

# Statement Heritage

---

Desk Based Heritage Impact Assessment:  
Penhale Farm, Former Deans Poultry Farm, St  
Cleer, Liskeard

SH Ref **PENH1117**

OS NGR: SX 2499 6853

22/11/2017



*All content © Statement Heritage unless stated otherwise.*

*This project was commissioned by Chris Montagu of Montagu Town Planning and carried out by Daniel Ratcliffe BA(hons) MA MCI(A) in November 2017 on behalf of Statement Heritage.*

*The views and recommendations expressed in this report are those of Statement Heritage and are presented in good faith on the basis of professional judgement and on information currently available. It should not be used or relied upon in connection with any other project than that intended.*

**Cover Illustration:** *A section of relict track-bed from the Liskeard Caradon Railway serving as a farm track to the north of the proposed development (SX25106895 – SH Archive ref PENH1117\_0039)*

OASIS ID: statemen1- **statemen1-302715**

Archive Location: Statement Heritage will deposit digital archives from this project with Kresen Kernow after 2018.

## Non Technical Summary

*This assessment examines the potential heritage impacts of the proposed residential development of an agricultural enclosure and former poultry farm to the immediate north of St Cleer.*

*The site is crossed by the route and partially surviving track bed of the 19<sup>th</sup> century Liskeard and Caradon Railway, a mineral railway fundamental to the operation of mines working the South Caradon lodes. The route of the railway and its related mining landscape (mostly to the north west of the development site) now forms Area 9 of the Cornwall and West Devon Mining Landscape World Heritage Site. Whilst it survives within the current proposal site as an undeveloped line and earthwork embankment this survival is currently perhaps somewhat ephemeral to the non-specialist.*

*The potential developers are advancing a design on the basis of previous advice from Cornwall Council heritage experts that sensitive retention and interpretation of the route is desirable.*

*The assessment further explores how this can be attained and how this benefit relates this to policies set out within the WHS Management Plan 2013-2018.*

***Our key finding is that this development, with appropriate design and mitigation, has the potential to deliver conservation, enhancement, and interpretation of the significance of the Liskeard and Caradon Railway. We note the compliance of this objective with multiple WHS Management Plan Policies and the 'great weight' to be accorded to development releasing public heritage benefits through the NPPF.***

*The assessment also examines the archaeological potential of the site (as defined by the NPPF) to contain remains from the prehistoric to modern periods. This potential is assessed as low.*

*Key recommendations are set out **in bold** within part 8 of this report.*

## Table of Contents

Non Technical Summary.....	3
1. Introduction and Methods .....	5
2. Summary of Relevant Policy and Guidance used in this assessment.....	7
3. Site Location and Description.....	10
5. Statement of Archaeological Potential.....	29
6. Outstanding Universal Value. ....	30
7. Setting. ....	31
8. Assessment of the Impacts of the Development.....	31
Sources.....	34

# 1. Introduction and Methods

- 2.1 This report has been commissioned by Chris Montagu of Montagu Town Planning, to assess the impacts of a proposal to develop 26 houses within the site of the Former Dean's Poultry Farm (Penhale Farm) and its adjacent field to the immediate north of St Cleer Churchtown at SX 2499 6853.
- 2.2 The site, part of which lies within Area A9 of the Cornwall and West Devon Mining Landscape World Heritage Site *CMLWHS* (Cornwall Council 2103), is currently occupied by three disused poultry sheds, one of which is unroofed, lying in the north-west corner of an agricultural enclosure of 1.47ha (figure 1). The site previously benefitted from planning permission for a larger form of residential development on the site (Cornwall LPA Ref: PA12/11940). Cornwall Council's Historic Environment Advisor commented (in 2013) at pre-application stage as follows on this former application:

*"We welcome proposals for appropriate development in or adjacent to archaeologically and historically significant areas and landscapes. Former railway track-bed - I have reviewed your amended drawing 1519-100-P1, dated 9/12, which now shows the railway track-bed marked out as a straight footpath between an avenue of trees, which respects the alignment of the former Liskeard & Caradon railway that forms part of the inscribed area - Caradon Mining District (A9) - of the UNESCO Cornish Mining World Heritage Site. This is much better than the 'wiggly' path shown on your earlier drawing 1519-010P4, dated 9/10. I think this straight path may be acceptable, providing that any topsoil movement and finished surface treatments are subject to minimal ground intervention; a broad graveled path would seem most appropriate here to reflect its former railway use. Interpretation board Your annotation on the plan also mentions that, "An Interpretation Board could be provided to give information on the history of the railway line." This is an excellent suggestion, and should also emphasise and explain why this is now part of the inscribed area of the UNESCO Cornish Mining World Heritage Site (WHS). We, or the WHS Office, would be happy to provide you with suitable text and illustrative material for this when the time comes. Both the provision of interpretive signage, path layout and surface treatment can be made subject to one or more planning Conditions. Future plans We also note that the adjacent field to the west is also included on your plans (albeit without a specific development proposal). This field also includes a significant portion of the railway track-bed and inscribed area of the WHS. Therefore, should this field also be subject to development we would request that the railway alignment also be marked out and respected in a similar way, and incorporated into the development to add heritage value and local distinctiveness to the design. We look forward to receiving a more detailed development layout and proposal with any future planning application. If anything is unclear, please do not*

*hesitate to contact me for clarification.”* (Phil Copleston – letter to applicant’s representative – 19/10/12)

2.3 The report responds to the requirements of the LPA noted above in regards to the NPPF (P128) (DCLG 2012) and Cornwall Local Plan (Policy 24) (CC 2016) to ensure that all applications for development are based on a proportionate assessment of the significance of any heritage assets affected, including any contribution made by their setting.

2.4 Desk based research and analysis has involved:

- Identification of a 2km HER / designated site search area in order to assess the prehistoric potential of the site;
- Consultation of the Cornwall and Scilly Historic Environment Record and National Heritage List for England to identify designated and undesignated sites; and
- Archive, map regression and documentary research

2.5 A site visit was made on 21<sup>st</sup> November 2017 in dull overcast weather conditions with moderate to good visibility. This involved:

- Site walkover of development site to identify boundary character, ground cover and the presence/ absence of earthwork features.
- Assessment of the setting of the World Heritage Site and other designated heritage assets.

2.6 The assessment methodology follows the recommended processes set out in Historic England’s Good Practice Advice Notes in Planning 2 (Decision Making in the Historic Environment) and 3 (The Setting of Heritage Assets) as well as the CMLWHS World Heritage Site SPD.

## 2. Summary of Relevant Policy and Guidance used in this assessment.

2.1 **The National Planning Policy Framework (2012)** states that the “[conservation of] heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations” is a core principle of the planning system”.

2.2 Specific policy for heritage assets are set out in Chapter 12 of the NPPF.

2.3 The NPPF’s approach requires assessment of the significance of heritage assets and the contribution of their setting (NPPF P128). Where a site includes the potential for archaeological assets applications should include a desk-based assessment and where necessary field evaluation.

2.4 ‘Significance’ is defined in the NPPF as *“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”*

2.5 ‘Setting’ is defined in the Framework as *“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral”*. Paragraph 13 of the NPPF Planning Practice Guidance ‘Conserving and Enhancing the Historic Environment’ states the following;

*“A thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.*

*Setting is the surroundings in which an asset is experienced, and may therefore be more extensive than its curtilage. All heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not.*

*The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between*

*places. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each.*

*The contribution that setting makes to the significance of the heritage asset does not depend on there being public rights or an ability to access or experience that setting. This will vary over time and according to circumstance.*

*When assessing any application for development which may affect the setting of a heritage asset, local planning authorities may need to consider the implications of cumulative change. They may also need to consider the fact that developments which materially detract from the asset's significance may also damage its economic viability now, or in the future, thereby threatening its ongoing conservation."*

2.6 The LPA should take any assessment of the significance of assets and their settings into account in considering the impact of proposals (NPPF P129).

2.7 The LPA should give "great weight" to the conservation of the significance of designated heritage assets and their settings. The more important the asset the greater the weight should be. "As heritage assets are irreplaceable any harm or loss should require clear and convincing justification." (NPPF P132)

2.8 The NPPF describes two levels of importance according to designated heritage assets. "scheduled monuments, protected wreck sites, battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites" are described as "of the highest significance". 'Substantial harm' to such assets is described as 'wholly exceptional'. P139 extends the same test to non-designated archaeological sites of equivalent significance to Scheduled Monuments. "Substantial harm to or loss of a grade II listed building, park or garden should be exceptional".

2.9 'Substantial harm' is not defined within the NPPF. The NPPF Planning Practice Guidance states the following; "Whether a proposal causes substantial harm will be a judgment for the decision taker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting. While the impact of total destruction is obvious, partial destruction is likely to have a considerable impact but, depending on the circumstances, it may still

*be less than substantial harm or conceivably not harmful at all, for example, when removing later inappropriate additions to historic buildings which harm their significance. Similarly, works that are moderate or minor in scale are likely to cause less than substantial harm or no harm at all. However, even minor works have the potential to cause substantial harm.*

- 2.10 P 134 of the NPPF states that *“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.”*
- 2.11 The NPPF also gives planning weight to non-designated heritage assets. These can include assets identified by local lists or on Historic Environment Records. P135 of the Frameworks states *“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”*
- 2.12 The **Cornwall Local Plan** also places considerable planning weight on the conservation of the historic environment and of local character and distinctiveness. Policy 24 carries over the essential principles of NPPF Policy 24 and takes a positive approach to proposals which *“sustain the cultural distinctiveness and significance of Cornwall’s historic rural, urban and coastal environment by protecting, conserving and where appropriate enhancing the significance of designated and non-designated assets and their settings.”*
- 2.13 The CWMLWHS Management Plan 2013-2018 makes clear that Local Planning Authorities have a key role to play in the management of the site’s *Outstanding Universal Value*. Strategic actions are described in relation to the Protection, Conservation, Presentation or Transmission of the site’s values. Of particular relevance to this case are the following management plan policies

**Policy P6:** *Local authorities and other agencies will make full use of the powers available to them for the protection and conservation of the site.*

**Policy C1:** *Sustainable heritage-led regeneration will be encouraged and supported.*

**Policy C2:** *New development will add to the quality and distinctiveness of the Site by being of high quality design and respectful of setting.*

**Policy C3:** *There will be a presumption in favour of retaining and re-using historic buildings which are important components of the Site.*

**Policy PN2:** *The World Heritage Site should be interpreted and presented as a distinctive, evolving, living landscape.*

**Policy PN3:** *Visitors should be encouraged to explore and learn about the physical, social and cultural aspects of the Cornwall and West Devon mining heritage.*

### 3. Site Location and Description.

- 3.1 The application site is located to the immediate north of St Cleer Churchtown at SX 2499 6853NGR lying at heights of between 176 and 190m AOD (Figure 1), the land sloping fairly steeply to the northern aspect down from its southern boundary into the valley of a small stream.
- 3.2 Bedrock geology within the study area is of the hornfelsed slates, sandstones and siltstones of the Brenden Formation overlain by 'freely draining slightly acidic acid loamy soils'. (BGS Geology 50K WMS<sup>1</sup>).
- 3.3 Within the wider landscape, land rises to the north to the granite intrusion that makes up Bodmin Moor, the moorland edge lying about 1.5km to the north. To the immediate south lies 20<sup>th</sup> century residential development around the medieval churchtown of St Cleer.
- 3.4 The historic character of the site and its immediate environs are discussed in more detail below. The study site is currently occupied by 3 large former poultry sheds. It is otherwise in use as agricultural enclosed land.

---

<sup>1</sup> [https://map.bgs.ac.uk/arcgis/services/BGS\\_Detailed\\_Geology/MapServer/WMServer?](https://map.bgs.ac.uk/arcgis/services/BGS_Detailed_Geology/MapServer/WMServer?)  
Accessed 13/11/2017

---

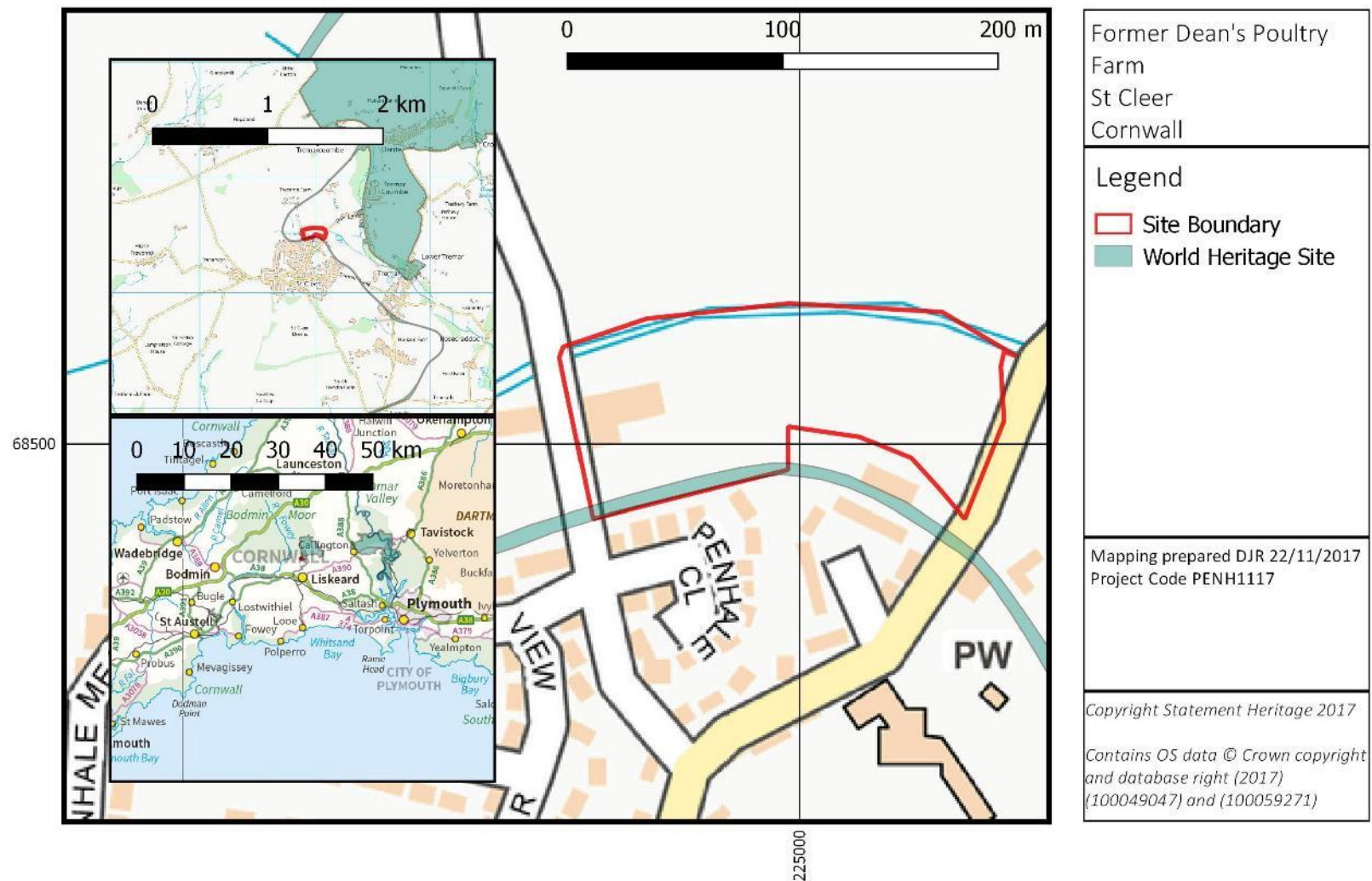


Figure 1: Site Location. Main pane, site (1:5000)



*Figure 1(b) Modern Poultry Sheds in the north west of the proposed development site. Note these are terraced into the slope, much reducing the archaeological potential of their sites. (PENH1117\_0016)*

## 4. Historic and Archaeological Background

### Prehistoric (figure 3)

- 4.1 The Bodmin Moor uplands, lying just outside the 2km study boundary, include some of the best preserved prehistoric landscapes in Britain.
- 4.2 Settlement of the post-glacial landscape of Cornwall probably took place between around 8000-4000BC onwards (Mesolithic) by bands of nomadic hunter-gatherers exploiting herds of ungulates (deer, cattle etc) grazing in forest pastures of oak, hazel and lime (Herring, in Tapper *et al* 2005, 14). The clearest remains of this period tend to be scatters of small flint 'microlithic' tools. An undated lithic scatter is recorded on the HER at SX23536821 about 1.5 km west of the site (MCO 39839)
- 4.3 Farming began during the Neolithic period (4000-2501BC). This period saw, not only the adoption of more permanent material culture and settlement sites, but the construction of monuments and other permanent structures within the landscape. The largest of these in Cornwall were the massive 'Tor Enclosures' sited on the largest hills such as those at Stowes Pound, Rough Tor, Carn Brea and Helman Tor (all outside the study area). Across Northern Europe monumentality began to extend in this period to the construction of permanent funerary structures, including the megalithic (large stoned) *Trevelthick Quoit* (MCO 24650 / Scheduled Monument ref NHLE 1017579) which lies 900m to the east of the site on higher ground across Tremar Coombe. Trevelthick Quoit (figure 2) consists of massive stone slabs set vertically supporting a large rectangular sloping capstone, together forming a sub-rectangular chamber, entered through a small rectangular hole in the east corner of one of the slabs. The chamber is surrounded by the remains of a stone cairn thought once to cover the whole chamber (NHLE). The tradition of placing burial monuments on high points remained strong in Cornwall from the Neolithic until the Middle Bronze Age. It is likely that such monuments were designed to make connections between living communities, their ancestors and land rights. As such their visual relationships with lower lying settlement areas is important, as well as their visual relationships to other prehistoric ceremonial and communal monuments.
- 4.4 Other evidence of Neolithic occupation within the 2km study radius includes (MCO52796) the find-spot SX 2477 6884 of a Neolithic chert axe-head. This was discovered 250m to the north of the current site.

- 4.5 No sites dating to the Bronze Age (4000-800AD) have been identified within the 2km study area, although this should not necessarily be taken as evidence of absence during this period within this area. Significant landscapes of Bronze Age settlement and ritual are known from the moors to the north, and it is from these that much of what we know about life during this period in Cornwall comes. From these we know that field patterns of the period were generally irregular, with a 'bubble like' pattern as new fields were added (accreted) to older ones, with a generally curvilinear trend emerging around the core settlements, which were connected to the fields by trackways, but were not in themselves generally enclosed.
- 4.6 Sites MCO7696 (Canhallack); MCO8460 (St Cleer); and MCO8758 (Trethinnick) represent evidence of the later Iron Age (800BC-400AD) settlement landscape – each being the site of a probable enclosed settlement or 'round'. These lie around 3km from the site, within countryside with the historic character of 'anciently enclosed land'. By this period settlement appears to have moved away from higher altitudes and what are today marginal moorland areas, either as a result of climatic deterioration (generally proposed to have taken place at around 1000BC) or as a result of population expansion and the extension of areas set aside for common grazing in the uplands (Herring 2002 in Tapper *et al*, 17). Iron Age settlement is encountered frequently within Cornish Anciently Enclosed Land with most observers now recognizing a similarly dense pattern and spatial distribution of occupation within this period as with early medieval Cornwall (Turner 2006).
- 4.7 The underground chamber at Redgate (underneath the Doniert Stone -see below) is no longer interpreted by Historic England or the CSHER as an Iron Age mine although this remains a slim possibility (Croft Andrew JRIC 24).



2: Trethevy Quoit (PENH1117\_0041)

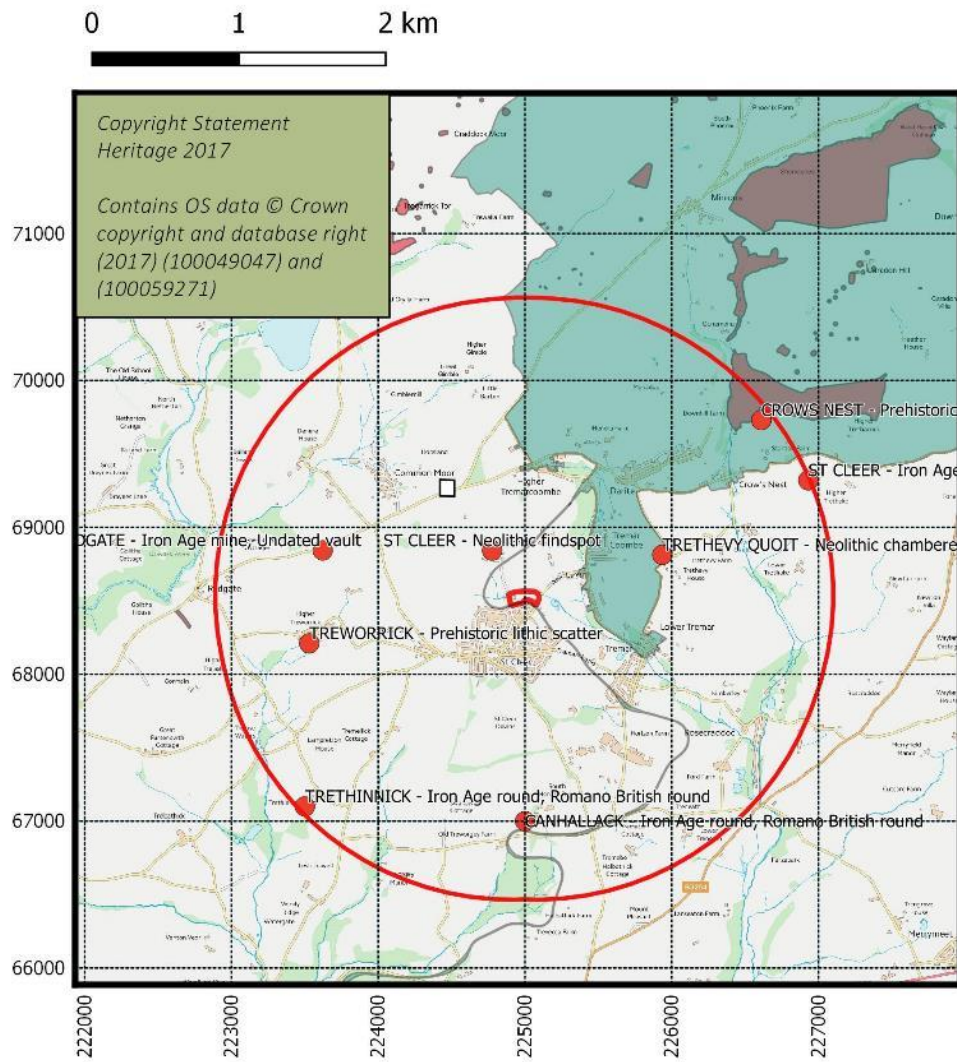


Figure 2: Prehistoric Monuments within 2km of the Site

## Medieval (410AD-1539)

- 4.8 Cornwall Council's Historic Landscape Characterisation [data](#) for the project area interprets the majority of the enclosed land around the modern extents of St Cleer as being of the 'Anciently Enclosed Land' type 'Medieval Farmland' or (as in the case of the site itself) its derived related 'Post Medieval' subtype. The medieval farmland type is described as *'the agricultural heartland, with farming settlements documented before the 17th century AD (source, Institute of Cornish Studies place-names index) and whose field patterns are morphologically distinct from the generally straight-sided fields of later enclosure. Either medieval or prehistoric origins. Tends to be on relatively sheltered land, not too steep and not too poorly drained, but can extend onto the edges of high downs. Networks of winding lanes and roads, often deeply cut by the passage of people, animals and vehicles over centuries or thousands of years. These connect farming settlements whose layouts are typically irregular, often clearly shrunk from hamlets; some are still hamlets. Church-towns and a few larger villages are scattered through the Type which also contains, or surrounds, most of the county's ancient towns.'*
- ([http://map.cornwall.gov.uk/reports\\_HLC/Cornwall%20HLC%20Type%20-%20Anciently%20Enclosed%20Land.pdf](http://map.cornwall.gov.uk/reports_HLC/Cornwall%20HLC%20Type%20-%20Anciently%20Enclosed%20Land.pdf))
- 4.9 As indicated by the HLC classification, CSHER monument records, demonstrate a wide variety of extant and well known medieval site types. The main settlement focus in respect of the site is likely to have been the main St Cleer Churchtown, with administration of the ecclesiastical parish centred on its medieval church. The Church of St Clarus SX 2478 6815 (MCO17292 – also a grade I Listed Building NHLE 1140474) is of Norman origin, as evidenced by its surviving north door. The village also has a scheduled holy well and cross site (NHLE 1018205) just to the south of the application site on Well Lane, St Cleer (figures 4, 5).
- 4.10 The 1809 First Edition Ordnance Survey (sheet 25, 1809) shows a pattern of routes around the which is likely to have taken form around medieval settlement nodes (figure 6). A distinctive radial pattern of trackways connects the church-town to each of the dispersed hamlets around it, the Cornish language prefixes of their place-names, and documentary evidence noted in their corresponding HER records indicating their own early medieval origins. The nearest to the site, 'Penhale' is to the north of the proposed development site and remains a small hamlet. Its HER entry (MCO16119) notes the place-name as first recorded in 1345.
- 4.11 The **Doniert Stone** the '**Other Half Stone**' (figure 7) lie on high ground above the village of St Cleer at SX23616885 and date to the 9<sup>th</sup> century. They are scheduled as ancient monuments (NHLE1010873).
-

- 4.12 Industrial exploitation of mineral resources was well established by the early medieval period on the granite commons to the north of the village, with extensive stream-works recorded by aerial reconnaissance to the north of the study area around Great Gimble, Common Moor and Craddock Moor (figure 8)



4: *St Clarus Church St. Cleer* (PENH1117\_0056)

---



5: St Cleer Well and Cross. (PENH1117\_0045)

---

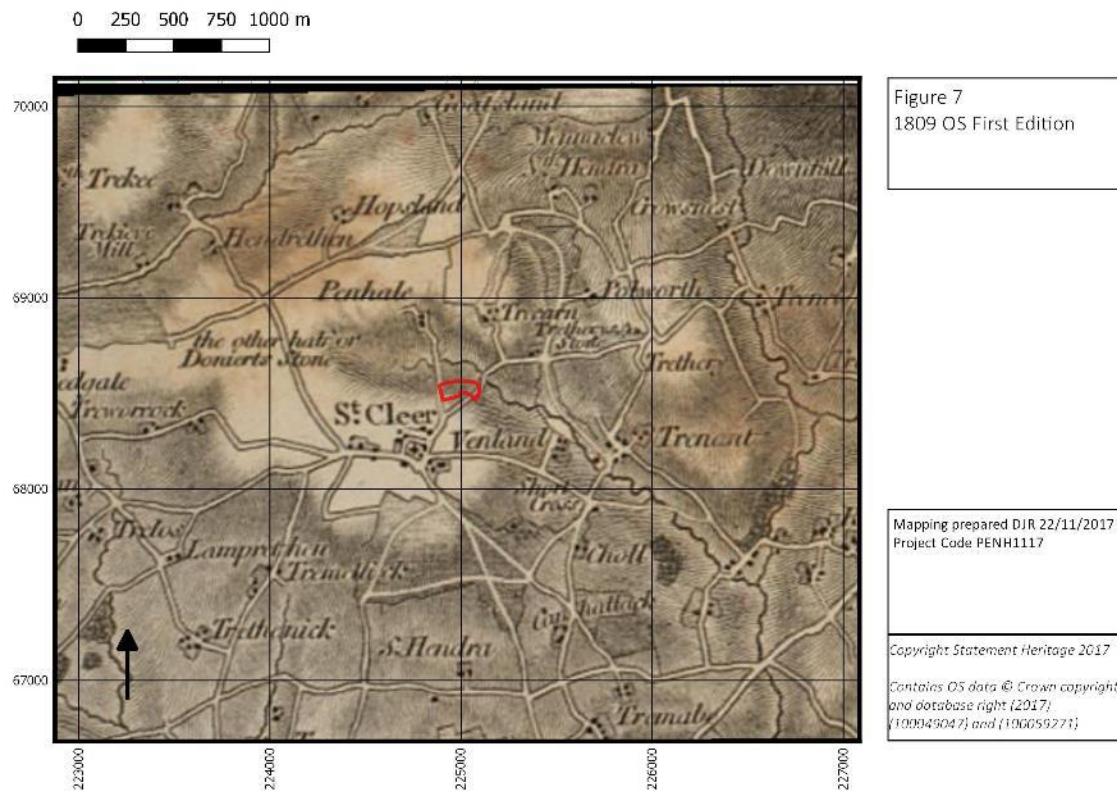
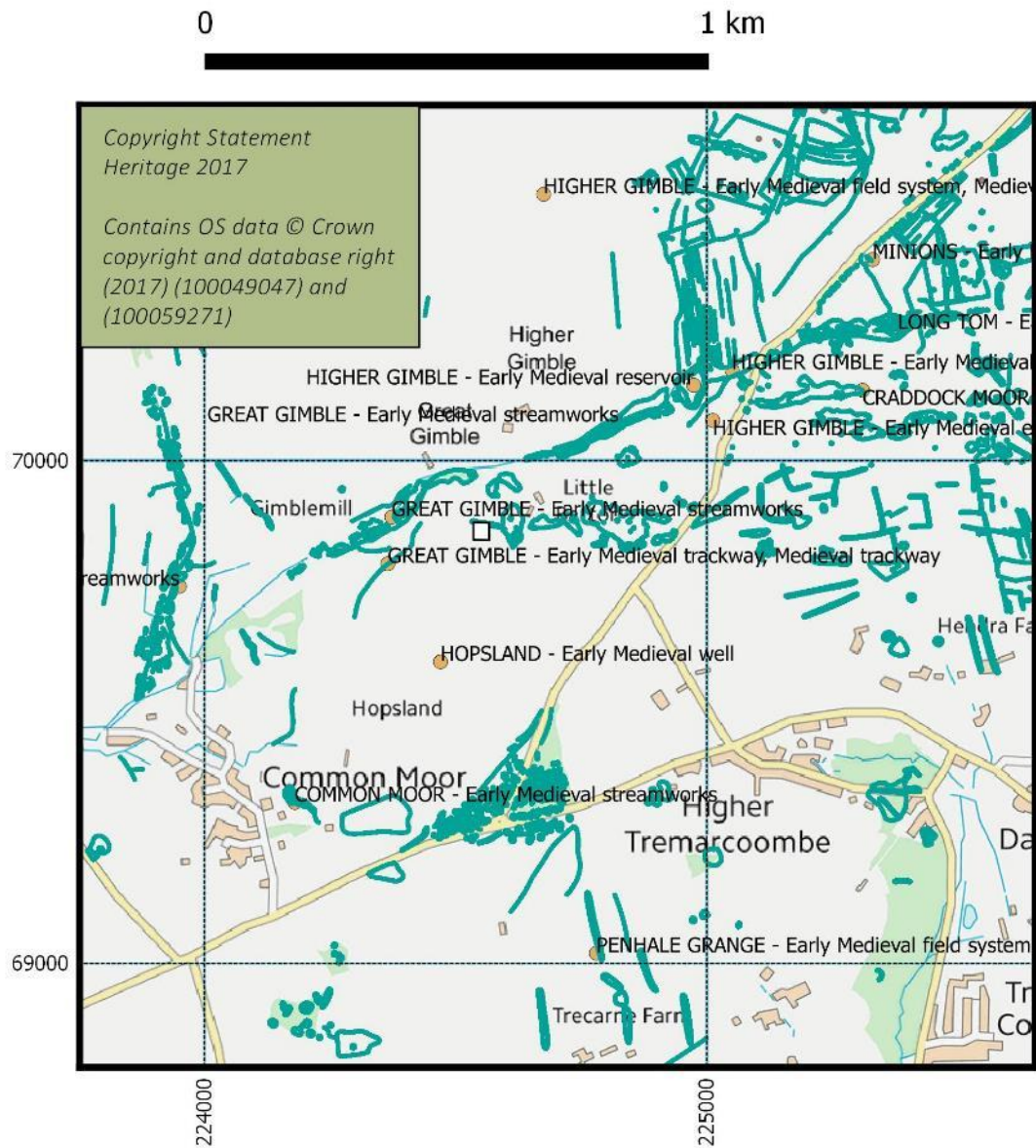


Figure 6: 1809 OS First Edition



7: Doniert Stone (foreground) 'The Other Half' (behind) and St Cleer (on horizon). (PENH117\_0001)

---

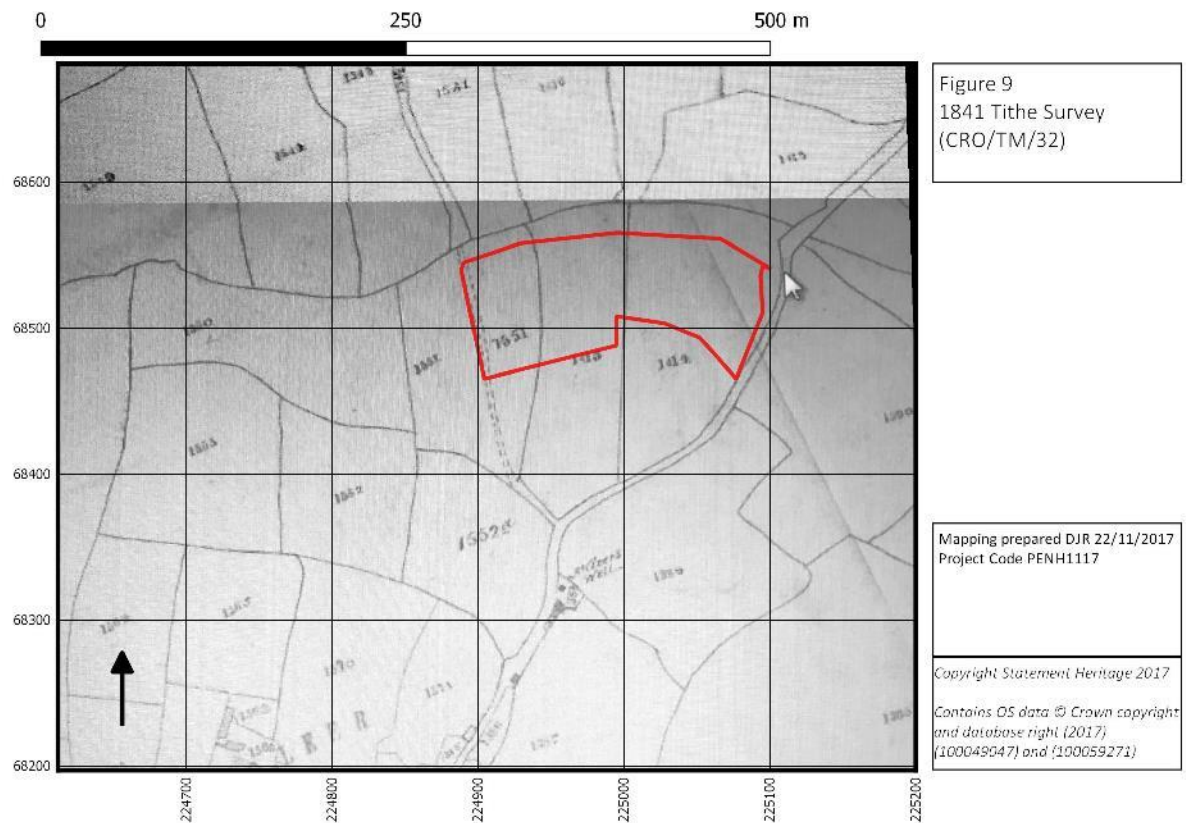


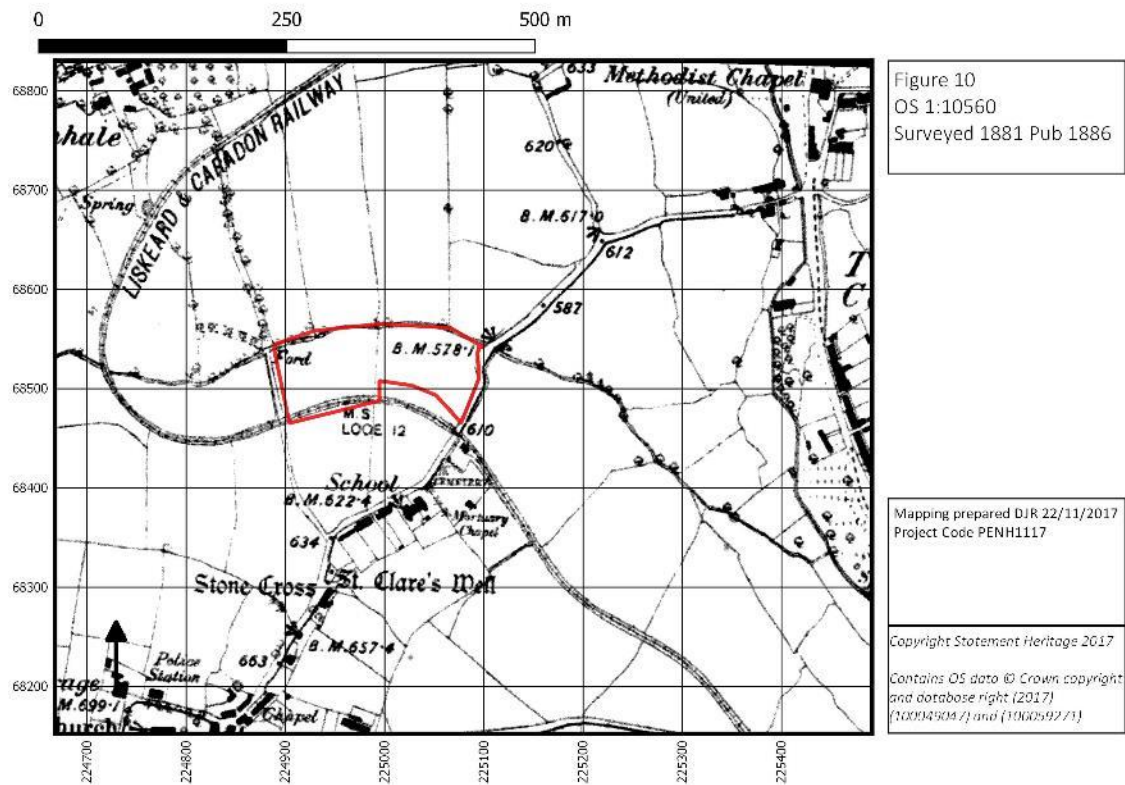
8 – Early Medieval Streamworks mapped from aerial photography by the National Mapping Project (source: CSHER WMS NMP and MON data)

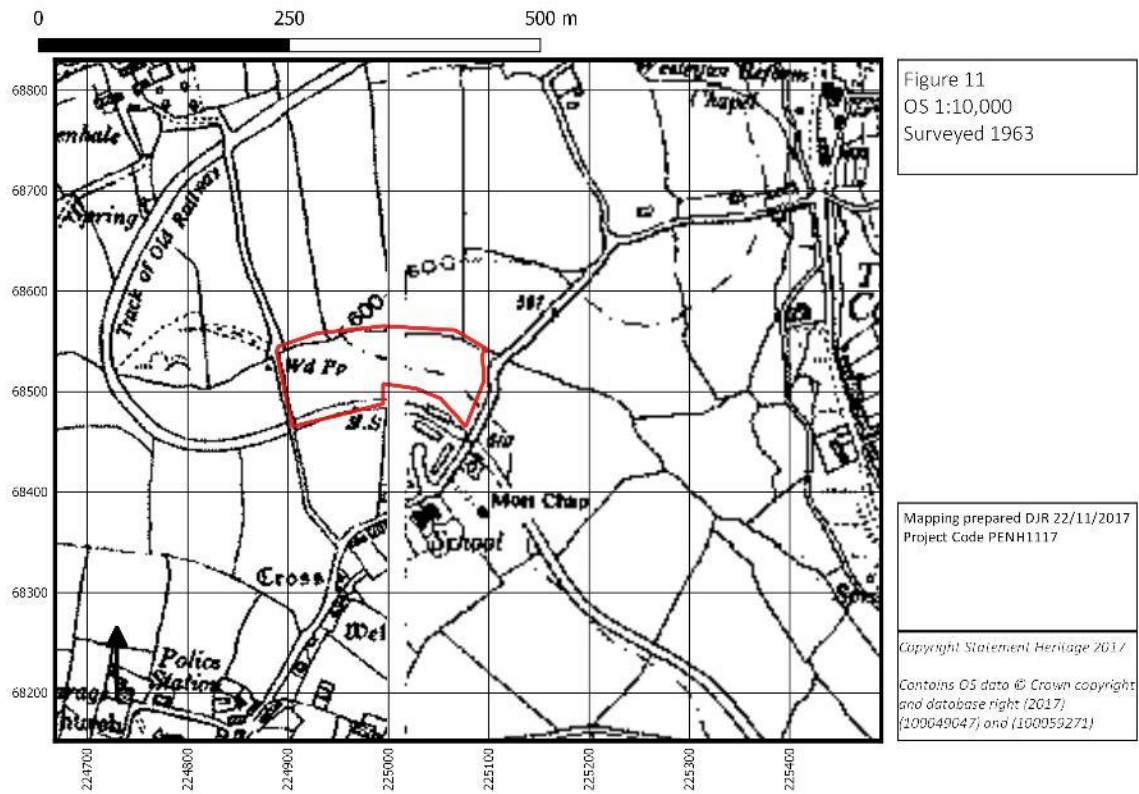
## 4.13 Post Medieval (410AD-1539)

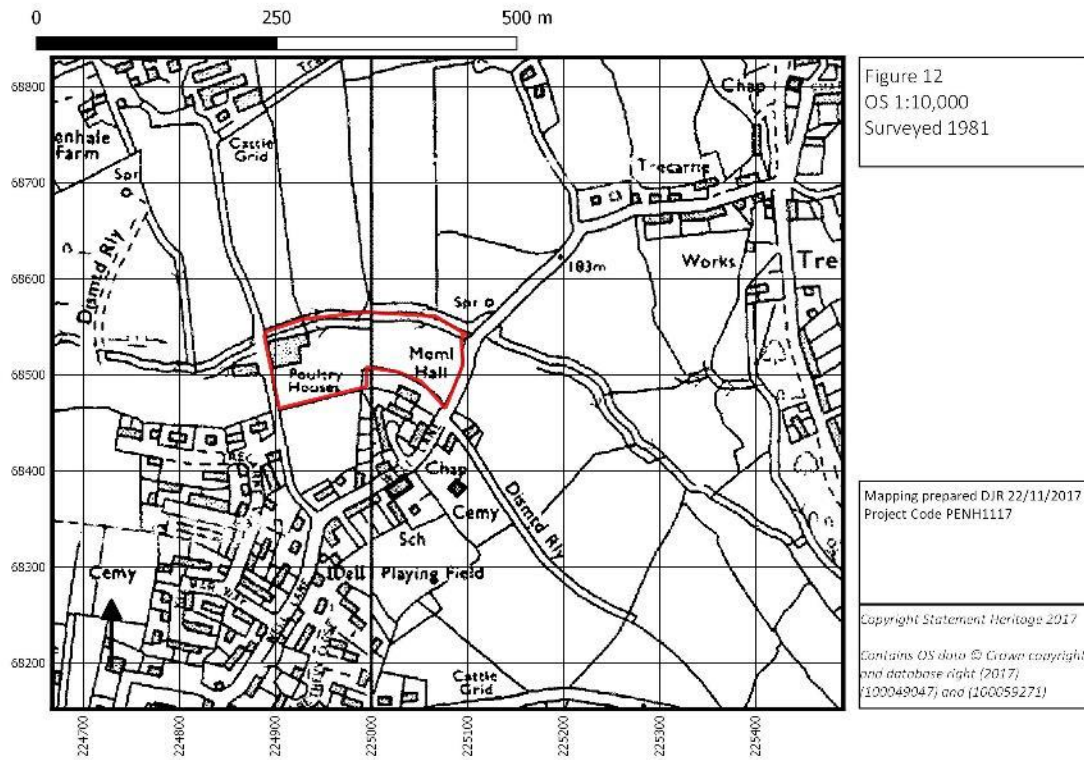
- 4.14 It was during the post-medieval period, and principally the 18<sup>th</sup> and 19<sup>th</sup> centuries that St Cleer grew from a small churchtown into quite a substantial small industrial settlement, as miners working at the extensive mining concerns on the South Caradon lodes now forming Area A9 of the CMLWHS sought lodgings within the more sheltered villages around the fringes of the moor. By the 1890s St Cleer had grown into a proto-market centre with pubs, working men's club and a substantial police station (Cahill 2004).
- 4.15 The 1840 Tithe Survey (CRO/TM/32) (figure 9), provides the earliest available survey of the site during this period at the level of detail necessary to see individual field boundaries. The development site is shown to have formed part of three separate enclosures, cross referenced to the apportionment (CRO/TA/32) as plots 1551 '*Penhale Park*', 1415 '*Higher Trecarne Park*' and 1414 '*Lower Trecarne Park*' all recorded in the apportionment as in arable cultivation. The route between Penhale and St Cleer is shown as a 'pecked' double line running through *Penhale Park* indicating an unfenced route through the field. Together the three fields and the sinuous boundary between *Penhale Park* and *Higher Trecarne Park* would be typical of a former 'common field' which has been subdivided in the post medieval period.
- 4.16 Into this landscape was imposed the route of the Liskeard and Caradon Railway, the route of which runs through the proposed development site. The railway was built (at this point by 1846) to connect South Caradon Mine and Moorswater, with a spur to the Cheesewring quarry via an incline at Gonamena (Cahill 2004, 13; Historic England 2014). At Moorswater the line initially met a canal before its extension to Liskeard and ultimately Looe.
- 4.17 The effect of the railway on the site is clear from the 1881 OS survey (figure 10), bisecting the enclosures shown on the tithe and so creating four smaller fields. The road crossing the stream to the north west corner of the site is now shown as a ford. The 19<sup>th</sup> century expansion of St Cleer is apparent in the form of ribbon development along Well Lane south of the site in the form of houses, a school (MCO51370 / MCO53205) and a cemetery- these developments surviving today. The 1905 OS survey shows very similar detail.
- 4.18 By 1963 (figure 11) the Liskeard and Caradon Railway (which had closed 'in aid of the war effort' in 1917) is shown as disused. The Memorial Hall is depicted on this survey, having respected the line of the railway in its construction.

- 4.19 By 1981 the OS survey (figure 12) shows the current poultry houses and further 20<sup>th</sup> century housing development to the south of the site. By this time the trackway was no longer shown from the Memorial Hall to Penhale, except for a short section at SX24726858.
- 4.20 Legibility of the line today is fragmentary. Site inspection (figures 13-14-15) shows that the levelled track-bed is still apparent along the southern boundary of the site, before becoming lost underneath a modern playground, before re-emerging in the modern plan form marked by an open space to the south of St Cleer Memorial Hall and a property boundary to the south. Further to the east of the site the line of the track-bed remains undeveloped as it passes alongside a recently converted surviving goods shed (ref CCLPA PA14/05492). To the west of the site the route is no longer legible through the next field, although it is marked by a line of trees at SX24726858 before crossing the road to *Penhale* at SX24846874 where its track-bed forms a surviving trackway to Trecarne, the embankment of which is visible from the current development site (cover illustration).
- 4.21 Site inspection confirms that the boundaries along Well Lane and along the northern boundary of the site with the stream are the most historic. These are characterised by Cornish hedgebanks with well-established woody specimens. The western and northern site boundaries are made up of concrete post and wire fences. Given the enclosure history of the site reconstructed above from historic maps it is possible that neither of these boundaries have never been much more substantially made.











*Fig 13: Looking west along the southern boundary along the former track bed, manifesting as a slight scarp (PENH1117\_013)*



*Fig 14: The former railway's embankment is visible as it leaves the western boundary of the site.*



*Figure 15, the edge of the embanked trackway scarp is visible in this view (facing south) running along the contour at the top of the site just before the boundary with the late 20<sup>th</sup> century housing.*

## 5. Statement of Archaeological Potential

- 4.22 Anciently enclosed land (medieval farmland) is generally recognised as having a potential to contain archaeological remains of all periods, however this *general* potential may be qualified with reference to the density of known sites, topography and known land uses. This site, in an area of relatively sparse prehistoric HER records, with its north facing relatively steeply sloping land and probable former use as a common arable field may be presumed to have a medium to low potential for prehistoric remains, although this cannot be entirely excluded on the basis of current evidence. .
- 4.23 The potential for historic archaeological sites within the site is very low, given its likely use for cultivation since the medieval period, although there may potentially be some evidence of small scale medieval stream working in the valley floor. However any such remains would be likely to be of low research potential, with better, more extensive and more complex remains of that character being abundant in the local area.
- 4.24 The boundary of the site with Well Lane, and that with the stream to the north can be presumed to be of some antiquity, being of potential medieval date. As a result these have high archaeological potential as they may contain evidence of their construction, date and, if buried soils are preserved beneath them or waterlogged remains within their ditches, deposits with paleoenvironmental potential.
-

- 4.25 The footprints of the large modern buildings on site can be presumed to have entirely sterilized any archaeological deposits within their footprints. As standard late 20<sup>th</sup> century agricultural units these buildings have no inherent heritage potential themselves.

## 6. Outstanding Universal Value.

- 4.26 The linear route of the Liskeard to Caradon Railway has been deliberately included within Area 9 of the CMLWHS. The creation of the railway was crucial to the feasibility of the industrial exploitation of the South Caradon lodes, which were otherwise far from the coast in an area lacking surfaced roads where otherwise it would have been impossible to bring in supplies or take out ores.
- 4.27 As such the railway track-bed strongly represents one of the core 'attributes' defining the Outstanding Universal Value of the WHS as recognized by UNESCO, being an example of "*Mine transport infrastructure*".
- 4.28 WHS OUV is described within the CMLWHS SPD as depending on conditions of 'authenticity' (being the degree to which its cultural values are expressed 'truthfully and credibly' and 'integrity' (being the degree to which the OUV is expressed more holistically by a complete suite of related sites).
- 4.29 As a whole the route of the Liskeard to Caradon Railway has suffered piecemeal losses to its authenticity, examples being the complete loss of legibility of some sections of its route (for example the stretch to the immediate west of the site) and the loss of most of its buildings, all of its tracks, most of its bridge infrastructure.
- 4.30 The route contributes very strongly to the overall 'integrity' of Area 9 of the site, as it illustrates the importance of this engineered connection of the Caradon lodes to the stannary town of Liskeard and the coast. The route can still be traced, with extant sections, such as those undeveloped parts of its route through the proposed development site strongly demonstrating archaeological value (the degree to which future investigation of the asset might reveal new information about its construction), and historical value (in that they *illustrate* the history of mining within the landscape and its *communal* value).

## 7. Setting.

- 4.31 Development of this site will affect the 'setting' of the World Heritage Site as defined in the NPPF.
- 4.32 As such we would assess the contribution the site makes to the setting of the railway's route at this point as being chiefly dependent on the degree to which its contour following route can be appreciated within the landscape and the degree to which the village of St Cleer (which lies outside the WHS area) nevertheless constitutes an important component of its setting due to the degree to which its developmental history during the 19<sup>th</sup> century was intertwined with that of the South Caradon lodes.
- 4.33 The degree to which the line's route can be appreciated depends largely on the degree to which it's route has remained un-developed by the construction of the Memorial Hall (which preserves and re-inforces the line of the railway), and by the southern property boundary of the site. This line has been partially harmed by the construction over part of it of a children's play area.
- 4.34 The wider relationship of the line to the village of St Cleer is currently largely illegible, although this is aided by the retention of the trackbed line and by the conversion of the Goods Shed building to the east of the site. However there is currently no overt interpretation of the site.

## 8. Assessment of the Impacts of the Development

- 8.1. On the basis of our archaeological assessment (section 4 above) **we have suggested that the archaeological potential of the site to advance regional post-medieval to modern archaeological research objectives is very low.** There remains some residual low but unexplored potential for prehistoric to medieval remains on the site, and as a result it is possible that the Local Authority's archaeological advisor may recommend a level of archaeological response (most likely a 'watching brief') to be secured by a planning condition in advance of development.

- 8.2. The previously submitted scheme proposed that:
-

*"a reference to the line of the railway is integrated into the landscaping strategy of the site. It is proposed that a simple footpath is placed on the route of the railway line, providing a pedestrian connection from the playground to Trecarne View.*

*No excavations are planned to the embankment, and no housing is proposed on the line of the embankment. The embankment will be left as a landscaped amenity space; [and]*

*An interpretation board is proposed at some point along the line of the footpath to provide details of the history of the railway and its route."* (Harrison Pitt Architects, Heritage Statement PA12/11940)

- 8.3. We are advised that these principles are to be adhered to within the new proposals. If so they would serve to conserve and appropriately enhance the contribution that this section of the track-bed makes to the integrity of Area A9 of the CMLWHS. **We would endorse the previous Historic Environment Advisor's advice that "*topsoil movement and finished surface treatments [should be] subject to minimal ground intervention; a broad gravelled path would seem most appropriate here to reflect its former railway use.*"**
- 8.4. As previously intended, public interpretation of the route within the proposed development (as supported by the Council's Historic Environment Advice officer) emphasising and explaining why this is now part of the inscribed area would cement the conservation and enhancement of the route and help towards the delivery of WHS management plan policies **PN2 and PN3** seeking the presentation of the site's significance to the public. **Statement Heritage would be pleased to develop this interpretative material if desired.**
- 8.5. As the scheme lies within the setting of the World Heritage Site we would advise that it would be appropriate to note Policy C2 of the CMLWHS Management Plan which states "**Policy C2: New development will add to the quality and distinctiveness of the Site by being of high quality design and respectful of setting.**" **We would recommend that further study of the built character of St Cleer, particularly in view of historic scale, massing, materials and detailing would aid this objective and can provide further advice as required.**
- 8.6. We would note that should the above recommendations be implemented that the scheme should deliver meaningful **protection and conservation** of the WHS as set out in Policy P6 of the WHS Management Plan. **We would advise that as WHSs are described as 'heritage assets of the highest significance' by the NPPF (P132) this is a public benefit which should be accorded great weight under the NPPF.**



## Sources

### Historic Mapping Consulted

Bennison, C 1840 St Cleer Tithe Map CRO/TM/32

Unknown 1844 St Cleer Tithe Apportionment CRO/TA/32

Dawson R, 1809 Ordnance Survey Surveyors Drawing. BL/OSD11/18

Ordnance Survey Cornwall (6 in to the mile) Surveyed: 1881

Ordnance Survey Cornwall (6 inch to the mile) surveyed 1907

Ordnance Survey Cornwall (6 in to the mile 'emergency edition') Surveyed: 1938

Ordnance Survey 1:10,560 (NG) Revised 1963

Ordnance Survey 1:10,000 (NG) Surveyed 1981

### 21<sup>st</sup> Century Survey Data Consulted

Google Maps (Aerial Photography) 2017

Ferraccioli, F. et al (2014) LiDAR based Digital Terrain Model (DTM) data for South West England – surveyed August 2013

Ferraccioli, F. et al (2014) LiDAR based Digital Surface Model (DSM) data for South West England – surveyed August 2013

Ordnance Survey MasterMap 2017 (1:1250 and 1:10,000 + 'OpenData' derived products)

Cornwall and Scilly Historic Environment Record 2017 (Monuments, Events, NMP and HLC layers) – OGC licenced WFS data downloaded via Inspire web portal Oct 2017

National Heritage List For England - Statutory designation data downloaded from [www.historic-england.org](http://www.historic-england.org) Oct 2017

British Geological Survey, Online Map Viewer (2017) Consulted 11/11/2017.

### Bibliography

Cornwall Council 2013 Cornwall and West Devon WHS Management Plan

---

Cornwall Council 2016 Cornwall and West Devon WHS SPD

Cornwall Council 2016 Cornwall Local Plan Strategic Policies

DCLG 2012 National Planning Policy Framework

Dines, HG 1956 The Metalliferous Mining Region of South East England, British Geological Society

Gover, J E B. 1948. The Place Names of Cornwall. Typescript, Royal Institution of Cornwall, and reference copy at Cornwall Record Office.

Historic England 2015 Managing Significance in Decision Taking in the Historic Environment

Historic England 2015 The Setting of Heritage Assets GPAN 3

Tapper, B and Herring, P 2002 The Lynher Valley, Cornwall. (unpublished) Truro, Cornwall County Council

Tapper, B, Herring, P and Dudley P, 2005 Caradon Hill Area Heritage Project. (unpublished) Truro, Cornwall County Council

Taylor, C 1975 Fields in the English Landscape, London, Dent.