

## 3.0 HISTORY AND DEVELOPMENT

### 3.1 The History of Carnyorth

Probably a late medieval settlement, the old hamlet of Carnyorth (Carnyorth Hill) was an ancient farming hamlet lying at the junction of an extensive ancient field system (to the east) and open wastes and commons (to the west). By at least 1500, perhaps from its very foundation, the hamlet was partly agricultural and partly industrial (tin streaming, mining and processing). The 'industrial' population remained very small though, and the historic settlements were able to absorb whatever pressures the expanding industry put on them for many years.

With the acceleration in the scale of tin stream-working and mining in the late 18<sup>th</sup>/early 19<sup>th</sup> centuries, cottages and outbuildings were added to the old hamlet around its central 'town-place'. Entirely new hamlets were also created to the south (Carnyorth Terrace and Falmouth Place) on the edges of the old common moors and mining grounds.

All this growth was related mainly to the strength of Carnyorth Mine, the earliest in the St Just area to have a steam engine (1802), and which reached its peak in the mid-19<sup>th</sup> century, as did the expansion of the village. The mine finally closed in 1875 at the time of the tin crash; population and employment undoubtedly declined, but by the early 20<sup>th</sup> century, Carnyorth had remained sufficiently healthy to acquire a Methodist Chapel (1886) and a school (1892), but scarcely any new houses until the mid 20<sup>th</sup> century.

Although the roads as they are today are the result of 19<sup>th</sup> century improvements, the historical topography of the pre-industrial landscape is still evident: ancient field boundaries and plot divisions remain, including those that enclose the otherwise altered former Carnyorth Moor. The dog-leg of the main road in Carnyorth Hill indicates the early town-place, while the funnel shaped green at Carnyorth Terrace is a typical feature often associated with drove ways entering areas of common grazing/moor land – an older topographical feature preserved when the new industrial cottages were laid out.

The turnpike road, laid out in the early 19<sup>th</sup> century, fossilises the line in Carnyorth of an earlier route up from Botallack from the south-west. It sweeps around the end of Carnyorth Terrace, and also clearly by-passes Falmouth Place, both detours indicating that the cottages in these areas pre-date the road.

Falmouth Place preserves the title of the landowners - the Boscawen family. Like Carnyorth Terrace, the Falmouth Place cottages are set on the edge of common land, although their location is also related to old lode-back mining dumps, as was typical in this area. The plot boundaries and field patterns in the southern part of the hamlet are directly related to the underlying mineral lodes, boundaries of the old commons, and ancient manorial boundaries (Falmouth Place was in Botallack manor - unlike the rest of Carnyorth).

Old agricultural or industrial buildings that have survived in Carnyorth Hill have been converted for residential/holiday use, particularly on the west side of the road, which has involved the complete rebuilding of these buildings rather than sympathetic conversion. At the same time, a large number of the pairs and short rows of three cottages in the

settlements are now combined into single houses, so that the housing stock has absorbed both population decline and a demand for increased quality of housing without, until the later 20<sup>th</sup> century, the need to build more. Even today, there have been just a handful of new houses built – a few bungalows and imitation vernacular stone-clad houses.

## 3. 2 Physical Development

### Pre-19<sup>th</sup> century

The 1809 OS survey drawings show a relatively large hamlet at Carnyorth Hill on both sides of the road, which is confirmed by surviving 17th century and 18th century buildings. The same source shows mining activity in the area of Carnyorth Moor. Even at this time, some of the buildings in the settlement, especially on the west side of the main road, were probably associated with mining. The single building shown on the moor west of Falmouth Place may likewise have been industrial.



*An old 18<sup>th</sup> century farmhouse (right) hard on to the road, with its small timber sash windows and granite stacks, crucial to the character of this old agricultural hamlet.*

### Industrial (1780-1860)

The old hamlet at Carnyorth expanded with the growth of mining, especially on its southern side where a group of cottages and outbuildings have been built on top of old mining dumps and abandoned lode-back workings, as was typical in this area. At the same time, the scale of the new works was such that an entirely new settlement was formed to the south, Carnyorth Terrace. This area had been developed virtually to its

fullest extent by 1841, the only addition being the row west of the main road (1-4) added by 1857 (Symon's 1857 Map). The Carnyorth Terrace area is less obviously sited in relation to old mining waste areas, but is on the edge of the old common lands.

The present road system, although a creation of improvements in the industrial period, preserves earlier, pre-industrial patterns of trackways - the dog-leg of the main road in Carnyorth Hill indicates the early townplace, while the funnel shaped green at Carnyorth Terrace is a typical feature often associated with droveways entering areas of common grazing/moorlands. The Turnpike Road, laid out between 1809 and 1841, fossilises the line in Carnyorth of an earlier route up from Botallack from the south-west. It sweeps around the end of Carnyorth Terrace, and also clearly by-passes Falmouth Place, both detours indicating that the cottages in these areas probably pre-date the turnpike road.

Falmouth Place had almost reached its widest extent already by 1841, although the closes into which the rows are set seem to have been formally subdivided into gardens only at the end of the century. There were additions to two cottages in the southern part of the settlement; indeed there is a contrast between the three early rows on the northern Carnyorth part of the hamlet, and individual cottages, gradually being added to through the century in the southern, Botallack half. By 1857, all the settlements had reached their peak, the only new developments being the new school in Carnyorth Terrace and the chapel in Carnyorth Hill, and the creation of garden plots attached to the cottages. The 1880 OS map, for instance, shows only one garden enclosed in front of Carnyorth Terrace. Similarly, the formal subdivision of the closes around the cottages in Falmouth Place into walled garden strips seems to be an early 20th century development.

Although the mines in the immediate vicinity had closed by 1880, the school was added in 1892, at a time when many men had emigrated but were sending back money to keep their families in their home villages. Decline was inevitable, however, and there was by 1908 a loss of one or two outlying cottages, especially on the western and eastern edges of Falmouth Place, and of various buildings, probably not domestic, in Carnyorth itself.

## **Post-industrial**

The mid-late 20th century saw the development of 3 bungalows in Carnyorth Terrace in the lane leading to the old mine site, and the re-use of that site as a building material reclamation store.

More recent developments have been the conversion to residential use of old agricultural or industrial buildings in Carnyorth Hill, particularly on the west side of the road, which has involved the complete rebuilding of these buildings rather than sympathetic conversion. At the same time, a large number of the pairs and short rows of three cottages in the settlements are now combined into single houses, so that the housing stock has absorbed both population decline and a demand for increased quality of housing without, until the later 20<sup>th</sup> century, the need to build more units.



*There are a few later 20<sup>th</sup> century bungalows within the settlement. Their design and materials are out of place and are particularly regrettable. Large extensions to traditional terraces are also commonplace*

**Cornwall & Scilly  
Historic Environment Record**

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**Title**

**Carnyorth  
c1880 OS**

**Key**

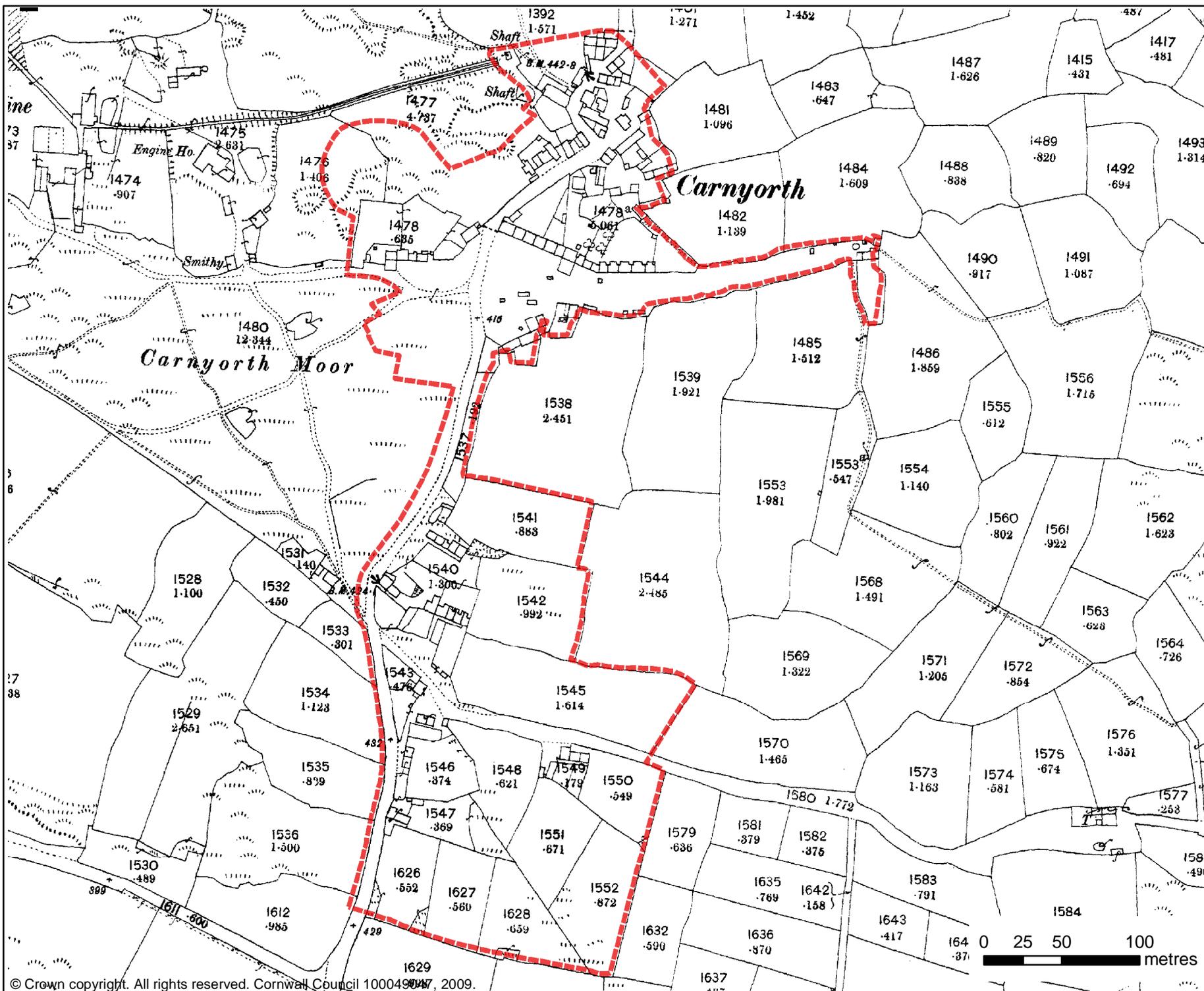
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Date

August 2009



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Title

Carnyorth  
c1907 OS

Key

Originator

Date

August 2009



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