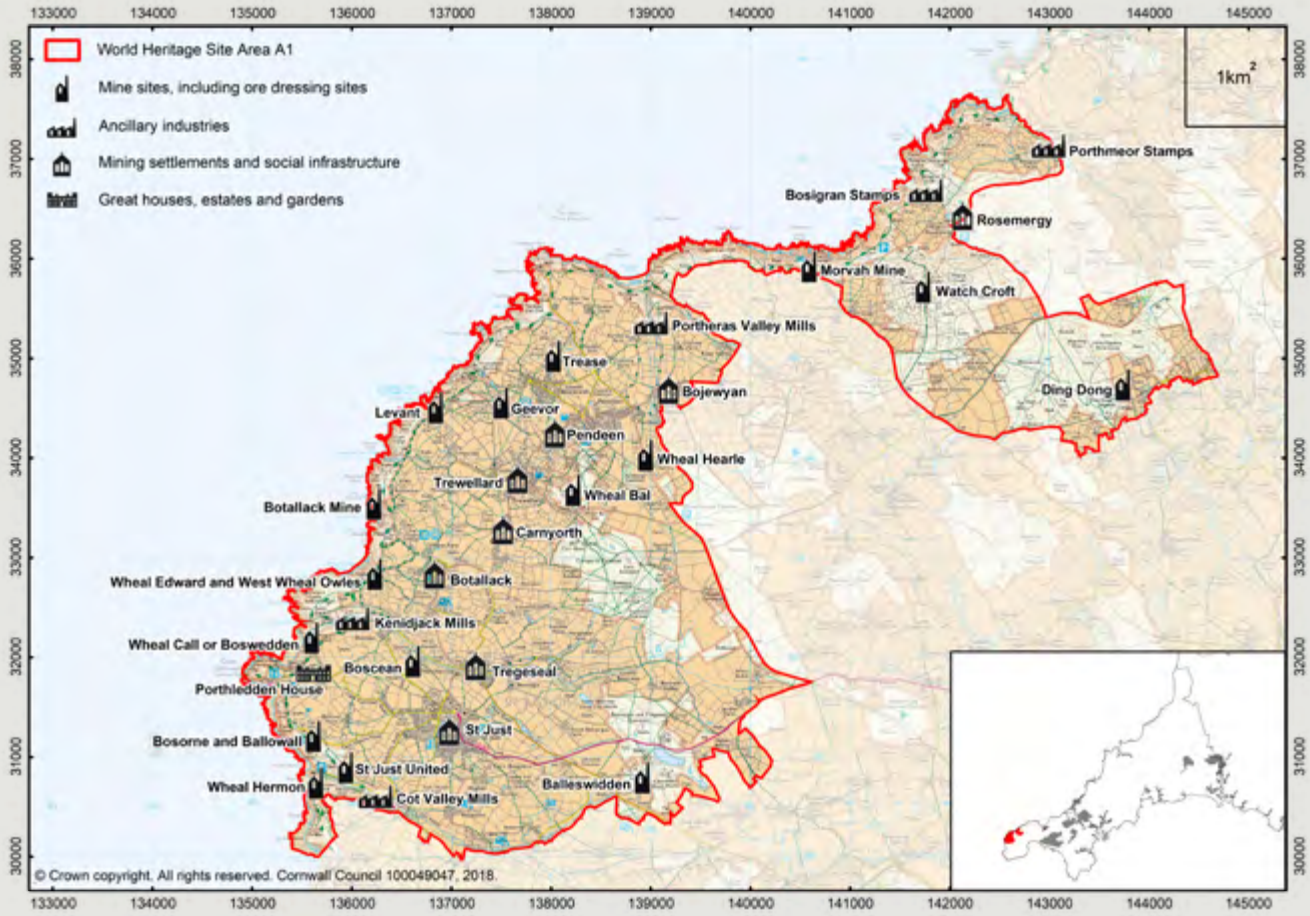
4.4 Area Descriptions, with Maps of Notable Attributes of OUV

Area A1
St Just Mining District

Crowns Section, Botallack Mine

This coastal mining district includes eighteenth and nineteenth century submarine tin and copper mines, the town of St Just and dispersed mining villages with associated mineworkers' smallholdings. The boundary is drawn to include the most significant mines on the coastal plateau (together with their tin and arsenic processing sites) and extends inland beyond areas of smallholdings to granite upland in the east. The western boundary is coastline.



Notable Sites

West Wheal Owles and Wheal Edward

Key Characteristics

Right St Just Wesleyan 'Miners' Chapel
Far Right Levant Mine

Perhaps the most distinctive feature of the Area however, one intimately tied to its structural geology and the orientation of its lodes, was the development of a group of world-famous pioneer submarine mines."

The town of St Just, in the south of the Area, gives the district its name. It is the only large settlement. It is a small, substantially-planned, industrial town built to serve the local mines such as St Just United, Balleswidden, Boscean, Wheal Owles, Botallack and Levant. To its north, there are a number of distinct and dispersed mining hamlets (of the late eighteenth and early nineteenth century) located along the principal north coast highway (B3306). Around these hamlets are clusters of mineworkers' smallholdings, often created from former moorland, and the transition of settlement to agricultural or mined landscape is usually abrupt, emphasising the strongly rural-industrial character of the Area.

The district is unique in that the majority of its lodes strike at right angles to the coastline. This lode trend is also at right angles to the direction of most tin and copper lodes in the rest of the Site and is a phenomenon related to the area's geological history. Cliffs recede in deep, steep-sided, narrow-incised clefts, locally called 'zawns'. These indicate perpendicular weaknesses in the lode (and fault) structures which are perhaps more highly concentrated in their coastal exposure here than anywhere else in the world. It is likely that this was one of the first areas within the Cornubian Orefield where underground mining for tin was tried. Extensive evidence survives of open-works (included within the term 'gunnises'). These are amongst the earliest and rarest surviving group of surface hard-rock mining features in the region.

There are no rivers, and few streams, but water was captured, transported along leats and used to power pumps and dressing equipment on numerous mines, both large and small. Perhaps the most distinctive feature of the Area however, one intimately tied to its structural geology and the orientation of its lodes, was the development of a group of world-famous pioneer submarine mines.

West Wheal Owles

The mineral processing sites in the Area illustrate the full range of technological development in this branch of mining. Numerous small-scale tin dressing floors demonstrate the evolution of technology introduced during the post-Medieval period.

The surviving arsenic works within the Area indicate the technological developments that occurred within this important branch of the mining industry. The Area is also particularly important in terms of mineralogical significance. Twenty-five per cent of the first British species occurrences – both historically, and in recent decades – came from Cornwall. Surviving mine dumps and in situ exposures are internationally important for future research.

Botallack Mine

Botallack is probably one of the most recognisable mine sites in Britain with the iconic cliff-side engine houses of the Crowns Section (pumping 1835 and winding circa 1860, Grade II Listed) being a perpetual draw for walkers and landscape photographers since the Victorian era.

At the top of the cliff slope there are the remains of one of the finest surviving arsenic works in Britain with remarkable extant flues and a large double-bayed labyrinth (Scheduled Monument). The chimney dates from an earlier working (it was associated with a former mine stamps engine). The tin dressing floors that survive in the surrounding landscape show the evolution of mineral processing technologies from small-scale eighteenth century earthworks to the conspicuous concrete remains dating from the mine's reworking in 1906. The mine also retains its imposing Count House (Grade II Listed), where the business of the mine would have been undertaken.

Right Botallack Mine arsenic chimney

Levant Mine

Levant Mine

In operation by at least the mid-1700s, Levant produced primarily copper, tin and arsenic and was formed as a company in 1820. It is distinctive in possessing the world's oldest Cornish-type engine in its original house (Michell's Whim, 1840, Grade II Listed), which was restored to operation under steam from 1984 to 1992 by dedicated volunteers known as the 'Greasy Gang'. The larger pumping engine house, which served Engine Shaft (Grade II Listed), dates from 1835 and nearby are two examples of circular gunpowder magazines.

Levant is renowned for its submarine workings where operations extended horizontally up to 1.6km west from the shore, with the final depth of these being some 350 fathoms (640m) below the seabed.

Levant was one of the relatively few mines in Cornwall to operate a steam-powered man engine to convey mineworkers to and from their working areas. This was the cause of a major accident in October 1919 which caused the deaths of 31 men riding on the engine during their shift change.

Left Victory Shaft headframe, Geevor Mine

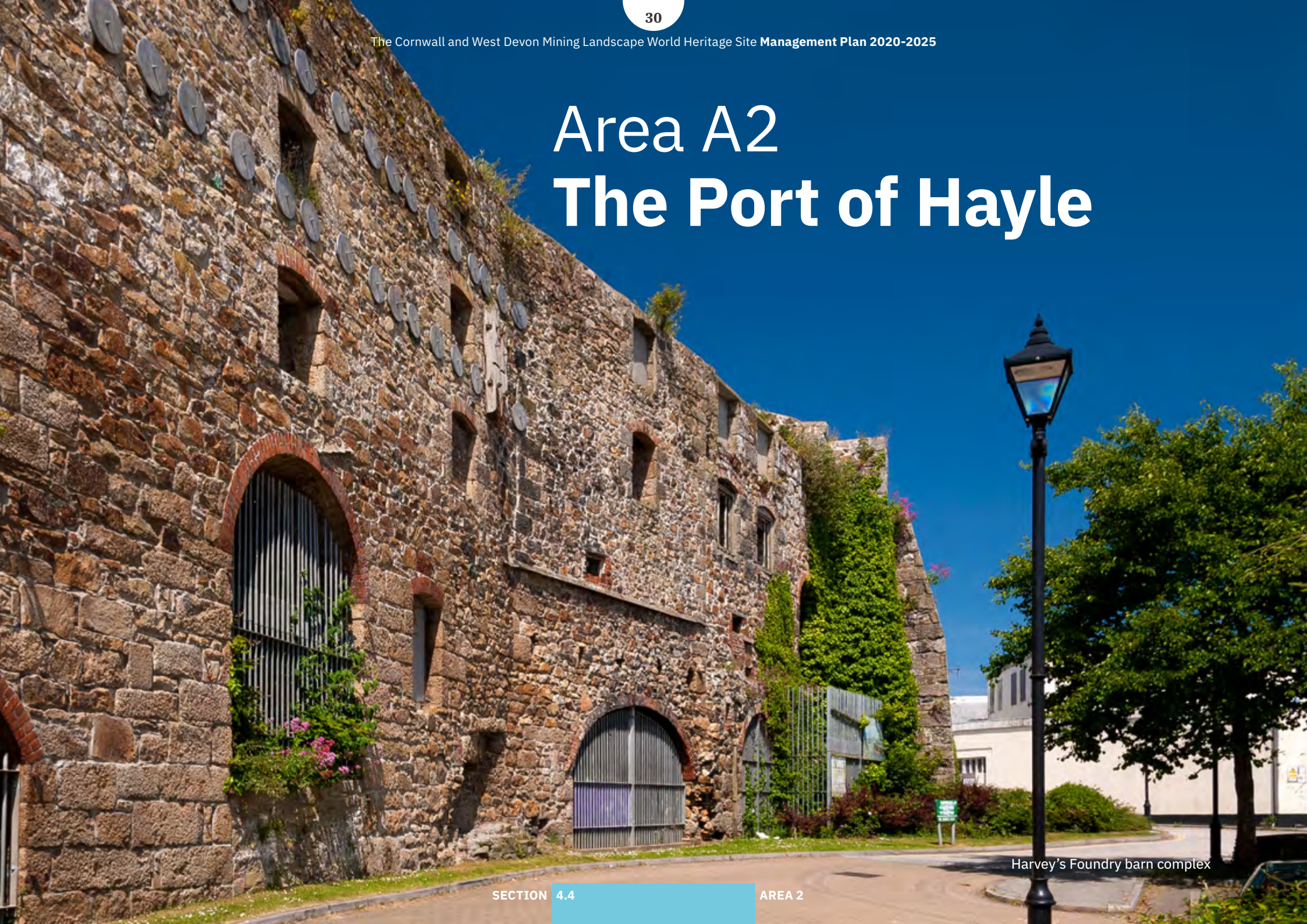
Below Shaking tables, Geevor Mine

Geevor Mine

Geevor is a large, preserved, twentieth century tin mine and is the last to have worked in the area, closing in 1990 following the international slump in tin prices. Now a Scheduled Monument, Geevor was created from the sett of the former North Levant Mine. It was constituted as a company in 1911 and grew to encompass the setts of neighbouring Levant and Botallack mines, to the west, as the company sought to extend its ore reserves.

Centred around the distinctive steel headframe at Victory Shaft (1919), a prominent landmark, the site is extensive. It includes a well-preserved Brunton arsenic calciner in addition to most of the infrastructure which would be expected of a twentieth century metalliferous mine, including a complete electric winding installation. An auxiliary steam engine is also on site, used formerly for changing the rope in Victory Shaft. The extensive machinery of Geevor's preserved tin mill shows twentieth century ore processing technology well and the mine contains the largest collection of historic ore shaking tables in the UK.

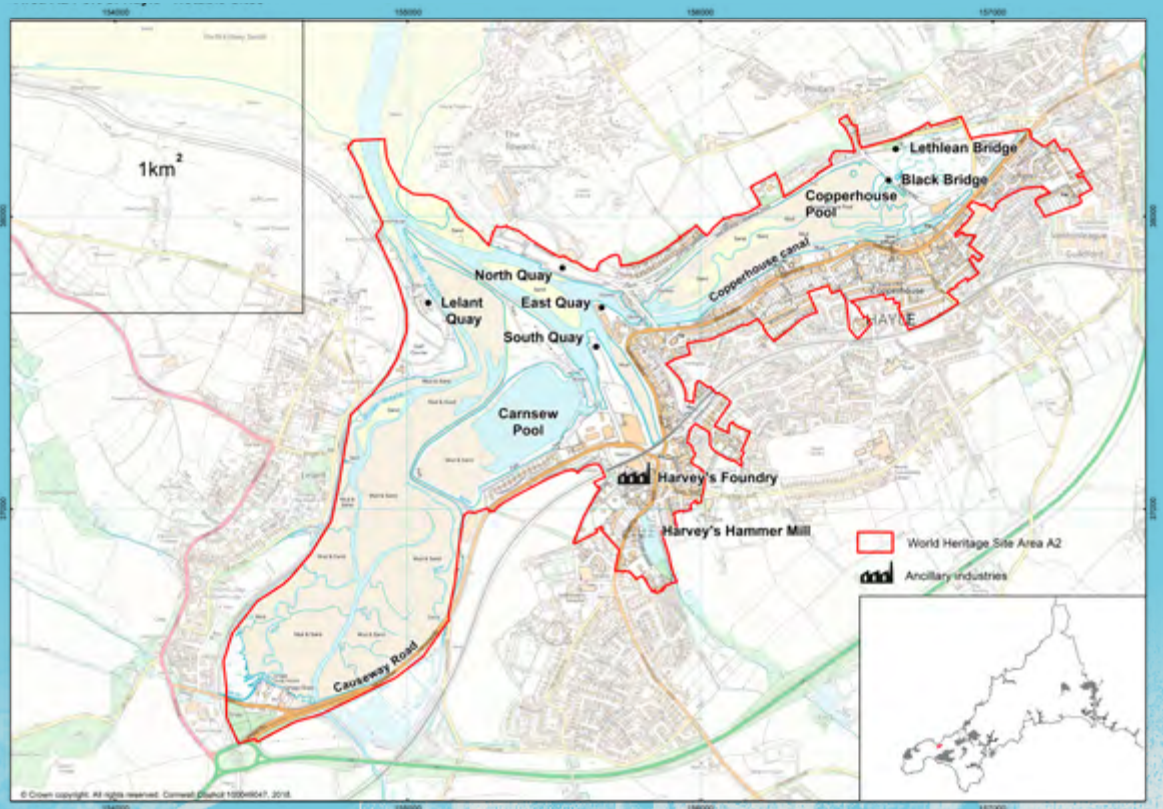
Area A2
The Port of Hayle



Harvey's Foundry barn complex

This mining port and industrial 'new town' was also the region's greatest steam engine manufacturing centre. The boundary has been drawn to capture the entire estuarine port setting (which contains an important maritime industrial infrastructure) and the historic core of Hayle town (including the remains of an internationally-significant iron foundry) as guided by the existing Conservation Area designation.

White Hart Hotel



Notable Sites

South Quay

The Area includes the principal surviving historic fabric of the largest fully-integrated mining port and steam-engine manufacturing centre anywhere in Britain."

Key Characteristics

The Port of Hayle was a product of the Industrial Revolution during the late eighteenth and the nineteenth centuries. It played a distinguished role in Cornish economic and social history. The Area includes the principal surviving historic fabric of the largest fully-integrated mining port and steam-engine manufacturing centre anywhere in Britain.

There are no surviving mines inside the Area boundary, but Hayle is within 15km of the richest copper and tin mining hinterland of the 'Old World' (Areas A5, A6 & A3). Both the land and sea transport infrastructure needed in order to develop such a major industrial complex survives in a coherent form. Prodigious amounts of coal, timber and other materials for the mines were imported through Hayle. Hundreds of thousands of tonnes of bulky copper ore were exported to south Wales for smelting. The mule trains that originally carried the ore were replaced by dedicated local railways. These were never intended to be part of the regional or national networks. Notable remains of the Hayle Railway (1834) still survive. The scale of the landforms constructed during the development of the port is impressive. They range from the great harbour spit of Middle Weir (1819), the Copperhouse Canal (1769-1787) and the sluicing pools (1789) to the Causeway road (1824-1825), one of Cornwall's earliest road-engineering monuments.

Harvey's and Copperhouse

A complex set of social and industrial relationships was established in Hayle through the rivalry between two of the largest iron foundries in south-west Britain: Harvey & Company and the Cornwall Copper Company. From 1758 until 1819 the latter firm operated the largest, most successful and long-lived copper smelter of its time outside south Wales. From the 1820s until 1867 the copper smelter site was used by the company as an iron foundry known as the Copperhouse Foundry (trading as Sandys, Carne and Vivian). These two industrial giants directly steered development within the port of Hayle towards two geographically distinct urban areas; Harvey & Co at Foundry, beside the railway line, and its rival Copperhouse, alongside the estuary at Copperhouse. Key industrial and public buildings survive in Hayle, together with good examples of housing that reflect the social divide of industrial labour. High-density terraced housing of the workforce contrasts with the villas and mansions of the managerial class.

Above Harvey's Hammer Mill
Left Penpol Terrace

Harvey's Foundry Town

Extensive quays and wharves survive at Penpol (Grade II Listed) together with the tidal catchment pool at Carnsew, built to keep the sea channel clear of sand. Around 25 historic structures connected with Harvey's Foundry survive in a relatively coherent group. This is where the largest steam engines in the world were produced and the greatest number of mine steam engines exported throughout the world. The surrounding urban fabric, principally deriving from industrial growth instigated by this single family-owned business, is of considerable historical significance.

Harvey's Foundry clocktower

Sluice tunnels at Carnsew Pool

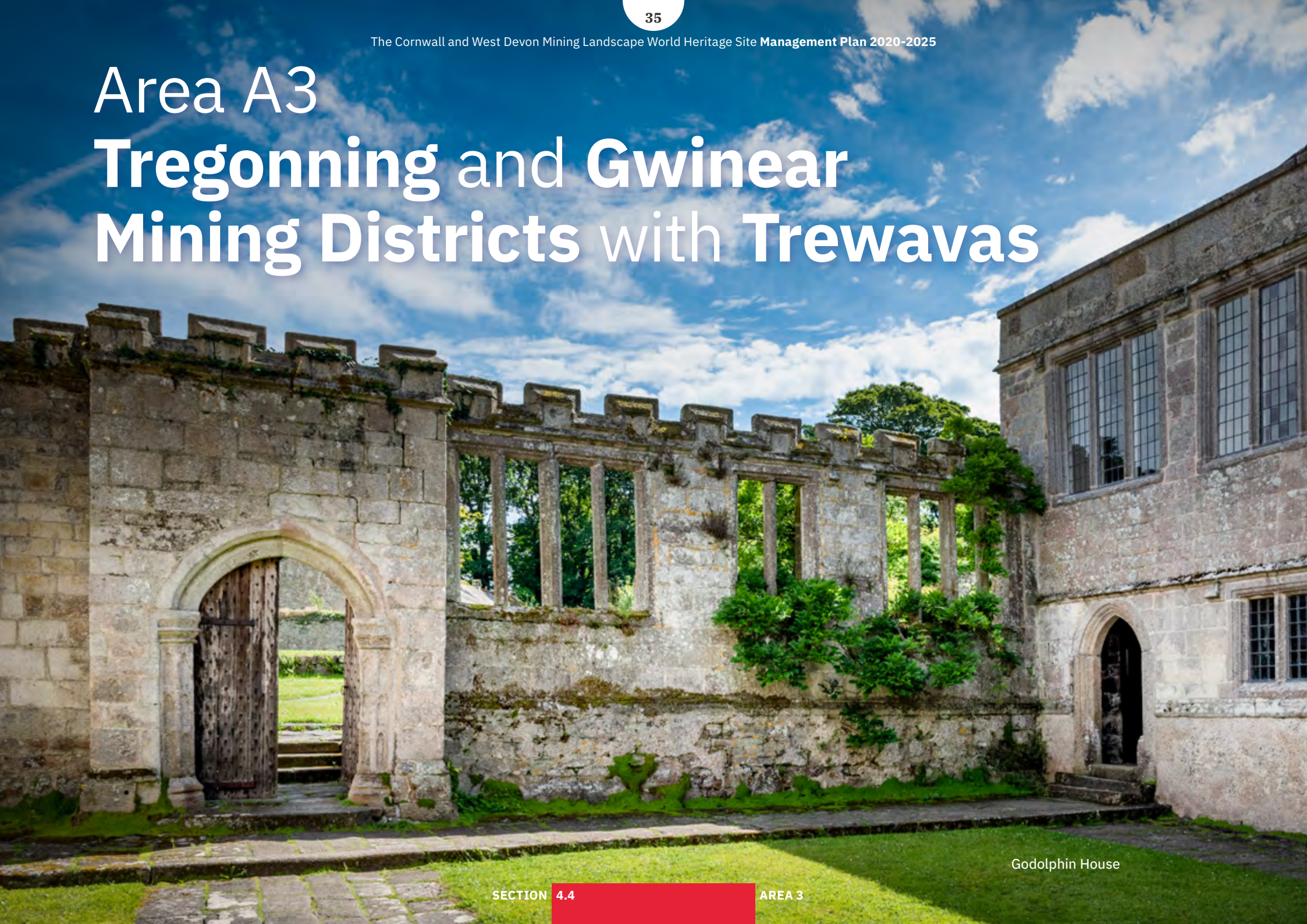
Copperhouse and its Dock & Canal

Scoria (copper smelting slag) building blocks, once offered free to workers, distinguish the architecture of 'Copperhouse vernacular' though their use in domestic housing is commonly concealed by distinctive period render.

Copperhouse Pool is part of the maritime industrial infrastructure which kept the Copperhouse Canal (1769-1787) free of sand and so navigable. Black Road and Black Bridge were constructed to provide a road crossing from Copperhouse to Phillack Churchtown and later to the northern copper quays. Other notable features in the vicinity include the oldest surviving railway bridge (standard gauge) in Cornwall at Lethlean (Scheduled Monument, 1837) and a railway swing bridge, with machinery still intact, crossing the Copperhouse Canal.

Mooring bollard at Carnsew

Area A3
Tregonning and **Gwinear Mining Districts** with **Trewavas**



Godolphin House

Notable sites

This rural mining district includes tin and copper mines (some of which were sites of important eighteenth century technological developments), together with extensive mineworkers' smallholdings, mining settlements and large estates related to the mining industry. The boundary has been drawn to contain the best surviving mining landscape in the south and west, important settlements in the north and the principal parkland of the country house estates in the east. A detached enclave in the south contains the sites of two undersea copper mines."

Wheal Prosper and Milky Way

Key Characteristics

The granite cone of Godolphin Hill and the long ridge of Tregonning Hill with the engine house and chimney stack of Great Work mine prominently visible in the saddle between them, dominate the southern part of this ancient mining district. Some of the richest and, at times, the deepest tin and copper mines in the region occur within this Area.

To the north, the landscape is a mixture of gently-rising downland on which a patchwork of smallholdings and new farms has been created, interspersed with long-established farms and parkland associated with the great mining estates of Godolphin and Clowance. Most mineworkers' cottages are dispersed in a landscape of small fields or set in small groups, though larger settlements of highway villages with fine industrial terraced cottages exist, notably at Praze-an-Beeble and Leedstown. Small groups of mineworkers' cottages set within substantial blocks of early-nineteenth century mineworkers' smallholdings flank the A394 road through the southern part of the mining district.

A number of engine houses form landmarks in the Area and the sheer density of mine shafts in the landscape is particularly impressive. Some mark the site of some of the earliest steam engines on metal mines in the world.

Godolphin

The ancient tin and copper mines around Godolphin Hill lie within the former bounds of the Godolphin family estate. Godolphin House itself (seventeenth century, Grade I Listed) is one of Cornwall's most architecturally-important houses. Sir Francis Godolphin (Lord of Godolphin from 1575 to 1608) was a mines adventurer. He earned a national reputation for pioneering new methods of tin mining and processing in his mines, a tradition which endured there until the middle of the eighteenth century. From 1786, the estate was owned by the Duke of Leeds and his successors. The House, Garden and much of the former estate is now in the ownership of the National Trust, with public access, and the former Count House for the Godolphin mines is now the Trust's administrative office for their west Cornwall area.

Great Wheal Fortune

The most extensive example of open-cast tin mining within the Site survives at Great Wheal Fortune. Developed on a network of tin-bearing veinlets (or 'stockwork'), known as the Conqueror Branches, its two 'quarries' retain considerable geological and mineralogical significance and are designated as Sites of Special Scientific Interest (SSSIs).

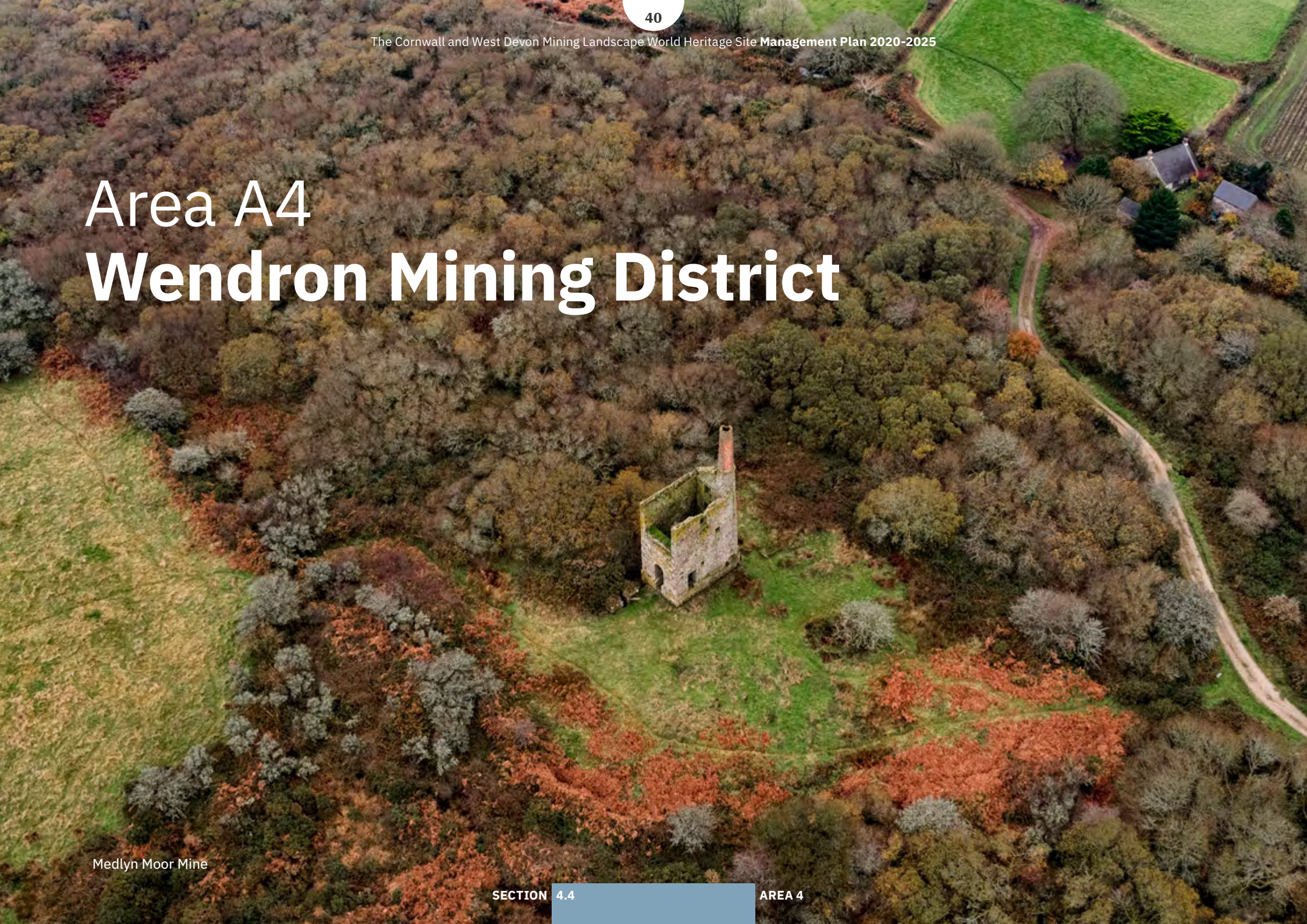
Above Godolphin House
Right Wheal Metal

Mining cliffscape of Trewavas and Wheal Prosper mines

The detached coastal enclave in the south of the Area contains some important remains, now Scheduled Monuments, that mark the sites of historic undersea copper mines.

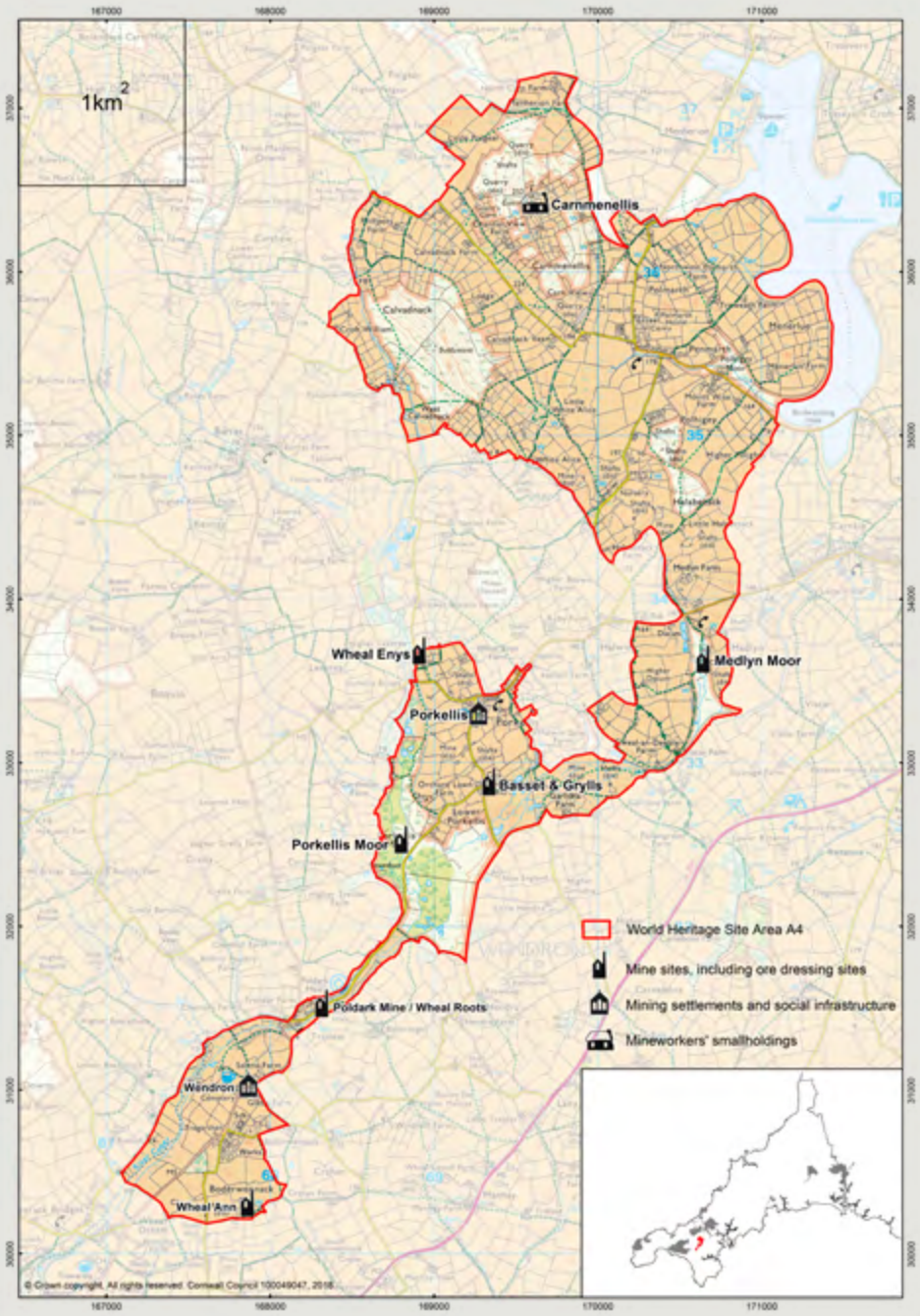
Wheal Trewavas

Area A4
Wendron Mining District



Medlyn Moor Mine

This rural mining district was significant in terms of its near surface alluvial tin production which later led to comparatively shallow shaft mining. It contains areas of former tin streamworks together with extensive upland mineworkers' smallholdings. The boundary has been drawn to include the large area of smallholdings in the north, the mining settlement of Porkellis and the principal central areas of alluvial valley basins (with their associated shaft mine sites) and the shaft mines in the south around the village of Wendron.



Notable sites

Trumpet Consols and Wheal Ann

Basset & Grylls Mine

Key Characteristics

The sparsely populated upland area of Carnmenellis (265m Ordnance Datum) contains the most extensive and best-preserved evidence for mineworkers' smallholdings in Cornwall. The relationship between mining and the development of these small farms which emerged in the late-eighteenth century is clearer here than anywhere else in the Site. They occupy a significant proportion of the Area.

Engine houses are located at Basset & Grylls Mine (Scheduled Monument, 1858), Wheal Enys (Grade II Listed, 1852), Medlyn Moor Mine (Grade II Listed, circa 1873) and Trumpet Consols (Grade II Listed, circa mid-late nineteenth century). There are also the remains of tin dressing floors at several sites.

Smallholdings at Carnmenellis

...the most extensive and best-preserved evidence for mineworkers' smallholdings in Cornwall."

Above Wheal Ann
Right Greensplat Engine, Poldark Mine/Wheal Roots

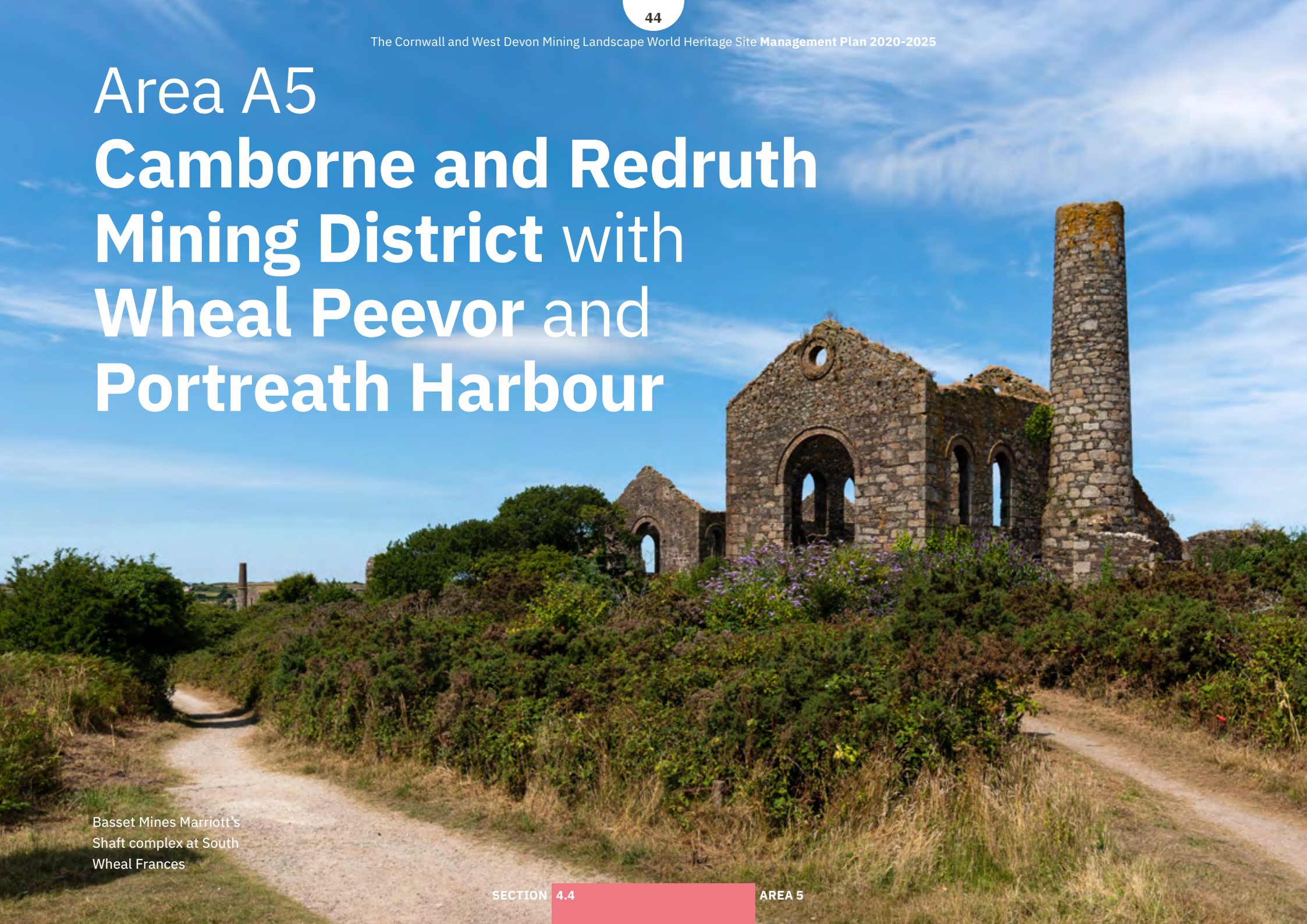
Wheal Ann

Wheal Ann is one of the two landmark engine houses of Trumpet Consols (Grade II Listed, circa mid-late nineteenth century). Together, they establish the mining landscape when entering the district from Helston to the southwest. The engine house at Wheal Ann, constructed during the early-nineteenth century, may have contained a modified Watt engine. It is unusual too because of the light construction of the bob wall which confirms the use of a wooden beam or 'bob'. Cast iron bobs were ubiquitous during the remainder of the nineteenth century, so this would have been amongst the last in Cornwall of its kind.

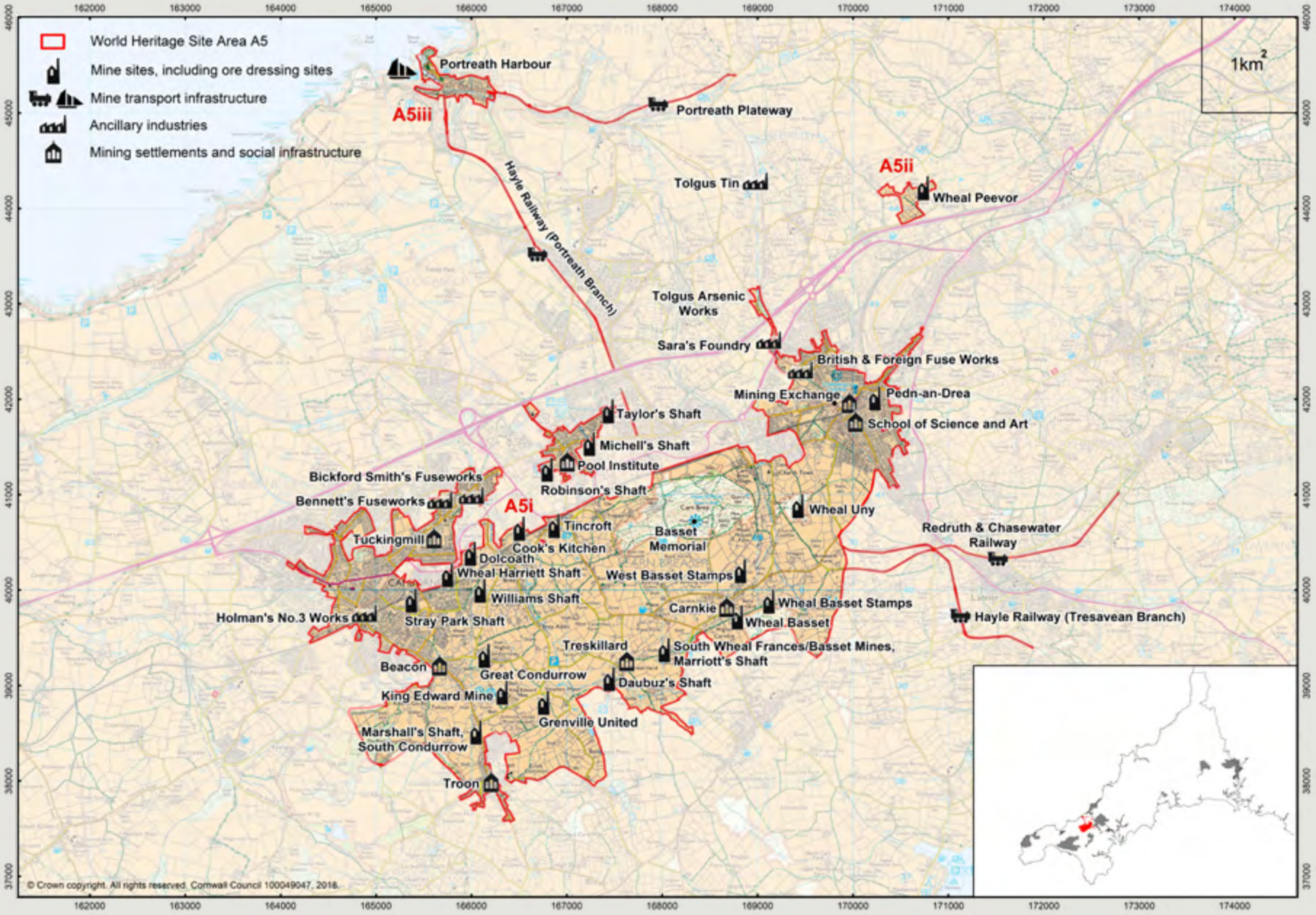
'Poldark Mine'

Former eighteenth century underground workings have been made accessible to the public at a tin mine formally known as Wheal Roots. The site, named after the popular novels and television series, also contains the Greensplat beam pumping engine, re-sited from the china-clay district, which was the last Cornish engine to see use in industry in Cornwall.

Area A5 **Camborne and Redruth Mining District** with **Wheal Peevor** and **Portreath Harbour**

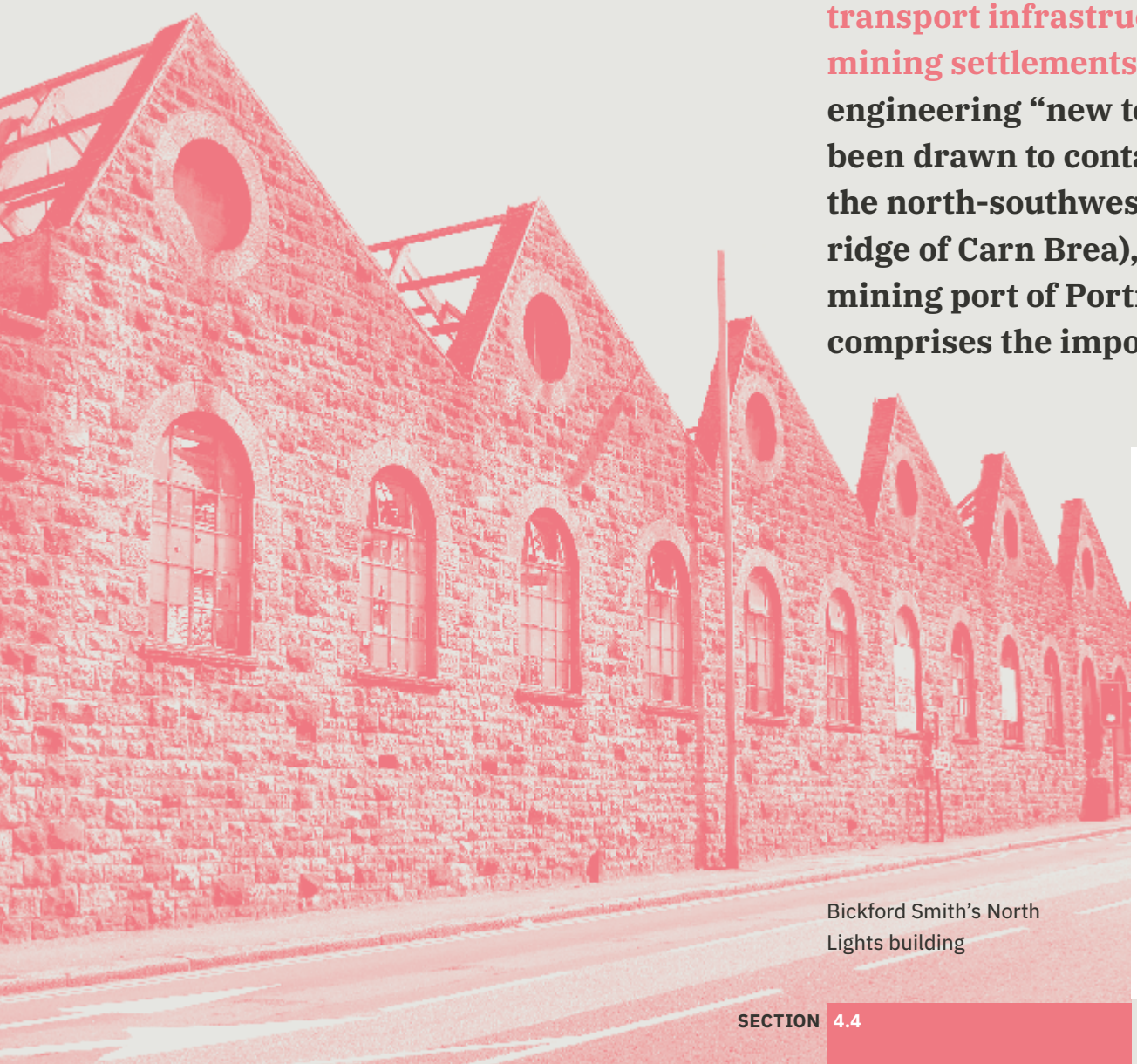


Basset Mines Marriott's Shaft complex at South Wheal Frances



Notable sites

This was the most heavily industrialised tin and copper mining district in the Site, and also contains its most significant urban centres of mining population. It includes the remains of mines (including three in situ beam engines), their transport infrastructure, ancillary industries and important mining settlements, including Redruth and the mining engineering "new town" of Camborne. The boundary has been drawn to contain the principal settlements in the north, the north-southwest trend of mines (aligned with the upland ridge of Carn Brea), two early railway links and the coastal mining port of Portreath. A satellite site to the northeast comprises the important mine site of Wheal Peevor.



Bickford Smith's North Lights building

Key Characteristics

The steep granite ridge of Carn Brea (250m Ordnance Datum) dominates the area. Its associated mineral resources brought fabulous wealth to the district, the mineral lodes being exploited by some of the richest, and deepest, eighteenth century copper mines and nineteenth century tin mines in the world.

The mining towns of Camborne and Redruth are now connected by an almost continuous ribbon development of mining settlements and modern light industry occupying the sites of former mines. 'Islands' of historic mining structures survive.

East Pool & Agar Mine

A 30-inch cylinder beam winding engine (1887, Holman's Foundry, Camborne) survives at Michell's Shaft (Scheduled Monument) and is open to the public. It was saved from being scrapped in 1941, taken over by the National Trust in 1967 and set back in motion again in 1975.

The Taylor's Shaft pumping engine (Scheduled Monument) survives as part of a 1920s single-phase complex which includes a winder house, compressor house, two boiler houses (one includes foundations for Cornish boilers), flues, capstan house, the miners' dry, an office and the primary crushing- and ore-loading stations. It is currently an interpretation centre for the region's industrial past.

Basset Mines, Marriott's Shaft complex at South Wheal Frances

Built around 1900, this unusual group represents an outstanding survival which is also a Scheduled Monument. It includes the pumping engine house which contained an inverted vertical beam engine (unique to Cornwall) with compound 40-inch and 80-inch cylinders, the houses for winding, compressor and crusher engines, and the miners' dry or changing house.

Michell's (or North) Whim, at East Pool & Agar Mine

"An unparalleled feature of this Area is the three Cornish beam engines that survive in their authentic metal mine context. One whim engine has been restored to working motion and the other two pumping engines have the capability of working under steam."

South Crofty Mine (Robinson's Section)

Nearby at Robinson's Shaft of South Crofty Mine is an 80-inch cylinder pumping engine (Grade II* Listed), 1854, Copperhouse Foundry, Hayle, the last to work on an active Cornish metal mine, only stopping in 1955.

The Robinson's Shaft engine at South Wheal Crofty (Heartlands)

Camborne townscape

Camborne contains the best example in the Area of large-scale urbanisation associated with the Industrial Revolution in metal mining and engineering.

It is a town forged by industry and characterised by relict zones of key enterprises, such as the world-famous Holman's Foundry & Rock Drill Works, and classic industrial cottage rows, pubs and chapels.

Fine public buildings characterise the townscape, such as the Market House and Town Hall (Grade II Listed, 1867), the Literary Institute (Grade II* Listed, 1842) and the J Passmore Edwards Library (Grade II Listed, 1895). There is also a Masonic Hall (1899) in Cross Street. The impressive Wesleyan Centenary Chapel (Grade II Listed, 1839), in Centenary Street, was built to commemorate the centenary of Charles Wesley's conversion in 1738.

Camborne industrial housing

Redruth townscape

Throughout the eighteenth and nineteenth centuries Redruth was west Cornwall's principal market town and the acknowledged capital of the Cornish mining industry. Redruth possesses some fine Victorian urban architecture. There were also a number of houses built for the professional classes, many of whom were engaged in the mining industry, or its ancillaries. Clinton Road is lined with impressive late-Victorian and Edwardian villas built on former mining ground at a time when Redruth miners were prospering in South Africa.

Bickford Smith's Fuseworks and Tuckingmill Factory Row

The miners' 'Safety Fuze' (1831) was an innovation with global significance.

Fuse manufacture was concentrated at the Tuckingmill factory in the triangle formed by Pendarves Street and Chapel Road. Much of this complex survives including the imposing granite façade and the model terraced workers' housing.

The Great Flat Lode

Along the strike of the Great Flat Lode – is to be found the finest surviving assemblage of engine houses along a single mineralised structure anywhere in the world.

For 4km, the landscape between and beyond the high hills of Carn Brea and Carnkie Hill is characterised by 24 engine houses (demonstrating a range of pumping, winding and stamping functions), tin dressing floors, extensive tramway beds, mining settlements and the site of Seleggan, once the largest tin smelter in Cornwall.

Basset Mines Marriott's Shaft complex on the Great Flat Lode

West Basset

A stamps engine house (Grade II Listed, which had a rear secondary beam for pumping water for dressing) stands above one of the finest surviving nineteenth century tin dressing floors in the world.

Wheal Basset

The stamps engine house (Grade II Listed, 1868) of Wheal Basset was unusual in that it contained two separate beam engines, side by side. It stands above a prominent Frue vanner house (Grade II Listed, circa 1908) and Brunton calciner (1897). The Basset Count House (Grade II Listed) survives nearby as a private dwelling.

Above Camborne Centenary Chapel (1839)
Left Office of the Malayan Tin Dredging Company, Redruth (1891)

King Edward Mine

Grade II* Listed, this site is a complete training mine developed from 1897 on an existing mine (South Condurrow) for the world-famous Camborne School of Mines.

King Edward Mine is now in the ownership of Cornwall Council. Over recent years, the mine complex has been conserved and redeveloped to enhance public access, including a café and work spaces for small businesses. The museum element is operated by a charitable trust and displays a remarkable collection of late-nineteenth and early-twentieth century tin processing equipment, and all the facilities – including underground workings – which students and their lecturers would require.

Above Stamps engine house at Wheal Peevor
Below King Edward Mine round frame

Wheal Peevor

The rare survival at Wheal Peevor of the once common triple arrangement of (from west to east) stamps, pumping and winding engine houses, together with their associated dressing floors, is clearly visible from the nearby A30 trunk road (Scheduled Monument).

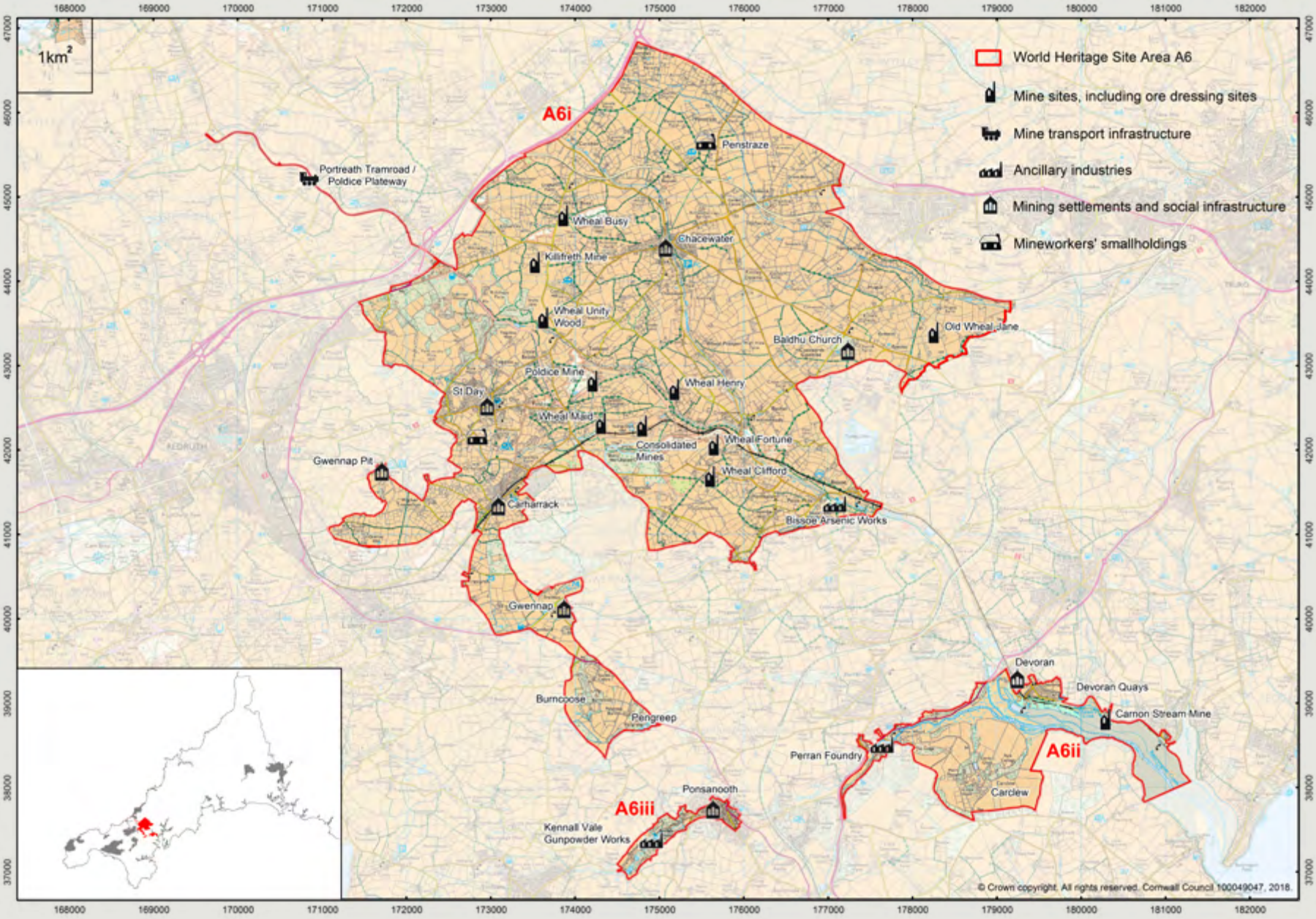
Portreath Harbour

This mining port dates from 1760. The massive granite-built basins were added later, the outer basin in 1800 and the inner basin in 1846 (Grade II Listed). The Portreath Tramroad (1809) and the Portreath branch of the Hayle Railway (1838) linked the mines in Area A5 and Area A6 with the port. The Hayle railway is marked by a major piece of railway engineering, the Portreath Incline (part Grade II Listed).

Portreath Harbour

Area A6
Gwennap Mining District with **Devoran** and **Perran** and **Kennall Vale**

Gwennap Pit



Notable sites

This rural mining district produced a major proportion of the world's supply of copper during the eighteenth- and first half of the nineteenth century. Mining villages, important Methodist sites and the houses and estates of industrial entrepreneurs are included, together with major ancillary industrial sites, important early railway networks and the remains of an early-nineteenth century mining port.

The boundary has been drawn to include all of the principal mines, large areas of mineworkers' smallholdings in the north and east, and country houses and estates in the south and west. Two detached areas in the south include portions of the Kennall Valley (gunpowder works and a major foundry), the Carclew estate, the post of Devoran and a stretch of Restronguet Creek where sub-estuarine mining in tin gravels was carried out."

Poldice Mine

Key Characteristics

Gwennap was once described as the "richest square mile in the Old World". The widespread and devastating landscape impact of copper mining may be seen together with remains of the network of railways that linked the mines to the ports.

The desolate, largely heathland landscape, considerably modified by mining, is carpeted with waste rock (deads), dotted with islands of consolidated building remains, and with shafts surrounded by distinctive Cornish mine hedges. The central and northern sections of this Area are notable for their well-preserved landscape of smallholdings, interspersed with small mining settlements together with the mines which they served. St Day, Carharrack and Chacewater are particularly fine examples of mining villages. Scorrier House, Tregullow and Burncoose are examples of the grand houses and estates built by mining industrialists.

Wheal Busy

Wheal Busy is close to the mining hamlet of Chacewater. It is remarkable for its range of structures, its technological association with Newcomen engines and the first Cornish Watt engine, and the character of its surviving mining landscape. The impressive engine house (Scheduled Monument, 1858), with its rare intact adjoining boiler house (for three Lancashire boilers), dominates the site and was comprehensively conserved in 2015. The mine blacksmith building (Grade II Listed) is the largest structure of its kind that survives in the World Heritage Site, and as such is important for both its scale and rarity.

Gwennap Pit

A depression caused by mining subsidence was subsequently used as an open-air preaching pit. Grade II* Listed, it dates from the mid-eighteenth century. It is located in what was the greatest copper mining district of the eighteenth and early-nineteenth centuries, one of the most densely populated areas at the time. It retains a chapel on site (Grade II Listed) and is open to visitors.

Devoran

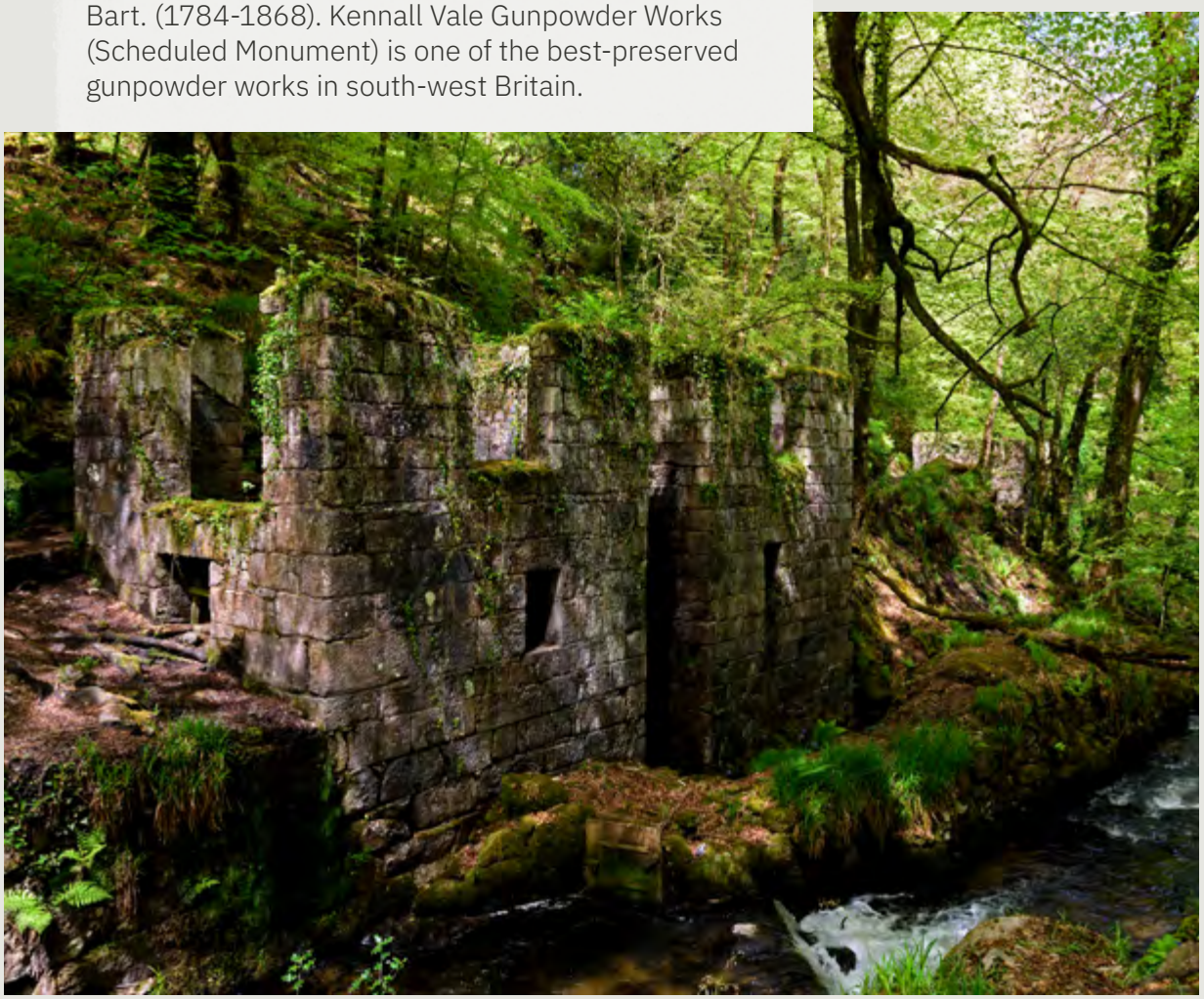
At the lower end of the important and once heavily industrialised Carnon Valley are the southern terminus of the Redruth & Chasewater Railway (1824) and the important copper mining port of Devoran which dates from the late 1820s and 1830s. It was built by John Taylor. Though its wooden wharf has largely disappeared, there are the remains of ore-storage bins, granite mooring-bollards and various former port buildings, now in private use.

Left Wheal Busy pumping engine and boiler houses
Below Carnon Mine engine house

The Kennall Valley

The Kennall Valley, which is situated to the south of the Area, has historical links with the port of Devoran. It is steep-sided and wooded and contains two concentrations of exceptional mining-related industrial monuments. It also contains the remains of Carclew (Grade II Listed) one of Cornwall's former great houses, once the home of mining magnate Sir Charles Lemon, Bart. (1784-1868). Kennall Vale Gunpowder Works (Scheduled Monument) is one of the best-preserved gunpowder works in south-west Britain.

Right Perran Foundry
Below Gunpowder incorporating mills at Kennall Vale



Perran Foundry

The Grade II* Listed Perran Foundry and Wharf stand on the level valley floor at the navigable limit of an inlet leading to the River Fal. The foundry was one of the three largest in Cornwall and is considered one of the most important surviving industrial monuments of its period in southern Britain.

Area A7 St Agnes Mining District

Cliff face at Cligga Head

Notable sites

This ancient coastal mining district includes a number of important tin and copper mines, the mining settlement of St Agnes and extensive areas of miners' smallholdings. The northern boundary is coastline and extends inland to include all of the important coastal mines (together with mine sites in valleys that run perpendicular to the coast), St Agnes itself and a lobe to the south and east of the village that contains the best preserved and highest density of smallholdings.

Key Characteristics

> **St Agnes, like St Just, exemplifies a coastal mining tradition which is of enormous antiquity in Cornwall. It probably includes some sites worked in prehistoric times."**

St Agnes village

Much of St Agnes was developed during the eighteenth and nineteenth centuries as a result of tin and copper mining in and around the village. Along the main street are good examples of nineteenth century terraced houses and the Miners' and Mechanics' Institute. The 100m-high cliffs to the north are cut by late-seventeenth- and early-eighteenth century examples of cross-cutting adit systems that drained the exceptionally rich Polberro group of mines. Most of the mining activity was confined to the coast but huge areas of downland formerly stretching almost all the way to Truro and Redruth were taken under the plough to feed the rapidly-expanding and increasingly urban population of the Cornish mid-west. The pumping engine house at Thomas Shaft of West Kitty Mine (Grade II Listed) is particularly distinctive in being located in the centre of the village.

St Agnes Museum

Winding and stamps engine houses at Wheal Coates

Wheal Coates

This iconic site is notable for its trio of engine houses for winding, pumping and stamping which were constructed in the 1870s. Grade II Listed, all three stand in a cliff-side setting. Wheal Coates is in the care of the National Trust which has consolidated all the built structures here. In addition, there is a wide range of mining archaeology surviving amongst the heathland, including an early and well-preserved open-working on a tin lode and an unusual double-bayed reverberatory calciner.

In the vicinity of nearby Beacon Cottage, there are the remains of pits where candle clay was worked. This was supplied to the mining industry to fix candles onto the miners' felt hats.

Greisen bordered veins within granite at Cligga Head

Cliffscapes at Cligga

The high and frequently sheer cliffs between St Agnes and Perranporth have been extensively worked by small, and in many cases, ancient mines. The finest example of cliff-side tin-tungsten sheeted-vein workings to be seen anywhere is at Cligga Head (SSSI). Its in situ mineralogy is of international significance.

Blue Hills Mine pumping engine house

Trevaunance Coombe to Trevellas Porth

Immediately to the north of St Agnes are some fine engine houses overlooking Trevaunance Coombe, a valley whose steep sides carpeted with waste rock dumps make up a distinctive landform. At the head of the valley is the engine house of Gooninnis Mine (Grade II Listed, 1899) with its castellated chimney, whilst to the west are those of Wheal Friendly (Grade II Listed, pre-1879) and Polberro Mine (Grade II Listed, by 1864) and to the east Wheal Kitty (Grade II Listed, 1910).

Tin dressing floors at Wheal Kitty (Scheduled Monument) demonstrate ore-processing technology from both the nineteenth and twentieth centuries. Trevaunance Cove contains the remains of several harbours. They represent attempts to establish ports on the north Cornish coast, closer to South Wales. Each one was destroyed by the sea. The cliffs are riddled with ancient mine workings. Above them stand former harbour buildings and an ancient open-work on a tin lode at Wheal Luna.

Blue Hills Mine in Trevellas Coombe is marked by an engine house and chimney (Grade II Listed) surrounded by shafts and waste rock tips in a steep-sided valley leading down to the sea at Trevellas Porth. Nearby is Blue Hills Tin Streams, a site which shows how tin streaming continued alongside hard-rock mining. Visitors may see the waterwheel-driven Cornish stamps together with the process of tin dressing.

Tywarnhayle Valley

This steep-sided valley takes its rust-coloured appearance from the thousands of tonnes of waste rock from copper mining which was tipped down its sides. An engine house with a castellated chimney stack at Wheal Ellen (Grade II Listed, 1866) survives on the valley floor within an exceptionally well-preserved mining landscape. Further seawards at Tywarnhayle Mine, the engine house is one of the very few to survive which was built for a wooden beam; it was at this shaft that electrically-driven centrifugal pumps were first used in Cornwall in 1906. This was also the first site of experimental froth flotation in the early-twentieth century. This major innovation had a world-wide impact on mineral processing.

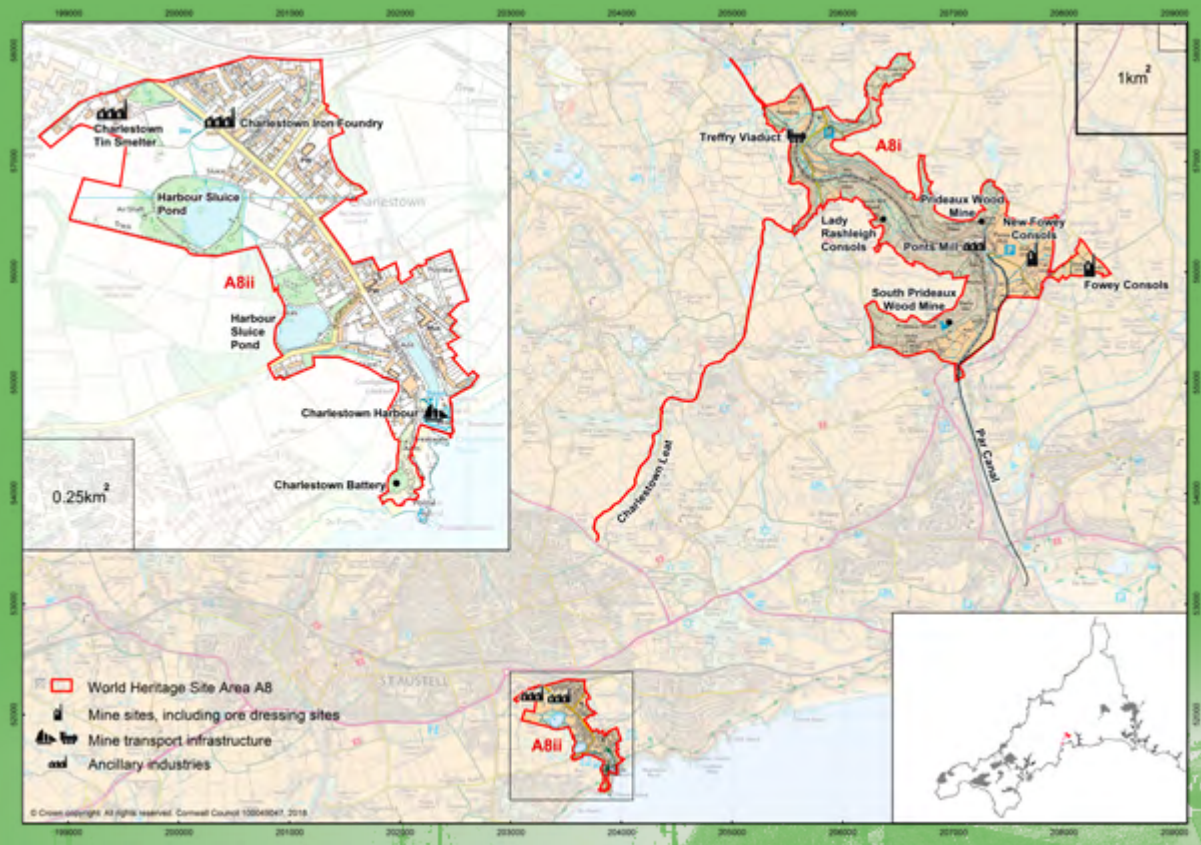
From 1908 until recently, the underground levels in the hillside were used as a training mine for the Royal School of Mines, Imperial College, London.

Wheal Ellen at the head of the Tywarnhayle Valley

Area A8
The Luxulyan Valley and **Charlestown**

The Treffry Viaduct

This area comprises an important concentration of industrial transport infrastructure and water supply network. It contains the industrial transport network of the Luxulyan Valley together with the principal surviving remains of a major copper mine in the east that was one of the reasons for the establishment of major elements of the infrastructure; it also provided the wealth for its construction. The exceptional port of Charlestown was an important centre for copper export. The boundary is drawn tightly to contain the best elements of each sub area, with that of Charlestown guided by the Conservation Area boundary. The area contains the most significant manifestations of industrialisation within two single ownerships – Charles Rashleigh (Charlestown) and Joseph Thomas Treffry (Fowey Consols).



Notable sites

Charlestown Harbour

Key characteristics

Above Treffry family coat of arms on the Treffry Viaduct
Right Austen's engine house, Fowey Consols Mine

Luxulyan Valley industrial remains ... the physical manifestation of one man's enterprise."

Luxulyan Valley contains an extraordinary concentration of early-nineteenth century industrial remains. They are unique in south-west Britain, in that they represent the physical manifestation of one man's enterprise – that of Joseph Treffry. Treffry was one of the greatest mine adventurers in Cornwall at the time. He used the profits from Fowey Consols (Cornwall's fourth largest copper mine), together with financial backing from a fellow investor, to realise his extensive industrial empire which included granite quarrying, lead smelting and shipping, along with china-clay and china-stone production.

Charlestown Harbour (Grade II* Listed), designed by the foremost civil engineer of the day – John Smeaton FRS (1724-1792) – is one of the finest examples of late-eighteenth - and early-nineteenth century industrial harbour works in Britain. It is also the best-preserved china-clay and copper-ore port of its period anywhere in the world.

The Luxulyan Valley

Steep boulder-strewn slopes surround the fast-flowing River Par. The thickly wooded terrain was once an important resource for making the charcoal that was needed in large quantities for smelting tin from rich alluvial deposits on the moors to the north-west. Charcoal-burning platforms are to be found at nearby Prideaux.

The valley contains a remarkable industrial transport infrastructure system, which exemplifies early-nineteenth century Cornish mining entrepreneurship. Its natural geological resources were harnessed in the service of Treffry's vision, and grew to encompass one of Cornwall's few canals, together with an industrial railway and leat system (including a 700m-long water-powered inclined plane), and the spectacular Treffry Viaduct (Scheduled Monument). This is the only known viaduct which combined a horse-drawn tramroad with a leat channel.

The remains of Austen's engine house (Grade II Listed) at the nearby Fowey Consols Mine is an important technological monument, as former home to the most efficient Cornish steam pumping engine ever tested, whilst the mine was the principal reason for the establishment of significant industrial infrastructure in the Luxulyan Valley and provided the means for its construction. The valley remains a popular countryside recreation site, with an extensive network of footpaths and a bridleway.

Luxullianite specimen

The Par Canal

At the lower end of the valley, Treffry constructed the Par Canal (circa 1830) to take copper ore from the base of the Fowey Consols inclined plane railway to the new industrial port he built at Par. The River Par was moved to facilitate its construction and operation.

Carmears Wheelpit Mill

Charlestown Harbour

Charlestown

Built for Charles Rashleigh (1747-1823), one of three local industrialists who each created a mineral harbour along this stretch of coastline in St Austell Bay. Dating from the 1790s, it also represents a rare example of a mineral port with its own defences since its approaches are overlooked by the Charlestown Battery (late-eighteenth century); a crenellated walled enclosure survives. The evidence for several phases of expansion and building is particularly well preserved.

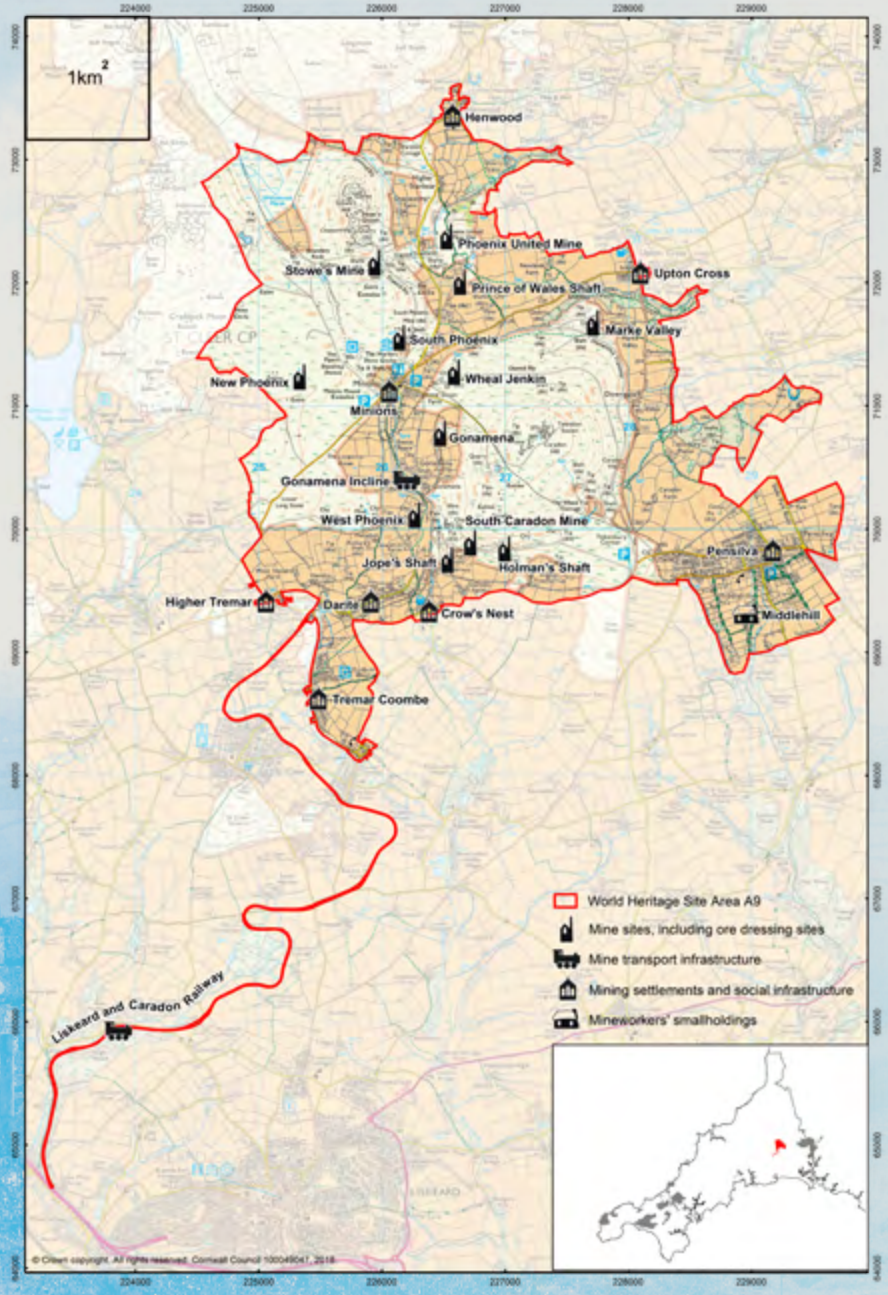
The settlement is in the form of a ribbon that follows Charlestown Road (late-eighteenth century) down to the sea. Charlestown Iron Foundry (1825) and the site of Charlestown House tin smelter (1834) lie higher up the hill to the east and west of Charlestown Road. The exceptional integrity and authenticity of Charlestown is due principally to the village being in a single sympathetic ownership, the Crowder family, for 161 years from 1825 to 1986, and its status as a Conservation Area (designated in 1967 and extended in 1990).

Dockside cottage at Charlestown

Area A9
Caradon Mining District

South Caradon Mine (front), with West Caradon Mine (middle) and Craddock Moor Mine

SECTION 4.4 **AREA 9**



Notable sites

The boundary has been drawn to contain all of the significant mines and mining villages in the north-east and south (including an extension in the south-east, around Pensilva, to include well preserved mineworkers' smallholdings). The western boundary runs north-south across open moorland and includes sufficient margin to take in all westerly extensions of mine workings.

Pearce's Shaft engine house, South Caradon

Key Characteristics

Located in the south-eastern corner of Bodmin Moor, the setting for this Area is characterised entirely by open, exposed, granite moorland, mostly above 300m Ordnance Datum. Nowhere else within the Site are such extensive mining remains found that date from such a limited period of operation (1840-1890). They reflect a good example of a 'boom to bust' Cornish copper mining landscape.

The elevated moorland to the north of Caradon Hill – Craddock Moor and Rillaton Moor – is also rich in mining archaeology. There are no major river valleys in the Area, though several important watercourses, such as the Seaton, have their source on this high ground. New settlements of terraced cottages, chapels and schools grew up around the mines. Minions village is an example of a mining settlement on moorland, unconstrained in its development.

The granite dome of Caradon Hill (404m Ordnance Datum) dominates the Area. Engine houses, chimney stacks and thousands of tonnes of waste rock tips encircle the hill, as does the bed of the Liskeard and Caradon Railway, built to link the mines with the copper-ore port of Looe.

Other mining settlements may be seen at Darite, Tremar Coombe, Upton Cross, Higher Tremar, Pensilva and Crow's Nest. There are also good examples of villages that expanded due to the mining boom, such as St Cleer and Henwood. Numerous blocks of smallholdings created from open moorland can also be seen.

As the nineteenth century mines were single phase and, on closure, the sites reverted to rough grazing land, all aspects of mining activity are well represented within this Area.

Wheal Jenkin – Marke Valley

Shallow mining for tin on the northern slopes of Caradon Hill probably predated the Cornwall Great United Mining Association working which commenced in 1824, and the Wheal Jenkin site (Scheduled Monument) is thought to have been worked by more than one company before it was eventually acquired by the Marke Valley Consols Mines Ltd in 1881.

The prominent pumping engine house at Bellingham's Shaft (Grade II Listed) is one of the key industrial features of this part of Bodmin Moor and originally housed a 70-inch engine that was re-erected from Holman's Shaft of South Caradon Mine, to the south, in 1886. The extensive remains of the former stamps engine house and dressing floors are located a short way to the north-east.

Wheal Jenkin stamps engine house

Gonamena Valley and the southern flanks of Caradon Hill

Although there is exceptional evidence for tin streaming at Gonamena, it was the extraordinary copper riches found at South Caradon Mine (Scheduled Monument) that were responsible for the rapid development of the Caradon Mining District. Over a period of 50 years its copper output ranked third in Cornwall. Engine houses, such as the one at Jope's Shaft (Grade II Listed, 1862; subsequently the site of the last man engine to be built in Cornwall in 1872) and at Holman's Shaft (1875), form distinctive landmarks. The massive waste tips on both sides of the Seaton valley (West and South Caradon Mine) and on the southern flanks of Caradon Hill are a striking testament to the scale of operations beneath the moorland landscape. The mine's well-preserved cobbled dressing floor can still be seen in the valley floor.

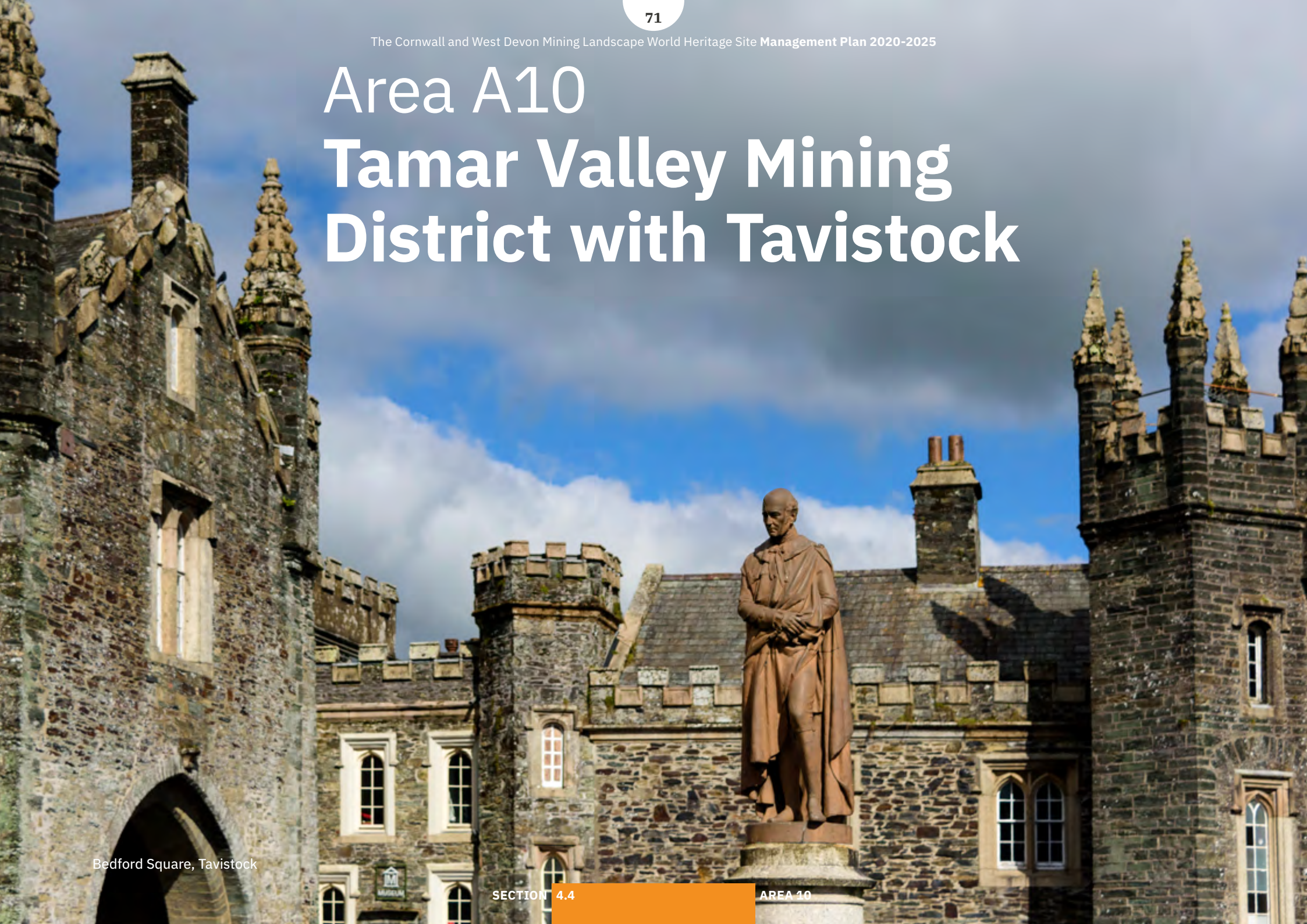
Houseman's Shaft engine house, South Phoenix Mine (Minions Heritage Centre)

Phoenix United Mine

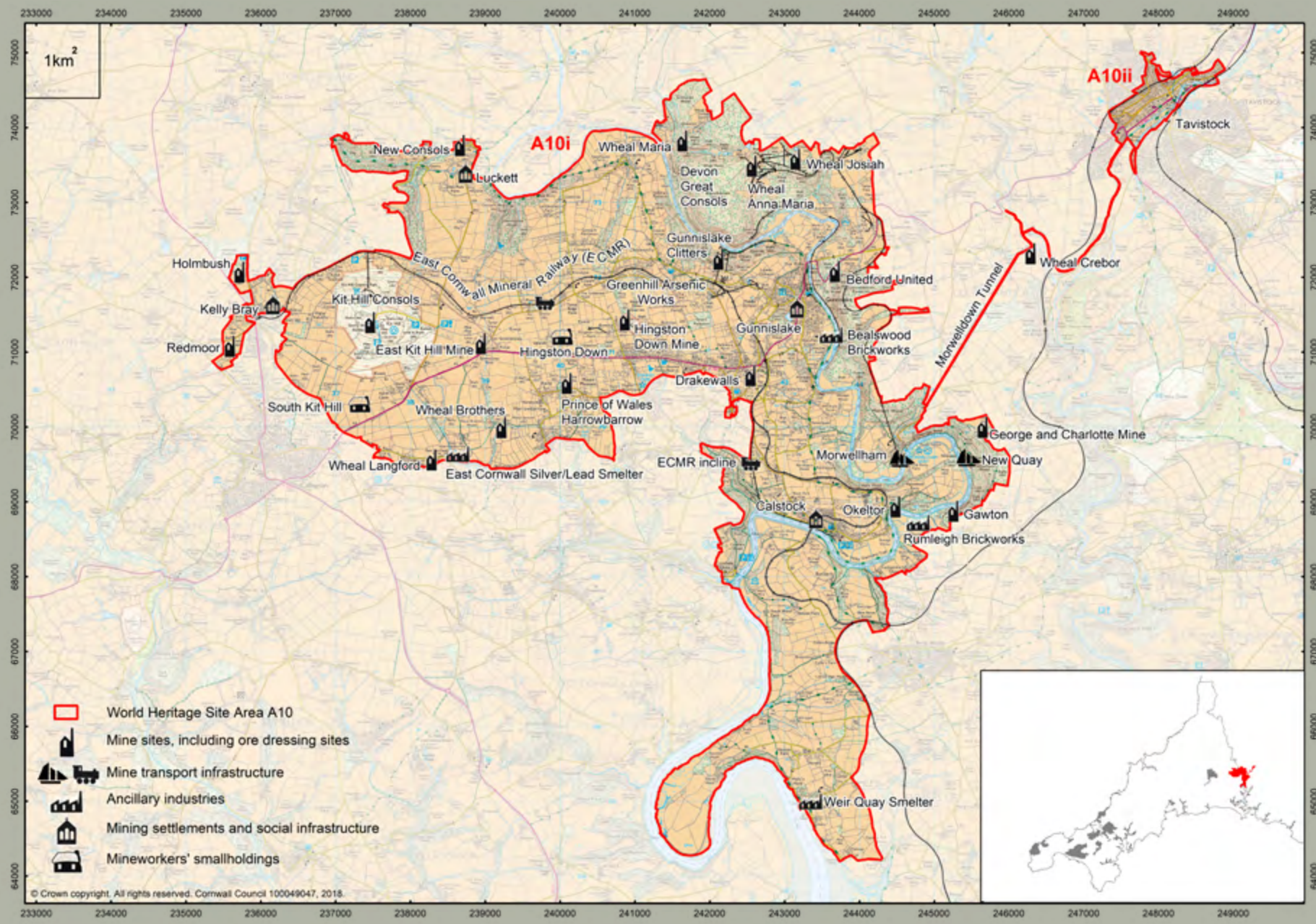
Both copper and tin were mined here, but it was tin that extended the life of this mine for some 15 years beyond that of South Caradon and tin that explains its later, and most impressive, archaeology (Grade II Listed).

Prince of Wales Shaft engine house, Phoenix United Mine

Area A10
Tamar Valley Mining District with Tavistock



Bedford Square, Tavistock



Notable sites

The mining district comprises both valley and upland setting for tin, copper, silver-lead and arsenic mining, ore processing and smelting. It includes the River Tamar and its associated industrial river quays, and the major town of Tavistock that was remodelled during the nineteenth century with profits derived principally from copper mining royalties. The boundary has been drawn to contain all of the principal mines in the upland area from west to east, and in the valley setting from north to the south (including the Bere silver mines in the south). The principal mining quays, villages and mineral railway network are within the boundary, and the linear route of the early-nineteenth century Tavistock Canal links the two sub Areas."

Key Characteristics

The rounded granite summit of Kit Hill (333m Ordnance Datum) dominates the western part of the Area whilst high ground creates a distinctive landform running eastwards along the upland ridge of Hingston Down. At Gunnislake, on the western bank of the River Tamar, the granite ridge descends steeply to the river.

Tavistock is a medieval stannary town, re-modelled during the nineteenth century using the profits of copper mining, notably from Devon Great Consols (A10i) and Wheal Friendship (Mary Tavy). It includes a number of impressive contemporary public buildings and model housing for workers as well as the inland terminus of an important mineral canal.

The Tamar Valley forms the principal central landform of the district. Whilst the river flows from north to south, its great loops and bends follow a highly sinuous and changing course, and its sides are often steep and frequently wooded. To the east, the landscape is rolling cultivated countryside that descends to the ancient market town of Tavistock, which nestles beneath the high granite uplands of Dartmoor.

The mines of this district exploited an important concentration of tin, copper and arsenic lodes, most of which run parallel with the east-west axis of the granite and which were worked almost continuously from Callington to Tavistock.

The ornamental chimney of Kit Hill Consols Mine

The Calstock Viaduct over the River Tamar

Important silver-lead deposits have been mined in the Bere Peninsula. These are amongst the earliest documented mines (late-thirteenth century) in south-west Britain and extensive surface and shallow-extraction mining features remain. There are notable survivals of several engine houses and a silver-lead smelter (Grade II Listed, 1836, Tamar Smelting Company) at Weir Quay. They date from renewed mining activity during the nineteenth century.

The natural highway for most of the traffic within the Area was the River Tamar. The quays that lined its banks proved inadequate to deal with the volume of industrial traffic created during the nineteenth century, and both Calstock (Cornwall) and Morwellham (Devon) were developed as industrial ports with rail links to their mining hinterlands.

The East Cornwall Mineral Railway (commenced 1863), linked Calstock with Callington and connected a number of mines, an arsenic refinery, granite quarries and brick, tile and fireclay works via an inclined-plane railway to nearly 0.5km of quays at Calstock. Here, the mining village and port developed as a huddle of terraced roads and houses whose layout was constrained by the steep topography. From Gunnislake to Kelly Bray, near Callington, much of the railway track bed is still discernible. So are the remains of the industries the East Cornwall Mineral Railway once served. For many mines, the River Tamar was also their principal power source, and it was ingeniously harnessed. The Area is consequently richly endowed with waterwheel pits. Those examples at Wheal Brothers and Wheal Benny (Grade II Listed) are amongst its most spectacular.

Top Mount Foundry/ Tavistock Iron Works
Above Bailey's Shaft engine house, Hingston Down Consols Mine

Devon Great Consols

The largest copper mine in the Site is Devon Great Consols (part Scheduled Monument). It covers 67 hectares and is now mostly occupied by a conifer plantation, across which a network of multi-use trails enable public access. The site of the mine sawmill has been developed to provide visitor facilities and a café.

Dressing floor waste burrows at Devon Great Consols Mine

Morwellham – a Tamar mining port

Morwellham is strategically sited at the centre of the Tamar Valley Mining District. It is some 3km below the tidal limit near Gunnislake and 32km from Plymouth. The port occupies the floodplain of a wide meander and is backed by sharply-rising and thickly-wooded valley sides which rise to over 180m. It was connected to Tavistock (6.5km away) via the Tavistock Canal completed in 1817. Morwellham was also connected to Devon Great Consols by a standard gauge mineral railway (and inclined plane) in 1859 and is also a Scheduled Monument.

Much of this transport infrastructure is represented by substantial archaeological remains. Between the slate-fronted former harbour master's house and the Ship Inn are the iron rails (1817) on slate sleepers that linked the canal incline with the old copper ore quays. Copper ore chutes survive in the rear retaining wall.

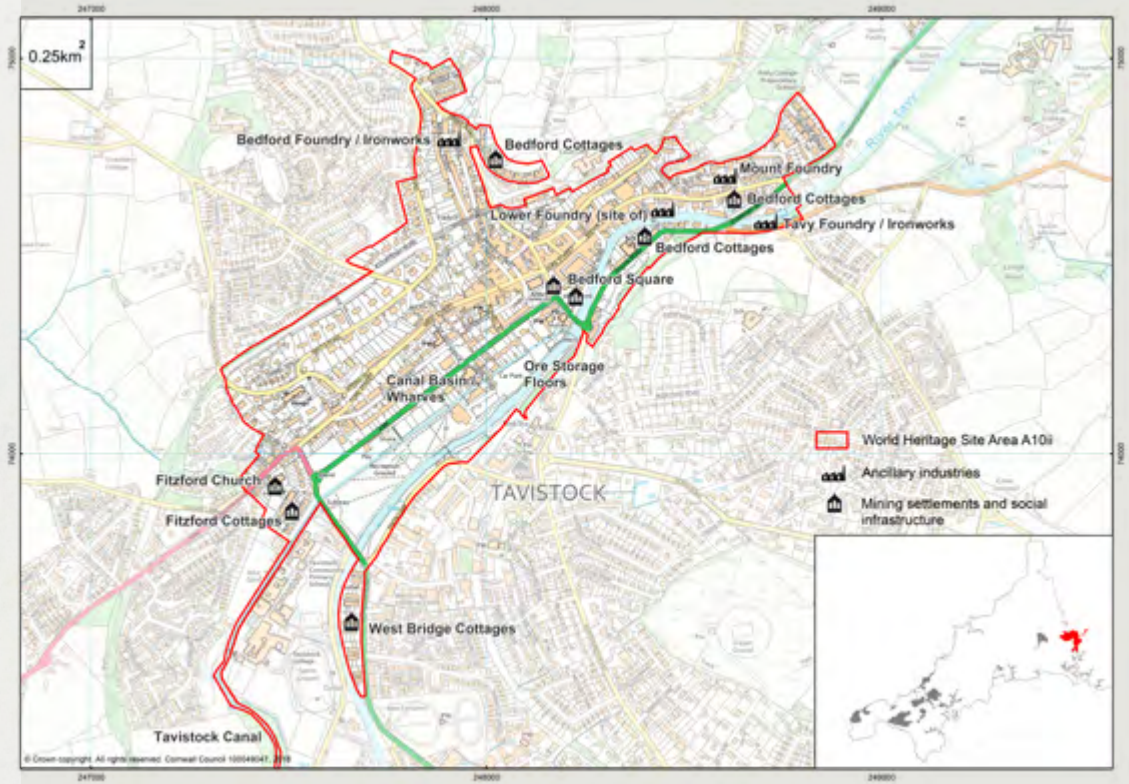
Beyond the mine is New Quay (Grade II Listed and extended to supplement the Devon Great Consols copper ore quay at Morwellham during the 1840s).

Tavistock

The rolling cultivated countryside to the east of the Tamar Valley contains comparatively large farms. There are almost no settlements. There are no former land plots for the owner-occupied mineworkers' cottages and smallholdings, so common in many of the mining districts in Cornwall.

The historic core of Tavistock is on the level plain north of the River Tavy. Nineteenth century expansion took the form of terraced developments on the hill behind. Tavistock's buildings, many built using the distinctive greenish-grey Hurdwick Stone, include early financial institutions such as the Tavistock Bank (Grade II Listed, 1791) in Market Street and the Tavistock Savings Bank (Grade II Listed, 1816).

Both in architecture and plan, Tavistock exudes confidence. Landmarks include: the Bedford Hotel (Grade II Listed, remodelled 1822-29); Plymouth Road (1822) lined on the north by elegant villas; the Corn Market building (Grade II Listed, 1835) in West Street; the Guildhall (Grade II* Listed, 1848); the Pannier Market (Grade II Listed, 1860); the Town Hall (Grade II Listed, 1860) which faces Bedford Square; and the enormous Fitzford Church (Grade II* Listed, 1867).



Notable sites (Tavistock)

Bedford Cottages

High-quality industrial housing – built to a number of differing designs – forms a distinctive industrial aspect to Tavistock and some of the surrounding hamlets. Most were two-up two-down constructions which had outbuildings for wood and ashes, and a pigsty.

Westbridge Cottages

Iron foundries

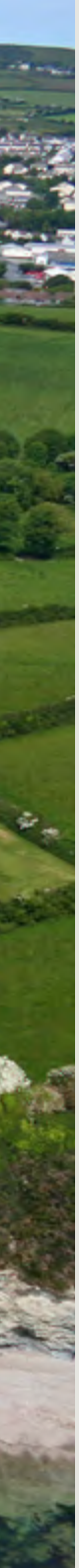
Substantial remains of three nineteenth century iron foundries are located within the urban core of Tavistock. Mount Foundry (Grade II Listed, 1805, later Tavistock Iron Works) is extensive and includes foundry buildings and associated workers' housing. Largely intact buildings of the Tavy Iron Foundry (1850) survive on both banks of the River Tavy near Stannary Bridge. Bedford Iron Works (Nicholls, Williams & Mathews, Grade II Listed, 1842) still stands in Bannawell Street.

Tavistock Canal

The link between Tavistock, its mining hinterland and the River Tamar port of Morwellham, is via the Tavistock Canal (built 1803-1817), one of the finest surviving examples of a canal constructed primarily for mineral traffic. Old warehouses, cottages and an ore storage floor (now a car park) mark the site of Tavistock Old Wharf whilst nearby the sluice intake from the River Tavy still functions. The Canal, 7.2km long and just over 5m wide by 1m deep, remains in good order and still carries water along almost its entire course. It crosses the River Lumburn near Crowndale on a stone aqueduct, and then narrows to 2m wide as it passes through a 2.4km tunnel (south portal Grade II Listed). The Canal emerges from the tunnel at an elevation of 72m above Morwellham. The terminal basin (now dry), together with an associated canal keeper's cottage, survives next to the head of the former waterwheel-powered inclined-plane railway which allowed ore to be transported to the quay below. The bed of the inclined plane and a number of associated features remain.

Tavistock Canal

4.5 The Setting of the World Heritage Site



Charlestown and its landscape setting

4.5.1
What is Setting?

A World Heritage Site must have its Outstanding Universal Value protected from adverse impacts, including from developments outside the boundary that could have an adverse impact on Attributes within the Site. For a Site inscribed for its industrial landscape significance, not its landscape beauty, however, assessment of what constitutes an adverse impact needs to focus on the effect on the OUV and the criteria under which it was inscribed on the World Heritage List.

Identification of the setting can include the area within which developments would have a visual influence upon the OUV, and existing physical assets that are linked to it, historically or spatially. The setting of this Site therefore includes those sites, monuments, buildings and landscape components which provide additional historical or visual context. This approach aligns with Historic England's Good Practice Advice 'The Setting of Heritage Assets'.

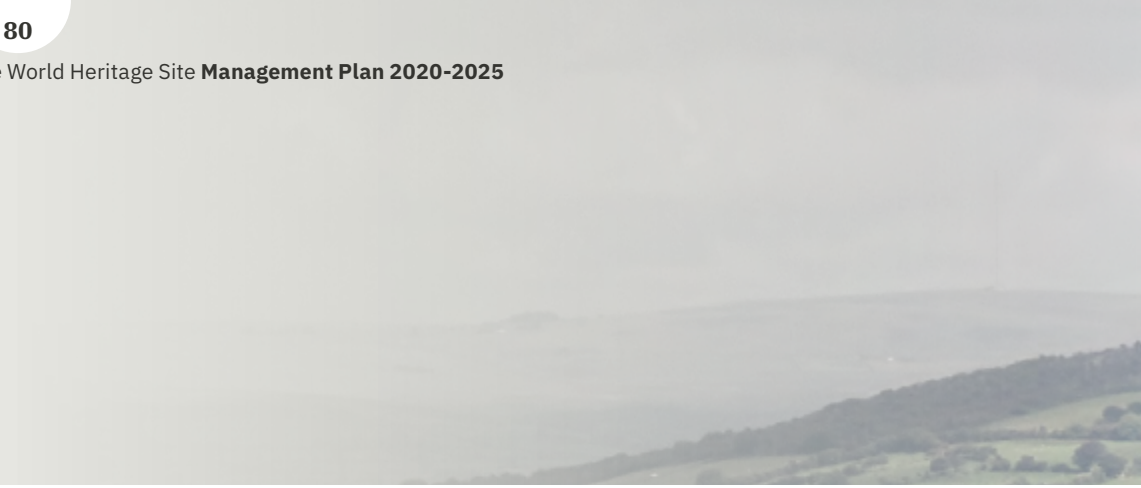
Statutory strategic planning documents, such as the Cornwall Local Plan, include reference to protecting the setting of the Site. The Management Plan policies on protection of the setting are material considerations, which require planning authorities to assess impact on the OUV of the Site as a factor when making planning decisions.

P3 Planning authorities should ensure that new development protects, conserves and enhances the Site and its setting.

P8 Developments outside the Site that will adversely affect its Outstanding Universal Value will be resisted.

The WHS SPD (www.cornishmining.org.uk) sets out further guidance for how to apply these policies.

For a serial Site such as this, with ten Areas, many of which are intervisible, it is not desirable or practicable to attempt to define a specific area for the setting within which development could adversely affect the OUV. Different types of development will have different impacts within different spatial parameters. For this reason, a risk management approach to protection of the setting was taken.



4.5.2 Protection of the Setting – Developing the Policy

In considering how to protect the setting, it was necessary to establish:

- Nature of the risks to the Site
- Extent of the setting within which these risks may exert an adverse impact

Risk assessment – the varied nature and extensive geographical scope of the Site required that a high-level overview approach to identifying the likely risks to be taken. These risks differ depending on the nature of the landscape, but the primary potential risks to the setting were identified as:

- Wind turbines
- Industrial estates/business parks
- New trunk roads
- Substantial housing developments

Development proposals will need to be assessed in relation to their potential impact on OUV, as for developments within the Site boundaries. Assessment of threat to the OUV must consider the industrial values of this WHS. The industrial landscape of the WHS is chronologically defined within the period 1700-1914 and it should not be assumed that contemporary industrial development proposals will necessarily be appropriate. It could also be argued that new business parks or energy sources are in one sense consistent with the Cornish Mining WHS landscape and its significance in industrialisation and innovation in power supply, particularly one which resulted in hundreds of tall, vertical intrusions on the skyline. In this instance, it would be issues such as quality of design, or the effect of the scale and mass of the new development on archaeology and the appreciation of the historic elements of the landscape, that would be crucial – not the nature of the development itself.

Defining the setting – the visual effect of these potential risks varies. Given the geomorphology of the Site, dominated by the granite intrusions that form the 'spine' of Cornwall, the majority of Areas are intervisible.

Particularly for structures such as wind turbines, for much of the Site it was not possible to define a line between Areas outside which there would not be a visual impact from points within the boundaries.

Also, the WHS boundaries were identified as a result of applying historic landscape characterisation. This has resulted in generously defined Areas within which the significant historic features can be viewed in context (as at Blaenavon WHS). These represent the most authentic surviving mining landscapes from our period of interest. However, beyond the WHS boundaries there are many individual monuments and other areas of mining landscape which have not been included, but which provide additional historical context. The setting of the WHS was interpreted as including these.

4.5.3 Applying the Policies – Methodology

Given the above conclusions in respect of;

- the nature, size and complexity of the Site and its setting
- the need to apply a range of tests in assessing risk
- the pattern and extent of existing protective designations

it was agreed that taking a case-by-case approach to all development proposals within the whole of Cornwall and west Devon was the only strategy guaranteed to minimise risk to the setting – visual, spatial or historical – of the WHS. This approach ensures more consistency than relying on buffer zones with limited status under current planning law (unless co-terminus with the boundaries of existing statutory protection regimes). A more piecemeal approach was considered, where a few isolated buffer zones – for example around more tightly defined urban areas – were drawn, but it was concluded that this would risk undermining the credibility of the setting policy to be applied to other Areas, by implying that these need less protection.

The CMWHS Office employs a Planning Advice Officer to scrutinise planning applications within the WHS and its setting in Cornwall, to assess whether there is a potential for impact on the OUV of the Site.

The Historic Environment Service of Devon County Council provides a specialist advice service to the two tiers of planning authority for Devon, where West Devon Borough Council is the local planning authority for most development (other than strategic issues such as Waste and Minerals).

All historic environment advisers refer to the following when commenting on development proposals deemed to have an impact on the Site and/or its setting: The National Planning Policy Framework, relevant Local Plans, Neighbourhood Development Plans (where relevant), the WHS Management Plan policies and the adopted WHS Supplementary Planning Document (SPD). Where a potential negative impact on the OUV or its authenticity or integrity is identified, the relevant planning authority is informed.

Kit Hill (Area A10) viewed eastwards from Caradon Hill (Area A9)

5 Governance

5.1 The Responsibilities Deriving from the World Heritage Convention

The Convention Concerning the Protection of the World Cultural and Natural Heritage (UNESCO 1972) ("the WH Convention") is one of the UN's most supported instruments, with 193 signatory States.

It sets out a number of obligations that the State Party signatories to the Convention commit to, but the core objective is defined in Article 4:

*Each State Party to this Convention recognises that the duty of ensuring the identification, **protection**, **conservation**, **presentation** and **transmission** to future generations of the cultural and natural heritage referred to in Articles 1 and 2 and situated on its territory, belongs primarily to that State. It will do all it can to this end, to the utmost of its own resources and, where appropriate, with any international assistance and co-operation, in particular, financial, artistic, scientific and technical, which it may be able to obtain."*

(WH Convention, Article 4)

At the heart of the Convention is the concept that some places are so important that their protection is not only the responsibility of a single nation but is also the duty of the international community as a whole, for this generation, and all those to come. It is a truly global instrument, under which almost 300 million hectares of the Earth's most significant heritage areas are protected. The implication of being on the World Heritage List is that these properties have **Outstanding Universal Value**;

"...cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. As such, the permanent protection of this heritage is of the highest importance to the international community as a whole."

(The Operational Guidelines for the Implementation of the World Heritage Convention 2019, para 49)

The Operational Guidelines set out the procedure for management of World Heritage Sites to deliver against the four main operational obligations deriving from the Convention, highlighted above.

Previous page Celebrations to mark the 200th anniversary of the Poldice Plateway/Portreath Tramroad, in 2009

5.1

The Responsibilities Deriving from the World Heritage Convention

[continued]

The State Party has a duty to ensure that WHSs within its jurisdiction are protected for present and future generations, through both statutory powers and responsible, inclusive, sustainable management. Appropriate management frameworks, and management plans such as this, are a means to deliver against these obligations.

Her Majesty's government is the State Party for the United Kingdom, with the overall responsibility for meeting the obligations part of the Department for Digital, Culture, Media and Sport (DCMS) remit. However, numerous government departments and agencies have a role to play, including Ministry of Housing, Communities and Local Government (MHCLG), Department for Environment, Food and Rural Affairs (Defra), Foreign, Commonwealth & Development Office (FCDO), Department for Transport (DfT) and Department for Education (DfE).

Many of the responsibilities of the State Party are in practice delivered by other organisations, most notably local authorities, both as local planning authorities and also providers of, or participants in, strategies and services relating to regeneration, education and tourism. There is no specific statutory instrument devolving responsibility for meeting the WH Convention obligations from the State Party to local authorities. However, within the strong policy framework set by government in the National Planning Policy Framework, local authorities have statutory powers to control issues such as highways and town and country planning, which have an impact on the protection and management of World Heritage Sites.

Day-to-day responsibility for the care and management of many Sites sits with the owners or operators of the physical assets that represent Outstanding Universal Value. For a complex serial Site, such as Cornish Mining, with 19,700+ hectares across ten Areas, in multiple ownerships, this means that responsibility for meeting the terms of the Convention sits with a wide range of bodies, including public, charitable and private organisations, and individuals.

To provide a structure for this complexity within the Cornish Mining WHS, governance arrangements were put in place to bring together the principal management bodies as a WHS Partnership Board. The Board is responsible, on behalf of the UK government, for overseeing the production and implementation of the Management Plan and providing information for periodic reporting to UNESCO. The principal management organisations act collectively to achieve this, but are also individually answerable, via the Board, for the management of the Site in their ownership or control, in line with Management Plan policies.

The Board is advised by a Technical Panel, made up of professional staff from the Partner organisations with management plan related specialisms. The Board is currently set up as a Joint Local Authority Committee, with a Memorandum of Agreement and accompanying schedules that set out the remit and terms of its operations.

The original governance review of 2013-2014 investigated other legal forms that could be suitable vehicles for delivering WHS management priorities, but given the circumstances at that time, and the priorities that had been identified for the previous Plan, concluded that those did not offer benefits that outweighed the establishment and operating costs.

However, since that date some significant changes in the Partnership's operating environment have come into effect:

- Cornwall Council has substantially reduced its financial contribution to the Partnership budget, and continuing pressures on local government budgets mean that revenue income generation has become a greater priority
- The UN has adopted the 2030 Sustainable Development Goals, and UNESCO has adopted its *Policy for the integration of a sustainable development perspective into the processes of the World Heritage Convention* to align delivery of the World Heritage Convention with these
- All three Partner local authorities have declared a Climate Emergency and are producing plans to achieve net-zero carbon emissions

In light of the above, the governance options will be re-examined during the lifespan of this Plan.

World Heritage Site Partnership Board

WHS Governance – Lines of Accountability

UNESCO World Heritage Committee

'State Party' = UK government (DCMS)

Cornwall & West Devon Mining Landscape World Heritage Site Partnership Board

Constituent Partners

5.2 Vision, Mission and Aims

The Partners have considered the Site's management priorities for this Plan in the context of the responsibilities set out in the Convention, and reaffirmed the core Vision, Mission and Aims agreed when the Site was first inscribed. The original Aims were set for a 30-year timeframe, reflecting the longevity of the WH Convention itself, and recognising that for such an extensive Site, with myriad physical features of OUV, the Vision will be achieved over the long term.

Our Vision for the World Heritage Site

> *We believe that by protecting, conserving and enhancing the outstanding universal value of the Cornwall and West Devon Mining Landscape World Heritage Site, it will reinforce cultural distinctiveness and become a significant driver for economic regeneration and social inclusion.*

To achieve this vision the Management Plan will pursue the following **Mission**:

- ***conserving*** the Outstanding Universal Value;
- recognising that this is a distinctive ***living landscape*** which continues to evolve;
- promoting a ***sustainable*** approach that integrates conservation with regeneration, and the needs of communities with visitors;
- promoting ***equality*** of opportunity to access and enjoyment;
- building and maintaining strong ***partnerships*** between the community, local, regional, national and international organisations.

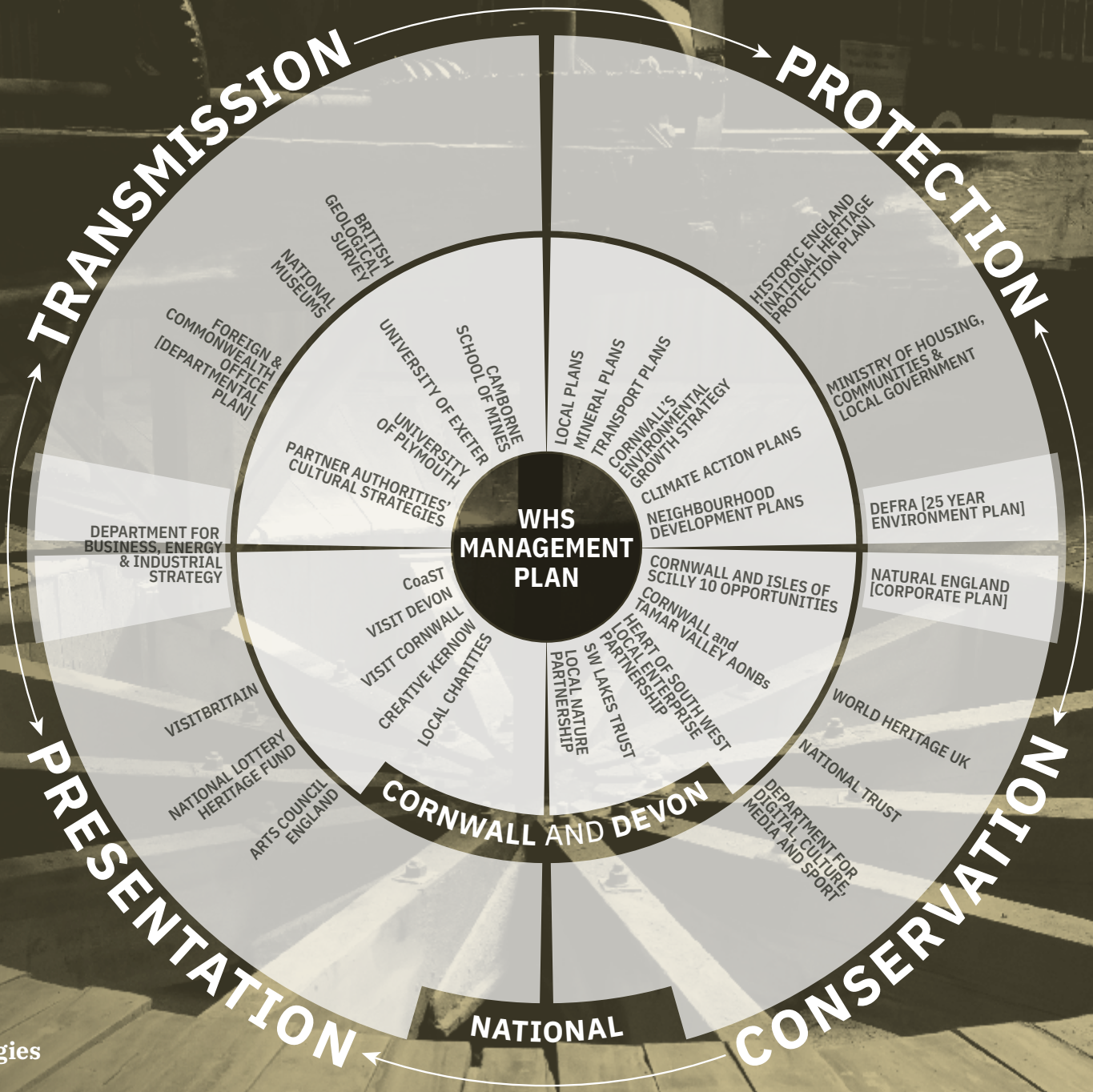
Since the Vision and Mission were adopted, UNESCO has updated its strategic objectives to include a commitment to enhancing the role of communities in the implementation of the World Heritage Convention (WHC-07/31.COM/13B 2007). This accords with the Partnership's priorities and will remain a focus for management activity in the Plan period.

Our Aims for the next 15 years and beyond:

The management of the Cornwall and West Devon Mining Landscape World Heritage Site is steered by the following **Aims**:

- To protect, conserve and enhance the historical authenticity, integrity and historic character of the Site for current and future generations.
- To promote opportunities within the Site for heritage-led regeneration.
- To communicate the distinctiveness of Cornish mining culture and identity.
- To promote public access to sites, collections and information.
- To undertake and facilitate research to increase knowledge and understanding.
- To interpret and present the history and significance of Cornish mining to the highest quality.
- To promote educational use of the Site.
- To optimise the contribution of the Site to the local economy.

The discussion of key management issues that follows, and the resulting strategic actions, have been developed in the context of contribution to achieving the above Aims.



Management Plan links with national and regional strategies

5.3

Integrating World Heritage Site Management with United Nations Sustainable Development Goals

UNESCO is integrated with the United Nations (UN) System of organisations pursuing international co-operation. In 2015, the UN adopted the 2030 Agenda for Sustainable Development (UN Sustainable Development Goals, or SDGs), which provide a shared blueprint for peace and prosperity for people and the planet, now and into the future.

At its heart are the 17 SDGs, which are an urgent call for action by all countries – developed and developing – in a global partnership.

The UN SDGs reflect global recognition that ending poverty and other deprivations must go hand-in-hand with strategies that improve health and education, reduce inequality and spur economic development, whilst also tackling climate change and working to preserve our planetary ecosystems.

The UNESCO World Heritage Convention recognises that people interact with, and are dependent upon, nature and promotes the fundamental need to preserve the balance between the two.

On 19 November 2015, the 20th General Assembly of States Parties to the World Heritage Convention adopted a Policy for the integration of a sustainable development perspective into the processes of the World Heritage Convention. Its overall goal was to assist State Parties, practitioners, institutions, communities and networks to harness the potential of World Heritage properties to contribute to sustainable development and increase the effectiveness and relevance of the Convention.

As outlined previously, the CMWHS Vision, Mission and Aims have also been assessed in terms of how they meet this Policy, which has provided the focus for this Plan. This concluded that the existing CMWHS management approach serves the UN SDGs well, but considerable scope exists for enhancing its environmental contribution, and the Plan offers the opportunity to articulate the value of the World Heritage Site landscape in a wider sustainable development context. As a result, the priority areas of activity for the period 2020-2025 were emphasised as:

- social equity
- climate resilience
- international partnerships

Since inscription of the Site in 2006, our understanding of the nature and scale of the challenges facing humanity has increased significantly, and with this recognition of the urgent need for co-ordinated global action. Through this Management Plan, we will move to a position where the CMWHS further enhances its contribution to wellbeing, and addresses related deprivations, with strategies that improve health and education, and spur equitable economic prosperity. Tackling climate change and working to preserve our environment is an essential foundation for both these wider social benefits and the long-term conservation of OUV that the World Heritage Convention requires.


SUSTAINABLE DEVELOPMENT GOALS
1 NO POVERTY
2 ZERO HUNGER
3 GOOD HEALTH AND WELL-BEING
4 QUALITY EDUCATION
5 GENDER EQUALITY
6 CLEAN WATER AND SANITATION
7 AFFORDABLE AND CLEAN ENERGY
8 DECENT WORK AND ECONOMIC GROWTH
9 INDUSTRY, INNOVATION AND INFRASTRUCTURE
10 REDUCED INEQUALITIES
11 SUSTAINABLE CITIES AND COMMUNITIES
12 RESPONSIBLE CONSUMPTION AND PRODUCTION
13 CLIMATE ACTION
14 LIFE BELOW WATER
15 LIFE ON LAND
16 PEACE, JUSTICE AND STRONG INSTITUTIONS
17 PARTNERSHIPS FOR THE GOALS