrial dereliction, much of it the subject of ongoing reclamation schemes, but this landscape is not without its own rough-edged attractions, and importantly retains a vast store of historic and archaeological features and character. The upper slopes of the valley are now largely given over to scrub woodland while, from distant views, the central core of Tuckingmill/Roskear is surprisingly wooded, a feature not always apparent from within the settlement core itself.

The dominant landscape feature in the area is Carn Entral, a smaller outlier of the main granite outcrop, part of a line of such outcrops including Carn Brea and Carnarthen to the east and Camborne Hill to the west. Although a relatively modest hill, it is locally very prominent, forming a backdrop to the settlement when seen from the north and the A30 by-pass, and giving an unparalleled view over the whole area with wider views out to the sea, with St Agnes Beacon to the east and St Ives to the west.

3 History

There is some surviving evidence for the pre-industrial settlement of the area - Roskear, Trevarno, Roscarrick, Tolgarrick, Pengegon and Tuckingmill are all medieval settlement names. A medieval cross once stood in Roskear or just to the north of it and an early medieval inscribed stone at the lower, eastern end of Pendarves. There are records of mills in the Red River Valley as early as the 13th century, and sites are recorded in the 16th century at Tehidy Mill, Tolgarrick, and 'Brea' (probably actually at Tuckingmill in the present Chapel Road). At this time the economy of the immediate area seems to have had a relatively simple agricultural base.

This reflects the fact that while mining, especially tin streaming, was probably already a centuries-old activity in the area by the 16th century, it may have been confined to the higher (Tolcarne) and lower (North Cliffs) reaches of the valley. The first sure references to deep mining for copper in the Tuckingmill area start only from the late 17th century. The great copper mines of the 18th and 19th centuries had already become profitable and famous by 1700 - Cook's Kitchen is recorded by 1690 and there is some evidence of 17th century workings at Dolcoath in the area west of the Compressor House. Dolcoath and the South Roskear mines (recorded under a variety of different names) are shown on Martyn's 1748 map. By 1754, when Mr Sampson Swaine and 'some other gentlemen of Camborne' set up a copper foundry at

Entral, large-scale production was well established at North Roskear, parts of the South Roskear sett, Wheal Crofty and Long Close mine (on the site of the present South Crofty).

Tuckingmill was becoming a focus of activity at this time - it was the only major crossing point of the steep sided river valley, which provided an important source of power for agricultural and industrial mills and for tin streaming. Wheal Crofty, Wheal Susan and Long Close were all within what is now the built up area; the copper smelting works was just up the valley. Exploitation of mineral reserves further away from the valley bottom was made increasingly possible with the early introduction of steam engines in this area (they are first recorded at Dolcoath in 1758).

Although the major turning point in the expansion of Tuckingmill as a settlement came with the founding of Bickford's fuse works in 1831, various industrial and manufacturing premises had been set up here by the early 19th century - Bickford himself was described as a leather merchant of Tuckingmill. He is known to have thought of the idea of the safety fuse while visiting a ropewalk in the area, so there was clearly some degree of economic activity already going on in Tuckingmill. By 1833 Vivian's Foundry had been built next door to Bickford's fuse works, and by 1834 the gasworks on the north side of the road had also been set up by Bickford.

The growing industrial and mining complexes in the area attracted improvements in communications in the 1830s. In 1837 the Hayle Railway Co. ran its main line to Redruth to the south of Tuckingmill, which gave easy access to the great Dolcoath and Cook's Kitchen/Tincroft mines. It also ran two branch lines north of this to the two other major sites north of Tuckingmill at North Roskear (including the Boiler Works) and North Crofty.

In 1839, the old County road running through Tuckingmill was improved by a turnpike, and a new road cut to Roskear and to Camborne. Fostered by local landowners and businessmen this was a deliberate attempt to develop Camborne and the surrounding mining communities. Some idea of the improvement made by the road is gained by comparing Scowbuds, the former main road and no wider than a pedestrian path, with Pendarves Street, the new, straight link between Tuckingmill and the old centre at Roskear.

These improvements in communications themselves stimulated further expansion. While the new road improved access to Tuckingmill, it is linked with the provision of workers' housing in close proximity to the industrial complexes. The two principal land-owning families in the area were the Pendarves, most of their land being west of the Red River in Camborne Parish, and the Bassets, whose lands were concentrated east of the river in Illogan. Both families were famous in the 19th century as progressive landowners, mine proprietors, patrons and political powers. While there is map evidence that Pendarves Street followed in part a line of old mine workings, the Pendarves estate adopted from the outset a policy of building houses over working agricultural land, a relatively rare practice locally, where most new housing of this date was on old mine waste, or old manorial commons.

While the Pendarves estate was busy exploiting their mineral rights, and developing agricultural land for new housing, shops and public houses, it was the Bassets who showed more concern for the spiritual needs of the new settlement, as befitted their philanthropic reputation. They had built both the new Anglican parish church (1843-5) with the parish school nearby, and given the land for the slightly earlier Wesleyan Chapel at Tuckingmill (c1841-3). The important Tuckingmill Society had classes in many localities around, many of which developed their own societies - Illogan Highway, Roscroggan, Condurrow, Lower Merrose, Illogan Downs, Grenefer, Tolvadden Downs, Pengegon and Pool. The Bassets were also involved in developing housing - the cottage rows off East Hill were on Basset owned lands.

In the 1840s there were other schools being founded in Tuckingmill - a school is shown in Pendarves Street on the 1841 Tithe Map, and a local engineer, John Phillips, made several well-

documented attempts to found a school of mines in Tuckingmill throughout the 1840s and 1850s.

Although copper peaked at nearly all the local mines in the 1850s, and went into decline thereafter, most of the big concerns started producing large quantities of tin at this time, production being at its greatest in the late 1860s. At the same time, the stream works (actually tailings works re-working the outflow from Dolcoath and Cook's Kitchen/Tincroft) and arsenic works which covered the whole of the bottom of the Red River Valley for miles (from Brea nearly to the sea) developed and proliferated as the century wore on. Much of the mining in the area, as in the whole of Cornwall, was in decline by the end of the 19th century, even the great Dolcoath failed for a while in the 1860s, but there was a significant revival around 1900, and the major mines on the whole weathered the storm, with Dolcoath, for instance, still employing over 1000 people at the end of the century. Only 6 mines remained in the area by 1912, 5 of them being taken over by South Crofty, with yet another collapse and revival in the industry between 1920 and 1923, (1921 saw the final closure of Dolcoath). However, because there was also continuous employment in local engineering and manufacturing industries throughout the 19th century, the emigration of skilled workers was less acute in Tuckingmill than some other areas. Population figures fluctuated up and down through the century, but overall were relatively stable after the 1860s. The importance to the local population and economy of the huge streaming and tailings works that covered the whole of the Red River Valley for miles downstream from Brea is difficult to measure, but it did provide at least one element of continuity from the earliest period right through to the mid 20th century that helped to maintain this stability.

Manufacturing and engineering in and around Tuckingmill continued to expand throughout the 19th century, with a new fuseworks at Roskear, Bartle's Foundry out by Tincroft, Holman Brothers' Foundry (1839) where Tesco now is, and the Climax Rock drill works between Tuckingmill and Pool. Whereas the 1830 edition of Pigot's Directory had contained a well-known description of the growing new town of Camborne, the 1852 Slater's Directory shows the same happening a few years later at Tuckingmill: -

'Tuckingmill in the parish of Camborne is also rapidly increasing in size and population. It contains the original Patent Safety Fuse Manufactory of Messrs Bickford, Smith and Davey, as also Mr Vivian's extensive iron foundry.'

Each of these well established sites continuing to expand and develop into the 20th century - as one failed or relocated, another would take its place, such as happened with Vivian's Foundry, whose site was taken over by Bickford's in 1911.

The communal and municipal facilities that appeared in the later 19th century thus provided for a buoyant, populous and active working settlement in Tuckingmill, whereas they had often come too late in other mining areas to prevent decline and decay. The provision of facilities shows that Tuckingmill, and especially Roskear, was considered part of Camborne, despite its separate ecclesiastical status. Thus the first of many attempts at a school of mines for the Camborne area was at Tuckingmill, and the first Camborne Board schools were those designed by James Hicks at Roskear, erected in 1876. Camborne Rugby Club's first ground was here at the North Roskear Fields (1890s) and Camborne Cricket Club is still here (1870s). Later recreational provision included the bowling green and tennis courts provided by Bickford's, and the Tuckingmill Literary Institute (1890), again provided by Bickford's, and now the Baptist Church.

Only South Crofty remained actively mining in the mid 20th century, but the company invested in new operations such as the New Roskear shaft between and after the two World Wars, and only finally closed in 1997 (although there are indications that it may re-open in the near future). The streaming works in the Red River continued in some form up to the 1970s. Bickford's closed down in 1961.

The mid 20th century thus saw the same levels of decline in industrial activity in Tuckingmill that some other mining areas had experienced in the late 19th century. Signs of the decline are the closures of the two branch railways, North Crofty in 1948, North Roskear in 1963, the arteries that fed the boom being finally cut. Although many of the old industrial sites are now used for retailing and light industrial works, Tuckingmill shares the same general levels of unemployment and economic decline as Camborne, and apart from the stark, and now quiet, complex at South Crofty, the most obvious activities on the ground now are local authority and Government-backed land reclamation and regeneration schemes.

4 Physical development (Fig 2)

4.1 Pre-industrial and early industrial

The sites of the recorded or presumed rounds are known through field names, or archaeological recording in the 19th century, but their extent and form is impossible to gauge although some of the surviving buildings may be those shown on the 1809 OS survey drawings. Most of the pre-industrial centres (for instance Tehidy Mill, Pengegon Coombe and Roskear) either remained relatively small outlying hamlets, or were absorbed into the expanding core based on the river crossing at Tuckingmill.

By the time the first maps of this area began to be produced in the mid 18th century, mining and its associated industries were already well advanced, with extensive deep copper mining already dominating the landscape and the local settlements. It is difficult as yet to locate the relatively large industrial population that must have existed at that time. The impact of this expansion of mining on settlement is unclear - Camborne had only perhaps a dozen houses in the mid 18th century; this had increased to about 150 by 1800. In 1809 settlement in Tuckingmill was still contained in a handful of small hamlets and farmsteads with only a few cottages each. There does seem to have been a deliberate programme on the part of the major landowners in the area - the Bassets of Tehidy - to create smallholdings taken out of their manorial wastes and common grazing lands in the areas a mile or two north and south of Tuckingmill (e.g. at Treswithian and on Carn Entral, while the regular field pattern on Roskear Croft just north of Tuckingmill suggests a similar date and process). At the same time, many miners undoubtedly lived amongst the mine buildings themselves.

Identifiable settlements were largely at known medieval sites - Tehidy Mill, Trevarno, Tuckingmill/Tolgarrick and the un-named farm site south of the fuse works, Roskear and Pengegon Coombe. Some of these sites seem to have been single farms, but there were definite small nucleations at Roskear, Tuckingmill (both sides of the river) and Lower Pengegon. Early records and maps, even the Tithes Map, may not have distinguished between the rude cottages of the miners and other types of mine buildings. For instance, Tolgarrick Farm, located right amongst the Wheal Crofty sites north of Tuckingmill, may have passed as mine buildings on previous surveys; Tehidy Mill and similar milling operations had cottages attached, and there were certainly later small groups of mining cottages attached to the various mines. It is possible, therefore, that the groups of cottages at Dolcoath, Wheal Seton and North Roskear first clearly distinguished only on the 1880 OS map, may be either much older or represent an older settlement pattern.

4.2 The main industrial phase (i.e. 1820 onwards)

By the time of the 1841 Tithes map, the copper industry was in full swing, having seen massive expansion in the preceding decade. All the great mines in the area were in operation and already occupying most of the ground they later held. In fact there were probably more sites in operation than later in the 19th century following the rationalisation and combination of many of the smaller setts in the area.

The major change in the landscape was the building of the railways in 1837 and the turnpike road in 1839, the latter having the most impact on the settlement pattern. While this merely improved or slightly straightened out most of the route between Redruth and Camborne, the stretch between Tuckingmill and Roskear was an entirely new road (Pendarves Street), and by 1841 was almost completely lined with new cottages. The new housing was laid out over former agricultural land, since all the surrounding mine land was still in active use, with huge areas of waste dumps and spreads that enclosed, curtailed and defined the spread of settlement.

This development was on agricultural land owned by the Pendarves estate and taken out of the tenanted farms at Roskear. On the eastern, Illogan side of the river, lands owned by the Basset family were also developed for workers housing, in what appears from available records to have been a speculative venture not related to any particular mine or manufacturing concern. The houses were probably built over old mine workings belonging to Long Close Mine. Associated with the cottages is the Methodist Chapel, dated 1843, but already shown on the 1841 Tithe Map.

While a new settlement was being created at Tuckingmill, there was still an active farming landscape in 1841, and the old farms carried on at Roskear, Trevarno, Tolgarrick, and at the unnamed farm to the south of the fuse works. Small hamlets which may have been as much agricultural as industrial were on the fringes of the Tuckingmill area such as at Tehidy Mill and at Pengegon Coombe, while there were other sites that were almost certainly purely industrial, as at Dolcoath and south Roskear (on the later Volunteer Barracks site).

An interesting development within Tuckingmill was the building of new large houses by the major industrialists overlooking their works, or else they took over former farmhouses, such as at Tolgarrick or Roskear.

The 1880 OS map, actually surveyed in 1876, reveals intensification of the settlement pattern shown in 1841, but with few completely new developments. The cottage rows on both side of the river were expanded virtually to their present extent, the principal addition being Edward Street. While the industrial complexes at the heart of Tuckingmill (Vivian's Foundry and the Bickford-Smith Fuseworks) continued to expand, the area on the north side of the road saw more villa-style houses built for senior managers and owners (Penlu, East Hill). The trend already seen in 1841 for higher status housing at Roskear received a further boost following the building of the new Anglican parish church (All Saints, 1843-5) and parish school.

As in 1841 farming continued amongst the industries and spreading housing, for instance on the site of the later cricket ground and playing fields north and west of Roskear, and at a new farm built to the south-east of the church (Church View Farm). The small peripheral farms and hamlets at Pengegon, Wheal Seton, Tehidy Mill seem to have expanded very little throughout the period.

The villas on the main road to Camborne had been built and occupied by people from Tuckingmill rather than Camborne (for instance the manse for Tuckingmill Methodist Chapel was here), although eventually they met with the spread of housing moving eastwards out of Camborne.

What is difficult to appreciate now, is that all this development was set in a landscape dominated by mining and other industries, and that the houses at both ends of the social scale often stood cheek-by-jowl with these industrial sites. Some mines were, however, in decline, and old workings were beginning to be developed for other uses - what was probably part of the old Wheal Kitty workings which had contained development along Roskear Road was now built over with pairs of cottages; the older parts of South Roskear (the former Wheal Chance and Wheal Gerry) had been utilised in about 1860 for the Volunteer Barracks and rifle range, and the

Camborne Boiler Works were spreading over unused parts of North Roskear. On the north side of East Hill, houses were built on what had been East Wheal Crofty.

By 1908, the whole length of the road from Camborne to the top of East Hill had been built up, Tuckingmill had expanded almost to its fullest extent, and the various disparate developments and hamlets that had been strung along the road had coalesced to form a single settlement. The main type of development in the late 19th century was of fairly substantial houses and villas - Tuckingmill had become an attractive residential location for the rapidly burgeoning middle classes from the professional and manufacturing groups and from the higher ranks of the miners. The focus for this was the new parish church (All Saints).

In many ways, although surrounded by important mines, and undoubtedly with many miners in the local population, Tuckingmill was as much a manufacturing settlement as a purely mining one. The stimulus to population expansion, certainly to the west of the Red River on Pendarves land, was as much the growth of Bickford's, and the Foundry, as the local mines and tailings works. When Dolcoath expanded in the 1880s, and again in the 1920s, Dolcoath Road and then Dolcoath Avenue were built, and although included within the Tuckingmill Study Area, these should probably more correctly be considered part of Camborne, as they provide the link between the town and Dolcoath, and clearly relate to a different axis of activity and growth than that of Tuckingmill itself.

However, the major new development at this time was this area of workers' housing along Dolcoath Road. Like many of the later 19th century developments in the area, this was partly on old mining waste. It was built with a definite eye to planning a designed approach to the main Dolcoath site, with a mixture of simple cottage rows and larger houses and cottages for the officers of the mine. An expected boom in the mine around 1900 also led to the building of Pengegon Halt (operative from 1905-8), but failed to bring in the hoped for new prosperity and had little discernible effect otherwise on the settlement pattern.

As with the period between 1840 and 1880, the industrial sites showed a great deal of change, many contracted and were redeveloped, others expanded (in at least one case, this led to the loss of cottage rows at the south end of Chapel Road), the valley floor was by the turn of the century completely covered with streaming and tailings works as well as deep mining and arsenic processing, with the dumps and wastes spreading as a result.

Many redundant waste areas, together with old farmland, were used in and after the late 19th century for the provision of a large number of recreational sites, not just for Tuckingmill (Bickford's grounds, King George's Fields), but as has been seen, providing facilities for the whole of the Camborne area (the rugby ground at North Roskear, the cricket club at South Roskear).

The inter-war years, and especially the early 1920s, saw a final, but temporary, revival in the local mining industry, again with the management of Dolcoath investing heavily in new housing for the expected increase in workers. Dolcoath Avenue was built largely as a speculative venture by the mine company to house the expected increase in workers for a boom that scarcely lasted 3 years. The very similar concrete rendered terraces in Park View Road and North Roskear Road are of the same date, and probably relate to the opening and expansion of the New Roskear shaft, first by Dolcoath, then by South Crofty.

Even at this date, there was only limited exploitation of old waste dumps for housing, and then mostly with only a few scattered bungalows and short rows such as along Boiler Works Road and along North Roskear Road. The council housing on Roskear Road, which was just beginning to be built at the time of the 1946 RAF aerial photograph, continued the development along the old Wheal Kitty workings first started in the 1820s, although the waste ground here had not been worked for probably nearly 200 years by the time the houses were built. The only

other major re-use of an industrial site was by Bickford's to provide the tennis and bowls club in what was an old quarry site south east of the fuseworks.

4.3 Late-industrial to present

With continued employment at the main Holman-Compressair site, existing and proposed industrial estates in and around Tuckingmill and Pool, and the potential for South Crofty still (in 2001) to be mined, it would be premature to ascribe a post-industrial phase to Tuckingmill's development history.

Although there has been continued provision of housing throughout the period, the most significant changes in the settlement from 1946 to present have been on the industrial sites. While all of the mines but South Crofty closed (the complex had gradually extended to its maximum extent shortly before closure), most of the old workings, wastes, shafts and many of the buildings survive, although now hard to interpret in overgrown and waste landscapes. This is especially true of the Red River and North Roskear areas. Much of the Dolcoath works, especially north of Dolcoath Road, has had large industrial estate sheds built on it with new commercial premises also on the North Roskear wastes south of the former Camborne Boiler Works, the two fuseworks and the boiler works continue in use for a variety of commercial uses, so that there is a continued commercial presence in the heart of Tuckingmill, and continued use of many of the 19th century buildings, even if sometimes strangely adapted.

The major non-commercial developments have been built upon both old mining land, and on remnant agricultural land (housing estates at North Roskear Road/Trenance Road and Pendrea Park), or on the former extensive gardens of the large villas in Roskear (the school, the old people's home & registry office etc.).

5 Surviving historical components (Fig 3)

5.1 Pre-industrial and early industrial

Little survives of the fabric of the earliest phases of development in the area - even the recorded or presumed rounds are known only through field names, or archaeological recording in the 19th century before destruction by mining activity. The topography of the three principal locations is preserved, the old pre-industrial closes of Roskear still underlay the local topography, while at Tehidy Mill, Pengegon Coombe and Roskear, some of the surviving buildings may be those shown on the 1809 OS survey drawing, although none is certainly older than about 1800.

Many early field patterns and hedgerows are preserved, largely because development followed existing roads and left areas of old farmland; the conversion of these to playing fields and sports grounds occurred within existing boundaries. Many early mine sites and dumps are still in existence, and despite the fact that they have all have been cleared, reworked and re-processed through the 19th and 20th centuries, they probably preserve some early archaeological interest, and continue to influence the siting and spread of new development.

5.2 Industrial

Although there was expansion of mining and manufacturing in Tuckingmill throughout the 19th century and well into the late 20th century, there was very little re-development of land that had already been built upon for non-industrial uses, so that there is an almost complete survival of the cottage rows, middle class villas and larger houses of the settlement, and of the functional and institutional buildings. Only one chapel has been demolished, and the various educational buildings all survive, although either with new uses, or else empty and boarded up. Only one area of housing was lost in Chapel Road in the later 19th century to the expansion of mining alongside South Crofty.

The major industrial complexes survive to a remarkable degree given that they have not been used for their original purposes for nearly a half century now - there has been only small scale demolition, with the major exceptions of the former gasworks at Tolgarrick and Holman's Foundry complex on the site of Tesco (within the Camborne Study area, and treated under that settlement report). The important survival of the engineering and manufacturing complexes in Tuckingmill is in stark contrast to the almost complete loss of the huge range of mining buildings surrounding the settlement, and which dominated it and its surroundings right up to the mid 20th century.

Survival of sites and buildings is treated in more detail under the following section on character.

6 Character

6.1 Areas of distinct character within Tuckingmill/Roskear

6.1.1 Tuckingmill

Tuckingmill grew from a number of small hamlets and industrial foci gradually coalescing, joined together by both an organic spread of building and by planned blocks of development. While, therefore, there is very little of the pre- or early industrial fabric surviving in the settlement area, the underlying topography and layout of those early settlements and industrial sites and their relationship to the Red River Valley still to a great extent inform the present distribution of various building types and uses.

Cutting across this pattern is the dominant influence of the turnpike road of 1839, which affected the location and alignment of subsequent housing developments, and the principal public buildings (schools, churches, institute etc.) are spread out along the main road, rather than grouped in one nucleus.

Tuckingmill continued to be a thriving industrial centre, and was often re-developed accordingly, with the result that the core seems to have more recent buildings now than the surrounding streets of cottages.

There were groups of cottages established from at least the 18th century around many of the old established mines, but as the mines continued to be worked, and on an ever larger scale, it was not these hamlets immediately around that mines that grew, but the large numbers of cottages built along the roads and in the fields surrounding Tuckingmill.

Scowbuds, now a small alley running up this northern slope was, before 1839, the main road, and the cottages on its north side may predate, in part at least, the turnpike and could be some of the oldest in the area. They certainly show less of the regularity of the post-turnpike rows, and are set in a more old fashioned way in the middle of gardens rather than on the street front. A similar more organic development is that which survives in Tolgarrick Road [33][34].

Chapel Road now has a semi-rural appearance because of the overgrowth on the valley floors and side slopes - this is increased by the rough stone cottages, and the softening effect of the front gardens. However, this is a transitional area running into Tuckingmill centre. The dominating bulk here is of the Methodist Chapel [12]. The 1927 extension [25] was used variously as a hall, a replacement chapel, and like the chapel itself has now been converted to commercial uses.

The semi-rural appearance of this area is one of the essential characteristics of Tuckingmill – the central zone is scarcely more than a single row deep along the main road, and a turn off at the main crossroads very quickly leads to undeveloped and open ground, formerly industrial, now semi-derelict. Current proposals for redevelopment and the creation of urban parks need to respect this rough edge which contributes to Tuckingmill's unique character.

Because of its valley bottom location and crossing point of the Red River, the core of Tuckingmill is approached from east and west down long and relatively steep slopes that make the grouping of the various buildings even more noticeable within the streetscape. Equally, long views along the Red River Valley from both north and south, and especially from the higher valley slopes along which roads and paths run, all culminate in the rising masses of the major buildings at the crossing point; these stand out clearly as a focal group in the length of the valley, particularly centred on the mass of the chapel [12].

There are excellent buildings on all four corners of the central crossroads where Pendarves Street, Tolgarrick, Chapel Road and East Hill meet. Three buildings here are listed, including the Bickford's office block [1], the Tuckingmill Hotel [19] (an elegant building in the Late Regency style still popular in the 1850s in Cornwall, and looking 20 or 30 years older) and the large and bold Methodist Chapel [12], dated 1843, but already shown on the 1841 Tithing Map, and altered in the later 19th century. The building on the north side of the crossroads, now flats [28], was a contemporary part of the improvements and expansion of the fuseworks with the same rock-faced granite, contrasting so much with the local brown stone of the older buildings. The other major element in the appearance of the crossroads is the tram embankment leading up to East Hill [30], a great granite causeway widened in the 1950s with stone from Pendarves House.

The overall character of Tuckingmill is remarkably in line with current ideas of good quality urban environments, with mixed uses and areas of housing built in varied styles but to an overall recognisably local detail and type, high in density, but within a good townscape with pleasant streetscenes and rarely with problems of overlooking or being unneighbourly, almost all with amenity space literally beyond the back garden wall. Private amenity space is linked to public, there is a high degree of permeability, with plenty of robust historic buildings in the area capable of a flexible range of uses. Although an historical, organic development, it fulfils many of the textbook criteria of modern urban design philosophy – the intrusive traffic levels and management schemes notwithstanding.

6.1.2 East Hill

East Hill is one of the least attractive areas within Tuckingmill. Although it was a favoured residential area in the early-mid 1800s, the continuing presence of large-scale mining and heavy industry until well into the 20th century has seen a general downgrading in its status. It now suffers more than any part of the study area from the deleterious effects of traffic congestion, the junction at the top of the valley slope with the main spur link to the A30 being the most dominating factor in the street scene. The properties and streetscape have all suffered from this proximity to a busy road and junction; their undoubted qualities are now difficult to discern, but considerable potential for enhancement yet remains.

6.1.3 Roskear

The ancient settlement focus at Roskear retains something of its nucleated origins, and could indeed be mistaken for a medieval churchtown absorbed by later development. The church [17] and churchyard, school [15], King George's Fields [146], and the intimate and enclosed character of Church View Lane give the appearance of a rural hamlet, yet all are part of, if not later than, the industrial developments along Pendarves Street. The houses in Church View Road, a narrow, hedged lane, are distinct from anything else in the area, making use of brick to an unusual degree for Cornwall.

The surviving group of buildings around the small open space opposite the church emphasises the appearance of an old village green, now covered in a hard surface, with buildings set back or at an angle to the line of the main road, in contrast to the dominant linearity of Pendarves and Edward Streets – even though most of the buildings are of a similar 19th century date. The old farm complex [128][129] and the nearby coalyard [133] may preserve older structures, however.

6.1.4 Roskear Road

To the west of Roskear, the character of the road changes, from the tight urban vistas and buildings of Pendarves Street, to the relatively lush street of large villas, which are amongst the best in the whole Camborne area. Despite the development of some of their grounds for offices and public uses, they retain an impression of mature gardens, spaciousness and wealth.

At the western end of Roskear, the villas meet the rows of cottages coming eastward from an expanding Camborne. These simple granite and killas cottages built hard up against the pavement are far more urban in nature, more akin to much of Camborne, and yet the street scene is intimate, small scale and surprisingly inviting.

What should be the culmination and focal point of vistas, movement and historical development from all directions is now simply a traffic roundabout in front of a supermarket.

Separated from the rest of Tuckingmill by playing fields and open ground, Park Road and the adjoining part of North Roskear Road form an intermediate area between Camborne and Tuckingmill, now gradually being surrounded by new housing development. Park Road has interesting townscape due both to the survival of some well detailed early 19th century housing [189][190] (and see Camborne report), the long rows of later 19th century housing and the remaining portions of the park wall and trees to Rosewarne Park (see Camborne report). In North Roskear Road, the townscape is more disparate, with an edge-of-town feel. The rows are generally much later, especially a distinctive group of 20th century rendered terraces [195-197] related to the contemporary investment in New Roskear. The houses are still backed by large areas of mine waste, in existence since the 18th century at least, and which led to the siting here of the former Volunteer Barracks (TA Centre) [24] and an associated rifle range on the south side of the road (now built over).

6.1.5 North Roskear

This remains a disparate area close by the A30 by-pass, with much of the character of so-called 'rurban fringe'. Boiler Works Road has many of the characteristics of a country lane, and indeed the whole of the north side of the road is made up of farmland or derelict mine land, with a farmhouse (outside the study area), and a narrow road leading north to Roskear Croft, itself a typical, deeply hedged country lane in appearance. The few bungalows [204][205] and large industrial buildings, including the old boiler works [3], stand amongst mine waste, with modern housing estates spreading out from Tuckingmill and enclosing the small enclave by the northern end of the Hayle Railway branch line [7]. To the north, a caravan park occupies the former North Roskear mine site and overlooks the steep flanks of the Red River Valley and the by-pass. The whole is a poorly co-ordinated, ramshackle and unplanned area, yet which stands on the site of one of the greatest of the local mines, and contains remains of other mines (the Seton group), the railway and the boiler works. It retains something of the feel of the boundary between urban and rural landscapes which will be completely lost if infill development right up to the by-pass goes ahead as proposed.

6.1.6 Lower Pengegon

Lower Pengegon in many ways stands apart from the rest of Tuckingmill/Roskear. Although close by, and with a clear visual relationship to the housing in Dolcoath Avenue and Dolcoath Road, it remains cut off from the main settlement by open fields and former mining land, including much that is of outstanding archaeological and historical interest. In fact, this is a part of the larger settlement of Pengegon, most of which is to be found south of the railway line, and outside the present study area. Lower Pengegon is best regarded as part of that settlement, and not Tuckingmill, and should be carefully preserved in its separate identity. The present group of buildings at Lower Pengegon is comprised of a short single street leading to the railway crossing with former smallholdings [208] and cottages [209][210] which may be late 18th or early 19th century in date preserving (with the relict farmland around them) something of an earlier pattern

of industrial settlement before the intense urbanisation of the early-mid 19th century. Amongst these cottages and outbuildings are some important industrial remains associated with Dolcoath [14][223][179][180], Wheal Harriet [23][212][211] and the main rail line [6], and a few 20th century houses.

6.2 Buildings

6.2.1 Public buildings

Tuckingmill's particular development history has given a distinctive flavour to its principal buildings in terms of history, type, scale and location, which contributes as much to the special character of the area as does a simple consideration of their current appearance. There were few significant public buildings compared to many local settlements, perhaps because it remained in many ways an adjunct of Camborne, and because there was no predominant focus to the settlement owing to its development along the main road.

The communal and municipal facilities that appeared in the later 19th century were thus limited and largely confined to the patronage of the manufacturers – the Institute [103] was provided by the Bickford-Smith, as were the sports and recreation grounds [100] behind Pendarves Street, and are relatively small in scale, more utilitarian than an expression of civic pride or competition (as between Camborne and Redruth).

The religious welfare of the community was, characteristically, well provided for, with a new Anglican parish and church [17] and three non-conformist chapels [12][26][68], while there were both private [111] and publicly [15] funded schools (including an attempted School of Mines). The Anglican patrons seem to have been as much in the forefront of these developments as the non-conformists, so that here as elsewhere in the industrial areas of Cornwall, although Methodism may have been the spur to greater education and religious observance, it was often the Anglican hierarchy that was the first to provide substantial and permanent buildings for these activities. The Church of All Saints, built by the Basset family, is thus the most imposing of the ecclesiastical buildings in Tuckingmill (and indeed of any other building type in the settlement area), and even the imposing Methodist Chapel [12] was in part a donation of the same family. This is an interesting aspect of Tuckingmill's history that merits further investigation, given that the Smith family was pre-eminent in the Methodist community of Cornwall.

Other provision was linked to the whole of Camborne rather than just Tuckingmill – (Camborne Rugby Club [206], Camborne Cricket Club [220], the Camborne Gasworks [2]), while the latest building of this type was probably the cinema [232] at Roskear.

Some of the surviving buildings are of high quality; the listed Tuckingmill Chapel [12] is a very fine example of its type, despite its current use and alterations, and the parish church of All Saints [17] by John Hayward of Exeter is one of the best mid 19th century churches in the county, Romanesque rather than Gothic, and thus absolutely typical of its 1840s date. It is also one of the great focal points in the area, the tower especially. The Tudor style parish school [15] and school house of 1845 associated with the church is probably also by Hayward and is listed, while the Board School [27], by James Hicks, in a restrained early-English style, and an extremely interesting early example of a Cornish Board School, deserves to be. The former private school in Pendarves Street [111] is little different in appearance from the domestic properties around it.

Despite alterations the former cinema [131] retains much of the typical character of an early purpose-built cinema and is of considerable interest as one of the few surviving from this date in Cornwall. The small early 20th century pavilion [100] at the Bickford-Smith sports ground is one of the most pleasant small public buildings in the Camborne area.

Nothing survives of the original buildings at either the rugby ground [206] or the cricket club [220], nor of the gasworks [2], nor the United Methodist Chapel [26] in Edward Street.

Other surviving community buildings are of interest for their historical associations rather than as architecture (Primitive Methodist Chapel [68], Tuckingmill Literary Institute [103], now the Baptist Church)

6.2.2 Industrial complexes

The river crossing at Tuckingmill has always been a focus, and still is an important nodal point and crossroads for traffic moving along and across the valley. Although the valley bottom was covered until the mid 20th century with huge complexes of industrial buildings and processes, it is now mostly a long stretch of uncleared scrub, dominated by the silent tin-clad complex of South Crofty, backed by the railway viaduct; closer views are focussed on the Bickford-Smith complex in the valley floor. The other main influence on development here was the turnpike road built in 1839; the main architectural expression of the industrial sites was to this road, especially the additions to Bickford's reputedly designed by James Hicks [11]. There is still a greater concentration of surviving industrial fabric, buildings and landscape in and around Tuckingmill than in any other part of the Camborne - Redruth axis.

The key industrial sites that still survive in substantial and recognisable form include the Bickford-Smith fuseworks complex, Bennet's fuseworks, South Roskear Mine (New Roskear shaft), the Camborne Boiler Works, the Climax Rock Drill Works and Dolcoath mine. Other substantial remains just outside the study area include, above all, the South Crofty mine complex and the former Bartles Foundry (in Dudnance Lane) and the Holman Compressair site (Camborne). Less substantial or clearly defined remains survive of other mining sites (North Roskear, Wheal Seton, Tolgarrick, Cooks Kitchen) and tin-streaming works and arsenic works in the Red River Valley.

The major surviving complex within the settlement is the Bickford-Smith Fuseworks complex [1][11][75-8][85-90], which grew and was altered throughout the 19th and early 20th centuries. Although there are some parts of its earliest (1830s) phases surviving [1], there is little of the other various industries that were once its neighbours (especially Vivian's Foundry on the site of the present North Lights building [76]). The middle class and workers' housing that these industries created survives (the homes of both Vivian family and Smith family members included).

The principal entrance and office block at the crossroads in Tuckingmill owes much of its present character and appearance to the work of the Redruth architect James Hicks, who worked extensively here throughout the late 19th century. It is a very fine architectural group as well as being of exceptional industrial and historical interest. The long range of the fuseworks along Chapel Road may incorporate some original parts of the 1831 foundation, and is at least 1840s in origin, with a workshop of c.1860 [1]. The main corner block (offices and entrance) were re-fronted in the early 20th century [11].

Further east along Pendarves Road, the acquisition of Vivian's Foundry in 1910 enabled Bickford's to set up the earliest and largest jute-spinning works in the world designed specifically to supply thread for fuse making. This, the North Lights building [76], as it is now known, although neglected and roofless, still provides one of the most prominent and archetypal industrial frontages in the whole Camborne-Redruth district. Particularly with the loss of other major sites like Holman's in Camborne, the Bickford-Smith complex stretching up the hill is important as much for the sheer scale of what survives as for its architectural interest, which is considerable in itself. The North Lights building is not only an important street-scene element in Pendarves Street, but forms the focus for significant views along Roskear Lane, down into the main part of Tuckingmill and across to South Crofty and the remnant mining landscapes to the south of the main road.

Bickford's also had premises on the north side of the road, and while the gasworks [2] is now a cleared site, with only some of the periphery wall remaining, the frontage buildings and stable yard associated with the whole Bickford's complex [28-32] was also reputedly partly designed by Hicks (although the date usually given is about 1910, and Hicks died in 1896), and forms a good counterfoil to the factory buildings. A detailed analysis of the Bickford-Smith complex is not given here, as it is to be found in other publications and reports, some produced by the CAU (especially Buck and Sharpe, 1994).

Mining locally was in something of a decline in the 1870s, but Bennet's fuseworks [8, 121-122] was founded in the same decade immediately to the north of Edward Street, built on old mine waste from South Roskear mine. Although now used as a supermarket, and with blocked windows and painted-over stonework, the complex still retains some of the original buildings, with additions of c. 1900 to the north [122].

Roughly contemporary with this expansion of the fuseworks (taken over by Bickford's in the 20th century), was the consolidation of the various shafts of South Roskear mine, and the concentration around the Pendarves shaft area [123] (1863-5 and 1872-9). The main focus of mining on the sett had shifted north-east from the old core at Wheal Gerry, which had closed by the early 19th century, the site being used by the Bickford family by the 1850s to build the Volunteer Barracks and parade ground [24], and a rifle range, which no longer exists, along the south side of North Roskear Road.

The complex was extended and altered around 1900, resulting in the very good surviving walled group around a paved courtyard [123] that remains as the best unaltered, if in parts ruinous, industrial group in Tuckingmill. Although the late date of some of the buildings here is revealed by the architectural detail and the choice of materials, it undoubtedly incorporates some earlier buildings.

The site saw further expansion in the 1920s, when much of the equipment from Dolcoath's Taylor's shaft was re-sited here by South Crofty after 1923, and there is a large stone revetted waste embankment [125], which presumably dates from this time. Working continued up to the 1980s.

The surviving head gear [124], buildings and dumps from the mid-late 20th century bring the important sequence of mining buildings here up to date, so that, together with the potential archaeological remains associated with early features such as Vivian's Shaft [124 part], this is the most complete surviving mining site in the settlement area apart from South Crofty itself. The New Roskear shaft headgear, although only built in the 1990s to provide man-riding facilities for South Crofty, was, at the time of a CAU report dated 2000, one of only 9 out of approximately 2500 historical headgears in the County to survive. As an expression of the last phase mining in Tuckingmill, and as a rare and endangered example of Cornish mining headgear, it merits some form of recognition of its status even if unlikely to be included on a statutory list.

The North Roskear Mines group was a powerful force in early 19th century mining in the area - the North Roskear Branch railway [7] was built in 1837 to serve it. With Wheal Seton, it closed in 1874, and is shown as disused on the 1880 OS map, but still with standing remains. Virtually all of these have gone, although there may be some survival at the concrete works site (not gazetted), but what does remain are groups of cottages [202-203]. The principal remains of this great mine complex are some indeterminate waste areas along Boiler Works Road and the Red River Valley, and at the Camborne Boiler Works site [3]. Here the engine house shown on the 1880 OS map seems only partly to correspond with the surviving buildings, most, if not all of which date from around 1900, but are a very good group with ancillary buildings like the office block still surviving. The North Roskear Branch Line survives as an embanked trackway, with a fine arcaded retaining wall to the cricket ground, and with some exposed rails [225] at the northern end.

6.2.3 Middle class housing

One of the interesting features of early-mid 19th century industrial expansion was the willingness of the newly enriched industrial and professional classes to live in close proximity to the industry. Tuckingmill was clearly intended to be an elegant place of residence as well as industry, and the wooded and cliff-like north side of the turnpike was particularly chosen for this class of building together with the larger shops, hotel and chapel which were essential elements in this sort of development. The hotel itself [19] is one of a row of surviving and identical villas with shops [18][35-36] that show a planned approach to development. On the higher, more salubrious grounds north of this, a group of large classical stuccoed villas was built for the officers of the fuseworks (Penlu) [39-42]. Now sadly altered, this was a prestigious development familiar elsewhere in Regency/early Victorian Britain, with a shared entrance, lodge [37] and drive [38], and a complex of walled gardens and mews buildings to the rear [79-83].

Just as Bickford's provided higher class residences of this type, so the Vivian family who ran the adjacent foundry built themselves substantial houses on these northern heights [48], which may even pre-date the building of the turnpike. At Tolgarrick Farm, they presumably took over an old established site and improved upon it, but nothing now remains but later cottages [33-34].

Although Penlu continued to house middle class people (including the vicar until the building of the late 19th century vicarage), as Tuckingmill became more and more a settlement of cottage rows, some of the large houses lost their status; Tolgarrick Farm has disappeared altogether, the Vivians' house had a court of small cottages built into the back yard [49], and the process has continued with the conversion of the Penlu houses to flats, and the mews and garden buildings to domestic use [80-83]. The building of the new vicarage [137] was symbolic of the shift of status to the west and the Roskear Villas.

East Hill in the early 19th century had a mixture of industry, mining waste and fairly substantial houses, of which [51] is a survivor, mirroring the new villas on the west and north of the industrial core. The development of these larger, villa type houses continued in the 19th century, but even with the building-over of the old mine waste on both sides of the road, they never rivalled the quality or scale of those to the west of Tuckingmill, and particularly around Roskear Villas. By the end of the century, a group of larger, detached houses on the north side of the road were replaced by a well detailed, but lower-status, terrace [50]. One or two survivors of the earlier wealthier phase of housing [52][53] show what the earliest development here was like, but the whole street has been badly affected by traffic engineering.

The western slopes out of the valley showed a corresponding increase in quality of housing further away from the industry in the valley floor - even the largely working class housing of Pendarves Street was of distinctly better quality at the western end of the street [107][109]. The building of the parish church and school in the 1840s provided a focus for good quality houses around the old centre of Roskear and Church View Road [95-98] - the latter are particularly unusual in Cornwall, being partly built of red-brick, they are similar in plan form to the pairs of large houses in South Terrace, Camborne.

To the west of Roskear, are some of the best villas in the whole Camborne area. Ranging in date from about 1839 (the date of the road itself) to the early 20th century, they include a group of fine listed villas at the west end [20-22], stone-built with good glazed porches, in a typical late-Regency style, large mid-late 19th century villas in substantial grounds on the south side of the road, substantial later 19th century terraces and houses [134-148] and the very good Arts and Crafts influenced late 19th century old vicarage [137].

6.2.4 Workers' housing

The part of the later parish of Tuckingmill which was created from Illogan parish east of the Red River was owned by the Basset family; the greater part of the new parish to the west of the river

(taken out of Camborne parish), was mostly owned by the Pendarves family, although the Bassets had some holdings and influence.

The differing land ownership led to different development patterns either side of the river. On the Basset lands the rows [58-67] were built on old mine waste rather than the farmland of the Pendarves developments. The end houses of the rows facing onto the road are all slightly later additions, with a later 19th century shop [59], a good quality double fronted and ornamented house [216], and cottages [63] built into the front gardens of the rows, which suggests that the rows may pre-date the turnpike, and were later extended to front the new road. The rows are also of a different and, perhaps, older pattern to those on the Pendarves lands, with long gardens to the front of the houses, and only small 'rear' yards, with an element of reverse fronting, since main entry was probably always through the 'rear' elevations.

While there is clearly an element of overall planning and regularity in the layout of the rows, the evidence of ownership and leasing in the Tithe Award suggest that they were developed as blocks by principal lessees under the Bassets, rather than directly from the Estate as happened with the Pendarves developments. Maynes Row is named after a local farmer, landholder and mining agent. These rows seem to have been lived in as much by miners as the factory workers, and are still occupied in some cases by the families of men formerly employed in the South Crofty and Pool mines.

Up until the mid 20th century, these rows terminated in the still working tailing and stream works of the Red River, and the bottom end of the South Crofty processing activities, works which swamped at least one row in the late 19th century. The more southerly rows are later 19th century extensions, and include the primitive Methodist Chapel and hall [68] and a single storey cottage pair, now a house [69].

The scene is now one of serried rows running along the contours of the hill, with relatively informal lanes running between them, dominated by the South Crofty mine complex. They contrast in grain and character of development with Tuckingmill west of the river. The change in character of the valley to the south from industrial waste to rough recreational ground gives these rows a rural setting and character not immediately obvious when seen from the main road.

The rows along Chapel Road are actually slightly later, and of a different form; the latest of all [70] is an early 20th century terrace, designed as a cohesive architectural statement with gabled bays at either end, part of the architectural ensemble of the Bickford-Smith group, and is on the site of earlier, possibly pre-industrial buildings, part of the continuing process of redevelopment in the oldest core area. Simpler mid 19th century rows [71-74] face either directly onto the street or have small front gardens, especially those on the east of the stream; one [74] has been curtailed at the south end, and the rear gardens removed, to form an entrance (with good granite paved surface [88]) to the expanded fuseworks, which suggests some close link between these cottages and the fuseworks.

The turnpike of 1839 linked Tuckingmill and Roskear in a straight line, as well as providing a new straightened southern end to North Roskear Road, leaving the old main route (Scowbuds) as a back lane. It also proved the opportunity for the Pendarves family to lay out new housing [101-120], cutting across the various holdings of their tenant farmers, and unlike the Basset family who were able to exploit the old mining wastes of Long Close Mine east of the Red River, this new housing was laid out over good agricultural land. Pendarves Street was completely built on the north side [112] by 1841, together with the eastern side of the lower stretch of North Roskear Road [45]. The surviving rows are more or less the original build, with only one or two rebuilds, and a number of inserted shopfronts, although most of these have now reverted back to domestic use. The unusual recessed pair [111] was used as and, perhaps, built as a school in 1841.

The south-east side of the street [101-107] was developed in a more piecemeal fashion, with simple cottages like the north side giving way at the west end to larger houses with much more architectural detail (the good modillion cornices of the group of houses [104] and the well-detailed pub), suggesting that they were built after the school and church (1843-5), which had already begun to raise the tone of the neighbourhood (this was also the higher end of the street, and of course further away from the noxious fumes and noises of the industry in the valley).

The rear elevations of the north side, especially closer to the town centre, present a good range of early detailing, much still in the late Regency style typical of Cornwall in this period, with many additions and workshops reflecting the proximity to an industrial centre - the best example [113] which makes a striking contribution to the street scene, is also one of the latest. The only later insertions into the street were the Institute [103] of 1910, now the Baptist Chapel, and the short mid 20th century single storey terrace [46] in North Roskear Road, which is yet still fully in the local tradition and detailing, and is not unlike others found further west in the same road [126] from the same period.

Despite some poor alterations, and especially the occasional use of pebble dash, Pendarves Street, leading down to and focusing on the industrial complex in the valley bottom, retains its appearance and character as one of the most urban and industrial places in Cornwall, combining both the grand, designed gesture, with the humblest of houses, most of which were originally one up, one down cottages, many already built as half-houses, and displaying the simple raised plaster surrounds to door and windows that continued to be a local feature of the Camborne area throughout the century.

Edward Street [114-120] (named for Edward Pendarves) was a much later development, and it may be that it was not envisaged from the outset - it seems to be a good 30 years later than Pendarves Street, built during the 1870s. It is very different in detail to the earlier street, being much closer in appearance to a terraced street, with more superficial regularity about it, but the two rows are still in the Cornish tradition of separate cottages, some single fronted, some half-houses and some double fronted houses, all mixed together (although there is again a tendency for larger and better detailed houses to be located at the higher, western end of the street). Like Pendarves Street, the cottages front directly onto the road, with long rear gardens served by access alleys; there are very few rear garden buildings surviving, most having been demolished to make way for garages or hardstandings. The street was again laid out on perfectly good agricultural land, so that its date may be linked simply to the falling-in of agricultural leases, but the landlord must have been fairly certain of a market for the new houses, suggesting that their construction was linked to some local industrial boom causing an increase in demand.

At the western end of Roskear, the substantial houses and villas peopled by the wealthier middle class residents of Tuckingmill (the vicarage and manse were both located here) meet the rows of humbler cottages [139][176-177] coming eastward from an expanding Camborne, once again more urban in nature and hard up against the pavement, with less in common in their detailing with the cottages in Tuckingmill (especially Edward Street, or the upper end of Pendarves Street) than with the rows of Camborne.

Possibly associated with the building of Bennet's Fuseworks, but perhaps more likely to be linked to the expansion of the South Crofty complex, is South Roskear Terrace [127]. This is actually a group of rows and detached and semi-detached houses with little to unify them as a terrace, apart from the use of granite and slate. They are part of the same development that saw the founding of Camborne Cricket Club [220] in the mid 19th century.

The mixed rows, terraces and pairs of Dolcoath Road [150-163] of the 1880s and the concrete terraces of Dolcoath Avenue [168-169] have a marked affinity with the late terraces in Park Road and North Roskear Road, and all may be linked to the influence, and the direct ownership and construction of Dolcoath. In their regularity and choice of materials they are more akin to the

housing in Camborne than Tuckingmill, but are an important later extension to the range of workers' housing in the area, and form impressive stretches of townscape in their own right.

6.2.5 Materials

Although granite is used to great effect on many of the more prominent buildings in Tuckingmill, and especially on the Bickford-Smith buildings, the predominant stone is the honey-coloured to dark brown variant of the local killas country rock, with granite typically used on humbler buildings only for lintels and quoins (the parish church shows the same choice of local stone with granite detailing). Some of the more substantial houses and buildings on the early 19th century were rendered (notably those in Penlu).

Brick was used on a number of houses in Church View Road, which date from the 1840s, a very unusual group in this respect in West Cornwall.

Local slate was the almost universal traditional roofing material.

There are several areas of good surfacing and paving in and around Tuckingmill, including well-cut granite paving at the entrances to the Bickford-Smith fuseworks [77][88], an exceptionally fine paved courtyard at New Roskear [123], and original (mid 19th century) metalled surfacing in Penlu [38]. There are other small areas of historical paving and surfacing around the settlement.

6.3 Landscape, views and panoramas

6.3.1 The landscape setting

The A30 by-pass has opened up an unparalleled series of views of the whole of the Camborne-Redruth mining area. The viaduct over the deep Red River Valley reveals the scale of the mining remains, and South Crofty in particular is seen as a great collection of buildings. The scale, shape, even the use of metal cladding puts it in the same class as other iconic building groups such as Wheal Jane and Geevor. Seen against the green backdrop of Carnarthen and Carn Entral, it is one of the most powerful surviving visual statements of Cornwall's industrial past.

When Tuckingmill is viewed from the north, it is also clear just how narrow the development along the turnpike road was historically – although the industry has gone, development has not spread out to obscure the historic character of the settlement. The traditional focal and dominant buildings within the settlement retain that character in Tuckingmill –in particular the chapel and the parish church.

The views from the south, from Carn Entral in particular, are no less spectacular in their own way. Although the foreground and the wider views are of a rather formless area of old mine waste, modern housing development spreading out from Camborne bearing little relationship to the historic grain, or separate identities of the settlements, and a scatter of anonymous industrial sheds, the ridge line along which the turnpike road runs stands out very clearly. The chapel and the parish church are dominant, and from this side, the headgear of South Roskear is no less prominent than the buildings at South Crofty, and the remnant industrial landscapes are seen more clearly to relate to the scattered remains of engine houses and chimneys.

Distant views and vistas from within Tuckingmill are more difficult to obtain, although Carn Entral remains a surprisingly dominant feature in many views to the south.

The parish church stands at one of the highest points along the main ridge that forms the axis of development in Tuckingmill, and is a landmark from many places within the settlement. The varied glimpses of this building is one of the surprising joys of Tuckingmill, especially from within some of the engaging open spaces and small parks set behind the more urban streets.

6.3.2 Streetscape

The nature of the valley at Tuckingmill, and the long straight roads that lead to it, make for many interesting views into and across and along the streetscapes. This makes the group of surviving

buildings at the valley crossing even more important as a focal group. Indeed, virtually every road in Tuckingmill leads the eye along to a major building – be it the Methodist Chapel, the Bickford-Smith office building, the North Lights building, the parish church, the Climax Rock Drill works or the surviving Dolcoath mine buildings.

Linear vistas and streetscape are indeed two of the most characteristic aspects of Tuckingmill. Nearly all the historic development in Tuckingmill was along the through-roads, which means the overall impression is of a series of long views and gently unfolding streetscapes, not at all like the generally perceived idea of an industrial town as a grid of narrow, dingy streets. Most often these long roads are backed by parkland, playing fields or areas of undeveloped waste, rarely was a rear garden backed with another house or garden in Tuckingmill. Where this is the case now, it is almost always because of modern housing development, none of which respects the historic grain, pattern, type or appearance of housing in the area.

The rows off East Hill are the main exception to this historic pattern – even Edward Street, while it is not a through-route, is long enough and slopes enough to provide a picturesque streetscape.

Just as the streets of Tuckingmill were nearly all interspersed with open fields or mine workings, so the houses are interspersed at various points with industrial buildings. Not all industrial development is concentrated along the main road. One of the characteristics of the settlement is that, along a road of seemingly ordinary housing, an industrial group, quite often of some scale and age will suddenly impose itself, forming an interesting and often arresting group within the streetscape – such as the mine building and embankment at South Roskear, the former Bennet's Fuseworks and South Roskear courtyard group and the former Holman's Boiler Works.

The line of the North Roskear branch of the Hayle Railway is important in this respect. Now a footpath, it provides a characteristically long and straight vista, in this case against the grain of the main streets, allows access into the central area of open fields, and retains much in the way of historic and archaeological structures (including some sections of rail [225]).

6.3.3 Permeability

Because of the way that development has followed existing roads and lanes in the area, leaving open fields and some areas of old mine waste, in between the housing and industrial sites, Tuckingmill is one of the most accessible settlements in the area to pedestrians – the fields and waste area are now mostly playing fields, parks and sports grounds open to all, and the line of the old Hayle Railway allows access right across the settlement.

There are few parts of Tuckingmill that have restricted or unexposed rear elevations; even if most houses retain semi-private rear lanes, beyond these is usually a public space.

This gives even the tightest urban areas an open, accessible feel, and also stresses the importance of planning policies and guidelines to preserve the character of rear elevations.

6.3.4 Spaces

While the overall impression in Tuckingmill is of long, sometimes quite stark streetscapes, there are a number of surprisingly intimate and well-treed spaces close to the central area, particularly in the various enclosed green areas, and in the small lanes and alleys, like Scowbuds (incredibly the old main road to Camborne), Tolgarrick, Penlu and, above all, Church View Road.

There is one potentially very effective space within Tuckingmill that is currently undervalued and under-utilised at the centre of Roskear, opposite All Saints Church. This is currently little more than a parking space, and even the single central stone-walled tree has failed to establish itself.

6.3.5 Greenery

Tuckingmill appears on the map to be hemmed in by other settlements, development, the railway and roads, but actually on the ground the impression of the wider landscape setting is very different, with an immediate and tangible presence not only of the wide areas of former industrial land, but of the hills to the south of the railway. The remnant industrial land is now largely overgrown with scrub, and indeed, the slopes of the Red River Valley, especially in the eastern side south of South Crofty, were never as bare and blasted as old photographs might at first suggest – there are surviving closes and hedgerows, lanes and gateways here.

Given the very urban appearance of many of the streets in Tuckingmill, it is surprising just how much greenery is apparent in more distant views, particularly around the church and along Roskear toward Camborne.

Roskear and Roskear Road are the only parts of the core area where mature trees and planting impact directly onto the street scene, although in many other areas, like Penlu, Tolgarrick and Church View Road, trees and gardens have a similar if more localised effect.

Tuckingmill is very different from other neighbouring settlements, in that it has a great number of open spaces, parks and recreational areas mixed in with housing and industrial remains. Nowhere is far from, and indeed most houses back right onto, one of these areas. These are all grassed areas, usually surrounded by trees, and often incorporating old field hedges. They vary from very well ordered, planted and maintained areas like the Bickford-Smith grounds, the cricket club or the churchyard, to simple open fields and recreation areas, as well as less public open areas of equal importance like Church View Farm and the Red River Valley.

7 Designations

7.1 Scheduled monuments

There are no scheduled ancient monuments in the study area.

7.2 Historic Buildings (Fig 4)

There are 12 listed buildings in the study area all of which are listed Grade II. These include: the former Tuckingmill Methodist Chapel [12]; the parish church [17] and associated parish school [15]; 3 engine houses [13][14][23] (part of a more numerous series of listed chimneys, engine houses and other remains in the wider area of Tuckingmill/Pool); the office and frontage building at Bickford-Smith fuseworks [11](by James Hicks); 3 stone villas [20-22] in Roskear; very similar commercial/residential property [18] and the Tuckingmill Hotel [19] in the valley bottom, all dating from soon after the creation of the turnpike road in 1839. Buildings in this late classical or regency style rate highly in most existing Lists, and not only those in Cornwall, reflecting the architectural bias of the selection criteria.

Although there are many listed industrial structures in the wider area, none of these relates to the core area of the settlement, apart from the early 20th century Bickford-Smith offices. These are listed primarily for their architectural and streetscape qualities, although the historical importance of the Bickford-Smith factory has been brought out in the list description.

Tuckingmill had few significant public buildings compared to many local settlements, and the four principal surviving ones are listed (chapel, church, school and hotel). The main criteria have again been architectural rather than historical.

There is no list of locally significant historic buildings.

7.3 Historic Area Designations (Fig 4)

7.3.1 Conservation Areas

There are two contiguous existing conservation areas (Tuckingmill and South Roskear). These are centred on the main turnpike road (A3047), and also cover the rows off East Hill, Penlu and Tolgarrick, Edward Street and New Roskear, and Church View Road.

7.3.2 Other designations

Policies have been taken from various sources, particularly the Cornwall Structure Plan (SP) and the relevant District Local Plan (LP); only those policies or allocations directly relevant to the preservation and enhancement of the historic environment or character of the settlement have been selected.

Site of Special Scientific interest (Policy ENV20): – covers the eastern part of Dolcoath.

Open Area of Local Significance (Policy ENV6): Red River Valley Tuckingmill, separating Camborne from Pool (EL 324).

Derelict Land Reclamation (Policy ENV24): several sites are designated within and adjacent to the study area - D277, D280, D281, D282, D286, D285. There is a notable overlap with OALS designations in the Red River Valley (D277 and D286).

Within Local Plan policy ENV 24 (Derelict Land): there is a specific Kerrier Reclamation Strategy, itself within the framework of the Cornwall Reclamation Strategy, and this aims particularly at the regeneration of the Pool/Tuckingmill area.

Housing sites:

There is a large number of designations within the study area not listed in detail here (see Kerrier District Council, *Kerrier Local Plan Deposit Draft*, 1999). Existing local policies for design standards for new buildings and housing (B. EN14) provide an adequate policy framework in addition to statutory and strategic requirements, but must be related to a thorough understanding of the special local character of the area. Extension of the conservation areas as proposed will clearly affect the future use and development of some of these sites, if only by serving to ensure a high standard of design control.

Amenity Open spaces: There are 3 designated areas of Amenity Open Space within or adjacent to the study area: OS 786 - Lower Pengegon, OS 787 – Boiler Works Road, OS 788 – Roskear Fields. Existing local policies provide an adequate policy framework in addition to statutory and strategic requirements to those areas currently designated.

8 Current issues

8.1 Traffic

Pendarves Street still has a surprising number of shops and commercial premises along its length, including a post office and pubs. The commercial businesses in Chapel Road are busy and popular, and yet pedestrians are rarely much in evidence. People tend to drive to one end or the other for the specialist shops. The environment of the principal road is dominated by traffic calming and parking measures that are intrusive in the street scene, interrupt the strong lines of the street, and do not appear to be effective in slowing traffic down. What could be a lively area, in every sense a living street, is reduced to an anonymous through-road.

These areas are also the most affected by an unnecessary accumulation of highway signs, street lamps, overhead wires and public utilities leading to much visual clutter and a downgrading of the potential qualities of the street scene.

There is no town centre environmental enhancement scheme at present, although various traffic calming measures are proposed throughout the area (20 m.p.h. zones and road humps in particular). A thoroughly researched and designed enhancement scheme would appear to be

appropriate, with a review of the effectiveness and design qualities of existing and proposed schemes.

Parking is an almost universal problem in Tuckingmill, in that there was, obviously, no provision made historically, and most of the streets and lanes are narrow; most are now reduced to virtually a single vehicle width by parked cars, which form an intrusive element in almost all streetscapes. The lack of parking facilities at the busy commercial premises in Chapel Road is a particular problem, and provision for parking in this central area would be an essential element in regenerating its fortunes, notwithstanding policies to encourage alternative transport uses. Imaginative use of some areas of wasteland throughout the settlement area might solve some of these problems.

8.2 Industrial remains

The fate of the surviving industrial remains in Tuckingmill is clearly one of the major issues in the area, whether of derelict land, or of standing buildings. The major complexes have to a varying extent been the subject of previous studies (see bibliography), and remain largely outside the remit of a settlement study such as this. However, the area is significant in both county and national terms because of its archaeological and architectural content. Buildings associated with mining and other industries, indeed whole complexes that are of international significance, such as Holmans of Camborne, have been or are being completely redeveloped.

In terms of local character and local distinctiveness, the survival of industrial and commercial buildings in the streetscene, set among the houses of both workers and managerial classes, is one of the distinctive characteristics of the study area and the existing conservation areas. The fact that some are still in commercial use (if not actually their original uses), means that the buildings remain less altered than if they had been converted to other uses (especially residential). It also means that the very varied pattern of mixed use which was the historical character of the area still survives – in contrast to many other industrial settlements in Cornwall (and the rest of the Camborne-Redruth area) where nearly all commercial activity has been taken out of the core areas and put into out-of-town trading estates.

The importance of these buildings to the character of the areas is such that take any away, and you lose the sense of what was and is distinctive about Tuckingmill - they are the defining elements of Tuckingmill's special character. Existing policies and best practice aimed at keeping important buildings in CAs should equally apply in the wider streetscene. Continuity of use is as important in defining this character as the simple preservation of the buildings themselves. These are not just randomly located buildings, they are all here because they are part of the unique manufacturing base of Tuckingmill – fuseworks, mines, boilerworks, foundry site - all are linked intimately with the history and character of the place.

The Bickford-Smith complex is an extensive and almost totally neglected site that may suffer a similar fate to some of the other great industrial complexes of the area (Holmans). It is probably the last survivor of the major complexes in what was once the industrial heartland of Cornwall. Parts of the site are under threat of decay, collapse, or demolition to promote other development schemes not linked to the regeneration of the on-site buildings.

Much of the stock of imposing industrial and commercial buildings in the area around Tuckingmill has slowly decayed, whilst others have been demolished, their empty sites filled with caravans or rubbish. Despite the dereliction, there are some signs that a revival in the fortunes of this area and its surviving buildings may be at hand (such the refurbishment of Cedar Court by the valley crossroads), while at New Roskear Shaft the decaying and empty complex of buildings around the yard are the subject of redevelopment proposals, details of which were not available at the time of the study, but which are likely to involve the refurbishment of much of the existing complex.

8.3 Derelict Land

The extensive areas of derelict land have been undergoing extensive reclamation schemes for a number of years, projects which are set to continue and which will have a forcible effect on the character of the settlement. It remains to be seen how well the current rough, semi-rural character of this waste will be transformed into urban parkland or development land.

The momentum built up by these reclamation programmes makes existing local plan designations and pre-conceived notions of the character of Tuckingmill more difficult to challenge than might be the case in other old industrial areas in Cornwall, but the sensitive handling of both land areas and building groups based on a thorough understanding of their history, archaeological value and architectural and streetscape qualities must be a priority. It is too easy to assume that because there was a large acreage of waste or large numbers of buildings, that their loss is not important. In fact, there are very few buildings or land areas now left in this central area of the Cornish industrial heartland.

The 20th century has not managed the re-development of old industrial sites or the integration of these new developments into the older fabric of the settlement well. Some areas of critical importance in the town, like the crossroads/junction at the top of East Hill, Tolgarrick Road or the area around the Boilerworks, are very poorly defined; where the buildings were previously set amongst old dumps and workings, they now appear to be an uncoordinated scatter of disparate structures, with little sense of form or continuity between the buildings and plots. Enhancement schemes in these outlying or gateway areas might do as much for the appearance and character of the town as schemes in the heart of the old streets.

8.4 Housing

The numerous infill plots allocated to housing within the local plan threaten to intrude into the historic character of Tuckingmill and Roskear. These have already been mentioned in part in the analysis of open spaces in 6.3.5 above, but their potentially harmful effect must be reiterated. It is not simply a question of mitigating this potential harm by good design, there is also a need to readdress some of these allocations (many of which are carried over from much earlier development plans) to see if all are appropriate in the light of the increased understanding of the character of the conservation areas and the wider townscape.

The provision of the urban parks in the Red River Valley will not compensate for having greenery and spaces immediately on the doorstep, the loss of which through housing development is likely to diminish permeability, amenity and local distinctiveness. This is reflected in the stated objectives of the Kerrier District Local Plan Deposit Draft, Para. 5.94 ‘ If such existing open spaces were lost unnecessarily, they would not easily be replaced within the developed area. Recreation facilities on the peripheries of settlement are unlikely to be as convenient or beneficial to the local community’.

The proposal to allocate land around Church View Farm for housing (R658) could be particularly damaging to the setting of the church and Church View Road, one of the least spoilt and intimate parts of Camborne/Tuckingmill. Alternative uses which might benefit the area include the development of a town farm or a riding school/trekking centre, linked with potential tracks throughout the extensive Red River Valley open areas and leading up through Brea to the high moorland, especially given proximity of the existing equestrian centre at Dolcoath.

Proposed allocation R705 would mean the redevelopment of part of the Bickford-Smith complex, and would have serious implications for buildings fronting Pendarves Street and Chapel Street in terms of access and setting of the conservation area and listed buildings.

Proposed allocation R659 (Lower Pengegon) is on mixed smallholding and old mining land that has important landscape, historical and archaeological features associated with Dolcoath. This is

just as much part of the Dolcoath site, much of the rest of which is protected by SSSI status, or is reclaimed derelict land. This area merits the same level of management and protection.

Proposed allocation R656 (Boiler Works Road); close by the by-pass, it includes open space. Development here would change the relationship of the settlement to the surrounding countryside (the boundary-lane effect of Boiler Works Road).

Proposed allocation R662 (old rugby ground), a site of social historic importance – even the mine dumps have their own place in the history of Camborne/Redruth (as old photographs of match day and stories of pitched battles between rival supporters in the 1890s testify). Proximity to a large school suggests viable alternative use here.

Proposed allocation R654 (Roskear Fields), currently playing fields and recreation area – one of the small areas so vital to the peculiar and special character of Tuckingmill, part of the pattern and grain of development (linear, roads through fields), as well as essential to the amenity of the residents.

8.5 Commercial or employment opportunities

Specific polices aimed at developing commercial or employment opportunities, using existing buildings and facilities for this purpose could be developed for Tuckingmill. With this existing resource, and commercial activity, there does appear to be a need to address the potential to expand and develop commercially viable schemes based on heritage-led regeneration packages. Given that nearby trading estates like Tolvadden are set aside for large-scale and specialist traders, a niche market might be exploited within Tuckingmill. This would be entirely in line with existing local and national polices to promote regeneration of existing centres, to promote mixed-use, and to re-use and preserve existing historic buildings.

9 Industrial significance

The Tuckingmill/Roskear area was at the heart of the principal Cornish industrial zone, and contains within its boundaries some of the greatest of all Cornish mines, both tin and copper (Dolcoath/Cook's Kitchen, the Roskears), as well as the last surviving of all Cornish mines at South Crofty. These mines were served by the main line and branch lines of one of the earlier and more successful mineral (and later commercial and passenger) railways in Britain, the Hayle Railway. The valley itself was the scene of non-industrial milling as well as tin streaming, hammer mills etc., from medieval (or earlier) times right up to the 1970s, by which time tailings works and arsenic works were also crammed into the dense network of sites. Nineteenth century photographs show an intensity of working here unrivalled by any other in Cornwall, even Gwennap. There are few places in Cornwall where the visible remains of the whole range of extractive industries in the county, with the exception of china-clay working, can be discerned from the earliest times right through to the 1990s.

In addition to this vast array were the manufacturing complexes of some of the best known companies in Cornwall – Bickford-Smith, Vivians, Bartles, Holmans, Bennets, the Climax Rock Drill Company. These companies were amongst the most innovative in the industry, with world-wide reputations. They built their factories and housed both workers and management in a tight urban framework which combined both designed elements and an organic spread along surrounding country lanes which still provides a contrasting grain of development to neighbouring Camborne, with its grids of tightly-packed houses.

While the settlement at Tuckingmill /Roskear never rivalled the established centres at Camborne and Redruth, a thriving community did develop, with its own chapels, one of the best of the 19th century parish churches in Cornwall, shops, hotel, schools, institute etc.. Moreover, the fact that Tuckingmill was leafier, more salubrious and had more open space than Camborne, made it

attractive to wealthy residents, and made it the obvious place to set up Camborne's first rugby ground, and the cricket club, still here.

Although Tuckingmill occupies in most contemporary minds an indeterminate place both physically and metaphorically somewhere between Camborne and Pool, it is, in fact, a distinct place in its own right with an industrial history and importance which concedes nothing to either of its neighbours, and in the important and perhaps vital fact that the industrial past is more evident today than almost anywhere else in the area.

Tuckingmill is still, paradoxically, one of the best places in Cornwall to get a feel for industrial domination of the urban environment. The now silent tin-clad complex of South Crofty dominates both distant and close views, and there is a clear and poignant relationship between the rows of cottages, the mine complex and the heaps of waste looming over the cottage gardens in the valley, while all roads lead to the valley floor and one of the best architectural groups (Bickford-Smith fuseworks/jute mills etc.) of any industrial complex in Cornwall.

10 Policy and management recommendations.

Although the District Council is likely to be the main authority that will implement any or all of these recommendations, many relate to national and strategic policies that will require co-operation and action by other bodies, notably English Heritage and Cornwall County Council.

10.1 Historic areas

10.1.1 Conservation areas (Fig 4)

Existing local polices (B. EN11/B. EN 112/B. EN 13) for conservation areas and general design standards for new buildings (B. EN 14) provide an adequate policy framework in addition to statutory and strategic requirements.

Recommendation 1: Conservation areas

It is recommended that the two existing conservation areas be amalgamated into a single designation, and extended (refer to Fig 4) to include East Hill, Scowbuds and areas off Tolgarrick Road and Chapel Road, areas to the south of the current boundaries including the former fuseworks gardens and sports ground, parts of Church View Farm, Church View Road and King George's Fields, and to the west including Roskear, Roskear Road, the cricket ground, Roskear Fields, the east side of Park Lane and the western end of North Roskear Road. A separate conservation area is proposed for Dolcoath, including the area mine, Lower Pengegon, Wheal Harriet, Dolcoath Road and Dolcoath Avenue. A full and detailed conservation area appraisal is a necessity.

Reason: To recognise the full extent of the special architectural and historic importance of Tuckingmill and Roskear, and to promote policies and schemes for the preservation and enhancement of those areas.

10.1.2 Article 4 Directions

Article 4 Directions could control small scale and incremental alterations to the historic buildings in Tuckingmill and Roskear. Many smaller structures in the settlement, as well as walls and embankments, may be adequately recognised and protected by Article 4 Directions, without the need to pursue statutory listing. Article 4 Directions should also enable the management and protection of the important and varied areas of historic paving, surfacing and landscaping which are not eligible for listing (entrances to Bickford's, Scowbuds, Penlu).

Recommendation 2: 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 Tuckingmill and Roskear against inappropriate incremental alterations and demolition.

Recommendation 3: Article 4 Directions (Buildings)

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

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

10.1.3 Open Areas of Local Significance

The existing policies contained within the Draft Local Plan (ENV7) make the designation of OALS an extremely important and useful policy both to contain the spread of development around settlements like Tuckingmill and Roskear and as, in effect, a secondary layer of management and control round a conservation area, preserving the setting of such an area.

Recommendation 4: Designation of OALS

Further designation of OALS, especially around the Dolcoath/Wheal Harriet and Church View Farm area, together with management and enhancement proposals.

Reason: To retain both the discrete identity of Tuckingmill and Roskear and the historic interest of its mining remains, and to manage and protect the setting of the conservation area.

Recommendation 5: Management of OALS

In addition to the existing policies, management agreements and management and enhancement schemes with the landowners are recommended, perhaps using existing countryside management agreements in Cornwall as a model.

Reason: To manage and protect the discrete identity of Tuckingmill and Roskear and the historic interest of its mining remains, and the setting of the conservation areas.

10.1.4 Designation of Area of Great Historic Value (Policy BEN 3):

Recommendation 6: Designation of Area of Great Historic Value

The area of Dolcoath mine, the Red River and Cook's Kitchen/Tincroft, together with the South Crofty/Robinson's Shaft areas, is at the core of Cornish mining history and the proposed World Heritage Site. An AGHV designation might be the appropriate way to recognise its historic and archaeological sensitivity and importance, and provide a means for drawing together the varied and disparate designations that already exist on various parts of this wider area.

Reason: To comply with and strengthen existing Local Plan commitments to prevent proposals that would harm the archaeological heritage of the area, and to promote interpretation, regeneration and understanding of the area's unique heritage.

10.1.5 Amenity Open spaces:

Recommendation 7: Amenity Open Spaces

Revise and extend the three designated areas of amenity open space within or adjacent to the study area, and review policies, to include and protect the former Camborne Rugby Club ground, the full extent of Roskear Fields, the cricket ground, the former Bickford's sports complex and King George's Fields.

Reason: To preserve and enhance the grain of the historic settlement, to recognise their importance to the social history and topographical development of the settlement and to enhance the local distinctiveness of the settlement and the conservation areas by

retaining important open areas that are an essential part of the character and appearance of those areas, and thus preserve the enhanced amenity value of those areas.

10.2 Historic buildings

10.2.1 General

While the industrial past of Tuckingmill and Roskear is partially represented in the listing, there are inconsistencies that arise from a lack of both a thematic approach and lack of recognition of the distinctive local variations on nationally recognised types. This is not intended to be a criticism of the individual inspectors and surveyors involved in the listing process in Cornwall, but a reflection of a general, strategic bias in the selection criteria and the low level of regional distinctiveness the current legislation promotes.

The historical, archaeological and technical innovations associated with many of the buildings in Tuckingmill could provide sufficient extra importance to many sites to warrant a review of the listing – the early ranges of the Bickford-Smith fuseworks surviving in Chapel Street [1] certainly merit consideration as very early and innovative buildings in a process (the safety fuse) invented on this site, and with a world-wide significance. Similarly, the North Lights building [76] should be reconsidered, stress being laid on the technical innovations and unique qualities of the building as the world's first purpose-built jute mill specifically designed to supply fuses.

The paved yard and 19th century buildings at South (New) Roskear [123] is an architecturally notable group as well as being of considerable historic importance. Even the seemingly unprepossessing mid 19th century bulk of the former Holman's Boiler Works [3] retains original structures and remains of the early 19th century mine engine houses re-used by the Holman brothers in this most important and innovative enterprise.

Existing reports and recommendations (see bibliography) regarding the surviving structures associated with the various sites in and around Tuckingmill, and in particular the South Crofty [4]/Robinson's shaft complexes should be addressed, especially as part of an integrated and thematic approach to the core area of the proposed World Heritage site here and in the adjacent parts of Pool. This could also consider the adjacent Bartles' Foundry [5](now a local authority depot) and other surviving buildings in the land adjacent to and between Dudnace Lane and Trevenson Road.

Amongst the building types with representative listings already in Tuckingmill, there appears to be some inconsistency in selection; there are, for instance, unlisted early 19th century villas and large houses (Church View Road, Roskear and at Tolgarrick/Penlu) which appear to be more or less identical to listed examples. The more overtly 'Victorian', gothic style buildings, such as the 1876 Board Schools [27] and associated house [149] at Roskear (by James Hicks), merit consideration, as does the fine former vicarage [137] of about 1900, the architect currently not known.

Tuckingmill also has an almost unique selection of simple industrial housing with representative groups dating from all the most important industrial phases of the 19th and 20th centuries, many, unusually, closely dateable to specific events (1820s, the revival of copper mining; 1830s, the development of the fuseworks and Vivian's Foundry; 1839, the opening of the turnpike; 1880, the expansion of Dolcoath; 1920s, the company-built housing associated with Dolcoath and New Roskear). A thematic approach to listing of industrial housing in Cornwall could well take Tuckingmill as one of its core diagnostic samples.

Existing local policies (B. EN8/B. EN9/B. EN10) for listed buildings provide an adequate policy framework in addition to statutory and strategic requirements.

10.2.2 Statutory list

Recommendation 8: Statutory list

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.

10.2.3 Non- statutory historic buildings surveys

A broader understanding of the stock of historic structures in Tuckingmill and Roskear 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 necessarily 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 9: 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 detailed Article 4 Directions and substantive and enforceable policies in the local plan.

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 settlement, to guide development and promote change that will preserve and enhance the character of Tuckingmill and Roskear.

10.3 Archaeology

Recommendation 10: Archaeology (1)

While existing local policies relating to archaeology and history (especially mining and industrial B.EN1/B.EN3), settlements and landscapes (B.EN4/ B.EN5) provide an adequate policy framework in addition to statutory and strategic requirements, an additional Local Plan policy could be made requiring proper investigation and recording of archaeologically sensitive sites before permission for or implementation of development.

Reason: To ensure that development, landscaping, reclamation and other regeneration schemes shall take full account of the archaeological and historical importance of the area at the earliest stages of designing the brief and permissions for such developments and schemes.

Recommendation 11: Archaeology (2)

Full survey of archaeological potential and archaeologically and historically sensitive areas in Tuckingmill and Roskear. Existing policies, guidance and requirements with respect to the sensitive investigation, preservation or development of sites with industrial and other historic and archaeological remains to be applied to all sites identified in such a survey.

Reason: To comply with and strengthen existing Local Plan commitments to prevent proposals that would harm the archaeological heritage of the area and mining remains in general (Policies B.EN1-5), and thereby preserve the special character of Tuckingmill and Roskear.

10.4 Derelict land

Recommendation 12: Derelict land

Proposals affecting the areas of derelict land that surround and permeate Tuckingmill and Roskear to be based on a thorough understanding, not only of the unique historical

and archaeological importance of the sites themselves, but also of their value to the setting of Tuckingmill and Roskear. Surviving historic fabric and landscape to be conserved.

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

10.5 Management proposals

10.5.1 Development briefs etc.

Recommendation 13: Development briefs etc.

Management schemes, development briefs and conservation plans for some of the most sensitive historic buildings and areas. Prime examples are the old gasworks and Tolgarrick Road sites, the Bickford-Smith complex, Bennet's/New Roskear, Roskear centre/Church/Church View Road axis. Derelict land schemes to include a conservation plan in addition to any management plans and briefs already drawn up or proposed.

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

Recommendation 14: Design guidance

Site-specific design guidance for Tuckingmill and Roskear based on a detailed audit of materials, designs, details and character, both of standing buildings and of street paving materials.

Reason: In order to preserve and enhance the special character of Tuckingmill and Roskear, and promote change that will preserve and enhance the character of the conservation area and its wider setting.

Recommendation 15: Restoration/enhancement schemes

Restoration/enhancement schemes to concentrate on Tuckingmill and Roskear's important focal points, for example, the closing buildings to vistas, such as Tuckingmill Chapel or the North Lights building, the spatial qualities of focal points like the old Roskear village green and the buildings around these foci, and on the outstanding groups of industrial buildings, such as the whole Bickford-Smith complex, the former Bennet's fuseworks, the New Roskear shaft and courtyard group, and the former Boilerworks.

Reason: To recognise and enhance the importance of focal points and key buildings in the development of Tuckingmill and Roskear's townscape.

10.5.2 Traffic

Recommendation 16: Road improvements

Future road improvements, traffic calming measures and/or provision of street lighting and furniture to respect and reflect the qualities of and differences in the local townscape, and seek to restore the sense of 'street' rather than 'road'. Sensitively designed (or re-designed) traffic calming measures needed in the main axis of East Hill, Pendarves Street, Roskear and Roskear Road should reflect the changing character of that road as it passes through the different areas, and recognise the more intimate character of side streets like Chapel Street, North Roskear Lane, Scowbuds, Church View Road etc.

Reason: To reduce the impact of heavy traffic on the character of Tuckingmill and Roskear and at the same time enhance the historical character of the street scene and recognise the distinctiveness of various areas within Tuckingmill and Roskear.

Recommendation 17: Pedestrian and cycle access/permeability

The current exceptional levels of access into and through the settlement area for pedestrians to be extended by provision of a cycle network, and by the creation of new routes between existing open areas, and new developments, so as to improve access to non-vehicle users.

Reason: To preserve and enhance the permeability of the settlement, which is a major element in settlement character, and to encourage alternatives to the use of vehicles in Tuckingmill and Roskear, the present high level of usage being one of the major negative elements in its current character.

10.5.3 Open spaces

Recommendation 18: Trees and ornamental landscapes

A full survey of existing trees and ornamental landscapes and protection measures taken 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 19: Landscaping Policies

A policy for landscaping treatment to address both hard and soft landscaping issues around Tuckingmill and Roskear. This should have the dual aims of maximising the potential of existing landscaping schemes of historical importance and in developing a consistent approach to future schemes. In particular, the remaining areas of derelict land should be analysed in terms of what actually exists (including relict farmland and hedges, as well as historic dumps, earthworks etc.), and the rough, low-key managed appearance of the areas not sacrificed to easy-maintenance suburban park landscaping.

Reason: To ensure that the existing landscaping is maintained and future schemes respect the historic character of Tuckingmill and Roskear.

Recommendation 20: Infill developments

With a limited area in which to expand and meet housing requirement, it is inevitable that derelict mine sites, and small areas of relict farmland within the urban area and on its borders will be allocated for development. However, future developments need to respect the historic grain and development pattern in and around the town, and insist on a greater quality of landscaping.

Reason: To prevent the spread of formless developments in bare, exposed upland settings, gradually eroding the separation of the main built up areas from surrounding historic landscapes and to mitigate against the loss of open land, and the effects on the setting of historic areas.

Recommendation 21: Housing land allocations

Review existing housing land allocations in particular current proposals for development of many small areas of historic open space within the settlement, especially those with existing recreational use, and in and around Church View Farm and Church View Road.

Reason. To relieve pressure from redevelopment on sensitive historic areas within Tuckingmill and Roskear and providing an appropriate setting and amenity for the historic core.

Recommendation 22: Back-land areas

The back-land areas and rear lanes of Tuckingmill and Roskear should be recognised as an important aspect of its character, and their informal qualities enhanced, while at the same time preserving the often very important buildings that survive.

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

10.6 Interpretation and Promotion

Recommendation 23: Interpretation and Promotion (1)

Town trails and guides and other interpretation initiatives to be promoted and partnerships developed with bodies like the Mineral Tramways Project, Trevithick Society, National Trust etc. This should link in with existing facilities at Pool, and existing heritage trails in Camborne and area. A specialist trekking trail, exploiting existing equestrian facilities at Dolcoath, and the surviving agricultural holding at Church View Farm, could form part of this initiative. Such a programme could go beyond promotional activity, and seek to acquire, re-use, enhance and promote sites in Tuckingmill and Roskear, as both an end result of and a stimulus to regeneration investment, and, by integration with existing initiatives such as the Mineral Tramways trails, help develop completely new economic activities, such as specialist tourism.

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

Recommendation 24: Interpretation and Promotion (2)

Provision for the interpretation of the Bickford-Smith complex, one of the best surviving industrial/manufacturing complexes in Cornwall, with considerable architectural as well historical merit.

Reason: To recognise the historical importance of the Bickford-Smith factory in the development of Tuckingmill and Roskear, and the industrial development of Cornwall and the international mining industry.

Recommendation 25: Further study (1)

Further study of adjoining areas outside the existing CISI programme, such as: Brea Village; Pengegon; the industrial and smallholding complex along and around Trevenson Road Pool and Dudnance Lane (South Crofty/ Bartles Foundry/ Robinson's Shaft/ Tincroft/ smallholdings south of Pool); the smallholdings and remnant industrial settlements of the Roskear Croft/Tehidy Mill/Tolvadden/Roscroggan area.

Reason: To ensure a full and accurate record, and understanding of, the industrial settlements in this area in particular and Cornwall as a whole.

Recommendation 26: Further study (2)

A wider study to address some of the questions of the timing, scale and nature of smallholding development in relationship to the mines, of the influence of land ownership on patterns of settlement and development, of the role of the mine companies, and of the differing role (if any) of the manufacturing concerns within the settlement area.

Reason: To further understanding the historical development of Tuckingmill and Roskear and the industrial history of Cornwall as a whole.

11 References

11.1 Primary Sources

1807 OS drawings

1841 Tithe Map

1880 OS 25 inch map

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Cornwall Sites and Monuments Record (computerised database of archaeological sites maintained by HES)

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11.2 Publications

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Appendix: Gazetteer of archaeological sites and key historic buildings

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

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
1		Bickford-Smith fuseworks	Chapel Road	Fuse works	1831			40587
2		Camborne Gasworks (site)	Tolgarrick Road	Gas works (site)	1834			40575
3		Cornwall Boiler Company (former North Roskear Mine engine House)	Boiler Works Road	Boiler Works	early/mid C19/1876-1908			40601
4		South Crofty	Dudnance Lane	Mine Buildings	Late C19-early C20			
5		Bartles Foundry	Dudnance Lane	Foundry	Late C19-early C20			
6		Pengegon Halt		Railway halt	1905			18049.02
7		Roskear Branch	Lower Pengegon	Railway	1837/1895-1963			18049.1
8		Bennet's Fuseworks	North Roskear Terrace	Fuse works	1841-77 & to 1946			40588
9		Cook's Kitchen	Dudnance Lane	Mine Buildings	mid C19			
10		Entral Foundry	Pengegon	Foundry (site of)	1754 - 1805-4			18083
11		Tuckingmill Fuse Works extensions	Pendarves Street	Fuseworks	1910	LB II	SW 64 SE 5/10000	40613
12	1	Former Methodist Chapel	Chapel Road	Methodist Chapel (Wesleyan)	1843, c.1900	LB II	SW 64 SE 5/141	
13		Dolcoath, New East Whim Engine House	Dudnance Lane	Engine House	1841-77	LB II	SW 64 SE 5/49	
14		Dolcoath, Compressor House and Chimney opposite Technical College site	Dolcoath Road	Compressor House , Chimney	1877-1908	LB II	SW 64 SE 5/48	
15		Parochial School & No. 75	Church View Road	School, House	1845	LB II	SW 64 SE 5/43	
16		Churchyard Extension	Pendarves Street	Churchyard (extension)	1878-1908			
17		Church of All Saints and churchyard	Pendarves Street	Church & churchyard	1843-5	LB II	SW 64 SE 5/75	

18	107	(Laity's Bakery)	Pendarves Street	Shop	c.1840	LB II	SW 64 SE 5/76
19	109	(Tuckingmill Hotel)	Pendarves Street	Hotel	c.1840	LB II	SW 64 SE 5/77
20	21 and 23		Roskear	House (2)	1841-77	LB II	SW 64 SE 5/85
21	25		Roskear	House	1841-77	LB II	SW 64 SE 5/86
22	27 and 29		Roskear	House (2)	1841-77	LB II	SW 64 SE 5/87
23		Engine House, Wheal Harriet	Lower Pengegon	Engine House	1857	LB II	SW 64 SE 5/59 ?
24		Drill Hall	North Roskear Road	Drill Hall	1859-77		
25		Methodist Church, Extension	East Hill	Methodist Chapel	1927		
26		United Methodist Chapel, (site)	Edward Street	Chapel (site of)	1841-77		
27		Roskear Board School	Roskear	School	1876		
28		Cedar Court	East Hill	Fuseworks (now flats)	1877-1908		
29		Rosedale	East Hill	House	1841-77		
30		Tramroad embankment	East Hill	Walled embankment	1902		
31	6 & 8		Tolgarrick Road	House	1841-77		
32	2 & 4		Tolgarrick Road	House	1841-77 & 1877- 1908		
33	3 & 5		Tolgarrick Road	House	1841-77		
34	9		Tolgarrick Road	House	1841-77		
35	105		Pendarves Street	House & Shop	1841-77		
36	103		Pendarves Street	House	1841-77		
37	101		Pendarves Street	Gate lodge	1841-77		
38		Access road	Penlu	road	1841-70		
39	4		Penlu	House	1841-70		
40	3		Penlu	House	1841-70		
41	2		Penlu	House	1841-70		
42	1-1c		Penlu	House (now flats)	1841-70		

43	11-25 (odd)		Scowbuds	Row	pre-1841
44	1-7 (odd)		Scowbuds	Row	pre-1841
45	189-201 (odd)		North Roskear Road	Row	1839-41
46	203-209 (odd)		North Roskear Road	Terrace	1908-46
47	87-95 (odd)		Pendarves Street	Row (& shops)	1839-41
48	97 & 99		Pendarves Street	House (pair)	1839-41
49	2-12 (even)		Scowbuds	House	1841-77
50	1-8		East Hill	Terrace	1877-1908
51			East Hill	House	pre 1841
52			East Hill	House	1841-77
53		Cordova	East Hill	House	1877-1908
54			East Hill	House	1877-1908
55		1-3 Bellevue Terrace	East Hill	Terrace	1877-1908
56		East Hill House & Eastleigh	East Hill	House (pair)	1841-77
57		1 & 2 Hansa Villas	East Hill	House (pair)	1877-1908
58	1-4		Hensley Row	Row	1809-1841
59		Shop	East Hill	Shop	1877-1908
60	1a,2a,3a, 4a		Bartles Row	Row	1841-77
61	1-13	& 12 East Hill	Bartles Row	Row	1809-41
62		Eton House,	Bartles Row	House	?1809-41
63		Penvale Cottage,	East Hill	House	1841-77
64		1 & 2 Rose Cottages	Bartles Row	House (pair)	1841-77
65	1-16		Maynes Row	Row	1809-41
66	1-9		Pengellys Row	Row	1841-77
67	1-7		Primitive Row	Row	1841-77

68		Christadelphian Hall (former Primitive Methodist Chapel) & Primitive House	Primitive Row	Chapel and hall	1841-77
69		Chy-An-Scol	Primitive Row	House (pair)	1841-77
70	5-13 (odd)		Chapel Road	Terrace	1877-1908
71	15-31 (odd)		Chapel Road	Row	1841-77
72	33-47 (odd)		Chapel Road	Row	1841-77
73	2-16 (even)		Chapel Road	Row	1841-77
74	18-26 (even)		Chapel Road	Row	1841-77
75		Fuseworks buildings	Pendarves Street	Fuseworks	Late C19
76		North Lights building,	Pendarves Street	Fuseworks	c.1900
77		Granite paving, entrance to Bickford-Smith fuseworks	Pendarves Street	Paving	c.1900
78		Entrance walls and paving	Pendarves Street	Wall & paving	c.1900
79		Rear Wall	Penlu/Scowbuds	Wall	1841-70
80		Walled gardens	Penlu/Scowbuds	Wall	1841-70
81	35		Scowbuds	House	1841-77
82	29		Scowbuds	House	1841-77
83		Outbuilding	Scowbuds	Outbuilding	1841-77
84		Outhouses, Scowbuds Court	Scowbuds	Outbuilding	1908-46
85		Fuseworks	Pendarves Street	Fuseworks	Late C19/early C20
86		Fuseworks	Pendarves Street	Fuseworks	Late C19/early C20
87		Fuseworks	Pendarves Street	Fuseworks	Late C19/early C20

88	Fuseworks, entrance paving	Chapel Road	Paving	c.1900
89	Fuseworks	Pendarves Street	Fuseworks	mid C19
90	Fuseworks	Chapel Road	Fuseworks	mid C19
91	73a	Church View Road	House (bungalow)	1908-46
92	71 & 73	Church View Road	House (pair)	1841-77
93	36-54 (even)	Church View Road	Row	1841-77
94	30	Church View Road	House	1841-77
95	67 & 69	Church View Road	House (pair)	1841-77
96	63 & 65	Church View Road	House (pair)	1841-77
97	59 & 61	Church View Road	House (pair)	1841-77
98	55 & 57	Church View Road	House (pair)	1908-46
99	Church View Farm (& outbuildings)	Church View Road	House & farm buildings	1841-77
100	Sports Pavilion, (Bickford-Smith grounds)	Pendarves Street	Sports Pavilion	1908-46
101	62-78 (even)	Pendarves Street	Row	1839-41
102	54-60 (even)	Pendarves Street	Row	1839-41
103	Tuckingmill Baptist Chapel (former Institute)	Pendarves Street	Institute, now chapel	1890
104	16-44 (even)	Pendarves Street	Row	1839-41
105		Pendarves Street	Public House	1841-77
106	8-14 (even)	Pendarves Street	Row	1841-77
107	2-6 (even)	Pendarves Street	Row	1841-77
108	Wall, no.2	Pendarves Street	Wall	1841-77
109	Wanga House	Pendarves Street	House	1877-1908

110	1-13 (odd)		Pendarves Street	Row	1839-41/to 1877
111	15 & 17	Former School	Pendarves Street	School, now houses	1839-41
112	19-85 (odd)		Pendarves Street	Row (with shops)	1839-41
113		Workshop	North Roskear Road	Workshop	1908-46
114	2-66 (even)		Edward Street	Row	1841-77
115	5-77 (odd)		Edward Street	Row	1841-77
116	90-100 (even)		North Roskear Road	Row	1841-77
117	82-88 (even)		North Roskear Road	Row	1841-77
118	2 & 4 (Rear of)		Pendarves Street	House (pair)	1841-77
119	1 (Rear of)		Edward Street	House	1877-1908
120	1 & 3		Edward Street	House (pair)	1908-46
121		Norman's supermarket (Bennet's Fuseworks)	South Roskear Road	Fuseworks	1908-46
122		Norman's supermarket (Bennet's Fuseworks)	South Roskear Road	Fuseworks	1877-1908
123		New Roskear, works yard	South Roskear Road	Mine buildings & yard	1841-1946
124		New Roskear Shaft Headgear & buildings	North Roskear Road	Mine Headgear *& buildings	c.1995
125		Embankment	North Roskear Road	Retaining embankment	1908-46
126	66-80 (even)		North Roskear Road	Terrace	1908-40
127	1-14 (incl)		South Roskear Road	House	1877-1908
128		Roskear Farm	Roskear	Farm buildings	1908-46

129		Roskear Farm Barn	Roskear	Barn	1841-77
130	55 & 57		Roskear	House (pair)	pre-1809
131		The Palace	Roskear	Cinema	1908-46
132	49 & 51		Roskear	House (pair)	posspre-1841 & 1877-1908
133		Coalyard	Roskear	Settlement site (now Coalyard)	MD; late C19 coalyard
134		Tree in retaining wall	Roskear	Tree in retaining wall	1990s
135	41 - 47 (odd)		Roskear	Terrace	1908-46
136	37 & 39		Roskear	House (pair)	1841-77
137	35		Roskear	Vicarage (now house)	1877-1908
138	31 & 33		Roskear	House (pair)	1841-77
139	97-113 (odd)		Roskear Road	Row	1841-77
140		Relief Plaques, King George's Field	Roskear	Bas Relief	c.1936
141	26-40 (even)		Roskear	House (pairs)	c.1908
142	24		Roskear	House	1877-1908
143	22		Roskear	House	1877-1908
144		Endsleigh House	Roskear	House	1877-1908
145	16 & 18		Roskear	House (pair)	1877-1908
146		King George's Field	Roskear	Playing Field	c.1936
147		Capped shaft, King George's Field	Roskear	Shaft	Early C19
148	12		Roskear	House	1877-1908
149	8 & 10		Roskear	House (pair)	1877-1908
150	2		Dolcoath Road	House	1877-1908
151	1		Dolcoath Road	House	1877-1908
152	5-13 (odd)		Dolcoath Road	House	1877-1908

153	Hedgerow	Dolcoath Road	Hedgerow	pre-1841
154	15-39 (odd)	Dolcoath Road	House	1877-1908
155	41-51 (odd)	Dolcoath Road	Row	1877-1908
156	53-63 (odd)	Dolcoath Road	Row	1877-1908
157	65 & 67	Dolcoath Road	House and shop	1877-1908
158	69-85 (odd)	Dolcoath Road	Row	1877-1908
159	103-117 (odd)	Dolcoath Road	Row	1877-1908
160	4-38 (even)	Dolcoath Road	House	1877-1908
161	Outhouses	Dolcoath Road	Outhouse	1877-1908
162	52-94 (even)	Dolcoath Road	Houses	1877-1908
163	96-110 (even)	Dolcoath Road	Terrace	1908-46
164	1-23 (odd)	Church View Road	Terrace	1908-46
165	2	Church View Road	House	1877-1908
166	4 & 6	Church View Road	House (pair)	1841-77
167	8	Church View Road	House (bungalow)	1908-46
168	34-55	Dolcoath Avenue	Terrace	1908-46
169	1-33	Dolcoath Avenue	Terrace	1908-46
170	Field stable	Lower Pengegon	Stable	1908-46/poss pre 1841
171	1	Lower Pengegon	House	poss. pre 1841-77
172	1 & 13	Roskear Fields	House (pair)	1877-1908
173	7 & 9	Roskear Fields	House (pair)	1841-77
174	5	Roskear Fields	House	1908-46

175		Playing Fields and Hedges	Roskear Fields	Playing fields	? pre-1841 fields
176	1 & 3		Roskear Fields	House (pair)	1877-1908
177	55-95 (odd)		Roskear Road	Row	1841-1877
178	32-54 (even)	& 1-7 Jubilee Place	Roskear Road	Terrace	c.1946
179		Tramway embankment* (Dolcoath)	Lower Pengegon	Tramway embankment	Early/midC19
180		Tramway embankment* (Dolcoath)	Lower Pengegon	Tramway embankment	Early/midC19
181	136		Trevenson Road	House	1878-1908
182	130-134 (even)		Trevenson Road	House	1878-1908
183	128		Trevenson Road	House	1878-1908
184	1 & 1a		Roskear	House (pair)	1841-77
185		Camborne-Redruth Tram depot (site of)	Trevenson Road	Tram depot (site of)	1902; demolished 1999
186		Climax Rock Drill works	Trevenson Road	Factory	Late c19; rebuilt early c20
187	42-102 (even)		Park Road	Terrace	1908-46
188		Buildings and kerbstones	Park Road	Outbuildings & kerbstones	1841-77
189	1-17 (odd)		North Roskear Road	Row	c.1908
190	1-10	Cliff View Terrace	Cliff View Road	Terrace	1877-1908
191	19		North Roskear Road	House	1841-77
192	21-37 (odd)		North Roskear Road	Row	1841-77/-1908
193	53-61 (odd)		North Roskear Road	Row	1877-1908

194	63-69 (odd)		North Roskear Road	Row	1908-46
195	71-83 (odd)		North Roskear Road	Terrace	1908-46
196	85-97 (odd)		North Roskear Road	Terrace	1908-46
197	99-111 (odd)		North Roskear Road	Terrace	1908-46
198	4-12 (even)		North Roskear Road	Terrace	1908-46
199	129-141 (odd)		North Roskear Road	Terrace	1908-46
200	1-4	Phillips Terrace	Phillips Terrace	Terrace	1908-46
201		Tasna Villa	Phillips Terrace	House (bungalow)	1908-46
202	1-5		North Roskear/Boiler Works Road	House	1841-77
203	9-13		North Roskear/Boiler Works Road	House	1841-77
204		Mount Carmel,	Boiler Works Road	House (bungalow0	1908-46
205		1 & 2 Seaview Bungalows	Boiler Works Road	House (bungalows)	1908-46
206		Entrance gates and pavilion, Rugby Football Field,	Cliff View Road	Rugby Ground	post 1946
207		Outbuildings, no.1	Lower Pengegon	Outbuilding	post 1946
208	11-15 (odd)		Lower Pengegon	House	pre 1841
209	10 & 12		Lower Pengegon	House	?pre 1809
210	16		Lower Pengegon	House	1841-77
211		Pengegon Institute	Lower Pengegon	Mine Building, now Institute	1841-77
212		Elim Centre (Wheal Harriet Miners' Dry)	Lower Pengegon	Miners' Dry, now church	1877-1946
213	125		Dolcoath Road	House	pre 1841

214	119-123 (odd)		Dolcoath Road	Row	1841-77
215		Former Camborne School of Mines complex,	Dolcoath Road	Mine buildings	1841-77 & 1908-46
216		Hensley House	East Hill	House	pre 1841
217	99 & 101		Dolcoath Road	House (pair)	c.1877
218	40-50		Dolcoath Road	Terrace	1877-1908
219		Wall, former Volunteer Barracks,	North Roskear Road	Wall	1841-77
220		Camborne Cricket Club,	South Roskear Road	Sports field	1877-1908
221	51		North Roskear Road	House	1841-77
222	3-19a (odd)	Roskear Villas	Roskear Road	House	1841-772
223		Dolcoath, Mine buildings	Dolcoath Road	Mine buildings	1908-46
224			Chapel Road	Row (site of)	1841-78
225		Fragment of rails, Hayle Railway (North Roskear Branch)	North Roskear	Rails (railway)	1837/1895 (line doubled)
226		Vivian's Foundry (site of)	Pendarves Street	Foundry (site of)	1833



Figure 5 Looking south over the North Lights buildings towards South Crofty – nowhere is the domination of industry over the local settlements better seen in Cornwall than in Tuckingmill.



Figure 6 Pendarves Street – a new turnpike road cut in 1839, which re-aligned the local settlement pattern and was the commercial and social focus for Tuckingmill [101-112].

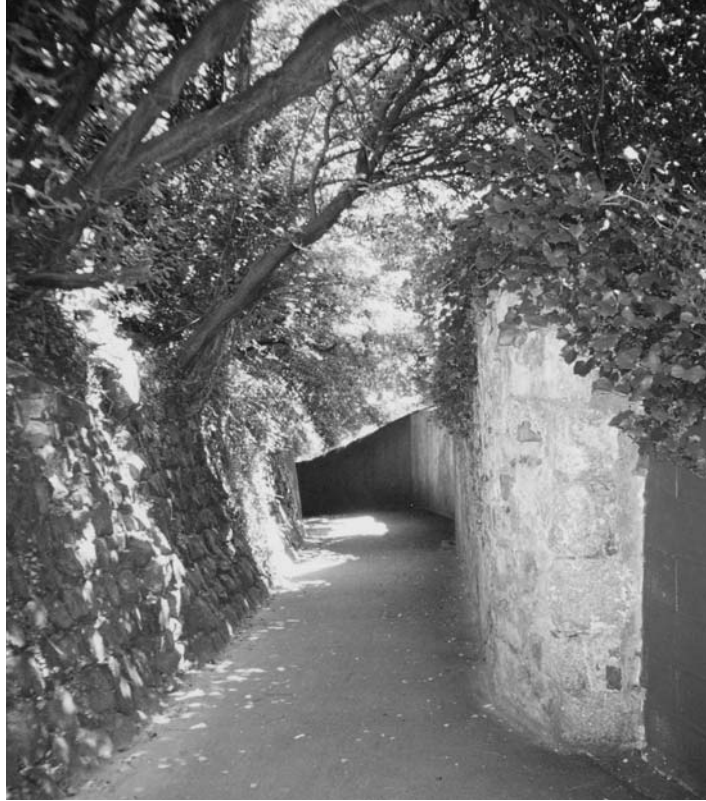


Figure 7 Scowbuds – before 1839 the main road through Tuckingmill and across the County – now an interesting short footpath and lane showing the change of scale just off the main road.



Figure 8 Edward Street [114][115]: classic industrial housing of the early-mid 19th century, laid out by the Pendarves family; superficially terracing, but in fact each house is subtly different in size and detail; long rear gardens are an essential if unseen element of the urban grain here.



Figure 9 East Hill, Bartles Row [61], Maynes Row [65], Primitive Row [67]. In contrast with the long rows laid out by Edward Pendarves, the Bassett family lands in Tuckingmill were laid out with rows set along the contours of the Red River, overlooked by the massive waste tips of the mines and streamworks.



Figure 10 In 1843, Tuckingmill became a parish in its own right. A very fine church by Hayward of Exeter [17] set in a well-treed churchyard, dominates both local and distant views of the ridge-line along which Tuckingmill stretches.