

Cornwall & Scilly Urban Survey

Historic characterisation for regeneration



Liskeard



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The Objective One Partnership
for Cornwall and Scilly



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South West of England
Regional Development Agency

Cornwall and Scilly Urban Survey

Historic characterisation for regeneration

LISKEARD

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Bridget Gillard

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HISTORIC ENVIRONMENT SERVICE

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Liskeard from the south, 2003 (CCC Historic Environment Service, ACS 6035)

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Abbreviations

CCC	Cornwall County Council
CSUS	Cornwall & Scilly Urban Survey
DCMS	Department for Culture, Media and Sport
DTLR	Department for Transport, Local Government and the Regions
GIS	Geographical Information Systems
HERS	Heritage Economic Regeneration Scheme
IAP	Integrated Area Plan
LOTS	Living Over The Shop scheme
SMBR	Sites, Monuments and Buildings Record
South West RDA	South West of England Regional Development Agency
THI	Townscape Heritage Initiative

Summary

Cornwall & Scilly Urban Survey

The Cornwall & Scilly Urban Survey is a pioneering initiative aimed at harnessing the quality and distinctive character of the historic environment to achieve successful and sustainable regeneration. The Survey is investigating 19 historic towns and creating for each an information base and character assessment which will contribute positively to regeneration planning. The project is based within Cornwall County Council's Historic Environment Service and funded by English Heritage, Objective One and the South West RDA.

Liskeard



View from the Castle grounds towards the Guild Hall clock tower in the heart of Liskeard's commercial core

Lying in the lush rolling countryside of south-east Cornwall, Liskeard is an attractive historic town with a population of over 8,500. The town acts as a service centre for both the local community and the surrounding agricultural hinterland. A market centre since medieval times, Liskeard still holds a weekly cattle market. A large proportion of the town's historic fabric survives and the historic core has not suffered from over development during the post-war period. A number of public

realm and regeneration works have taken place within the town, and further regeneration schemes are being considered.

Historical development

The early settlement centred around the church, the market place and the well. During the medieval period a castle was built and Liskeard developed both through its royal connections and the success of the markets and fairs to become one of the principal towns in Cornwall. A Royalist stronghold during the Civil War, the prosperity of the town continued based not only on its markets, but also a number of small industries including tanning, paper making, and the production of yarn and cloth. Development until the early nineteenth century was consistent but gradual. In the 1830s, however, the town greatly benefited from its proximity to the hugely successful copper mines on Bodmin Moor and local lead mines. To the medieval core of the settlement were added impressive commercial buildings and terraces of architect designed houses in addition to town centre courtyards packed with miners' accommodation. The wealth of the mines was relatively short lived, but during this period the town became so well established as a commercial centre that it continued to develop, albeit more gradually. The railway linked the town to Plymouth and London, and it continues to prosper as a commercial and administrative centre.

Historic settlement character

Liskeard's history and geographical location have created a town with a strong, locally distinctive character. Major elements include:

- Tightly packed streets around the commercial core lined with

eighteenth and nineteenth century shops and houses.

- The planned open space known as the Parade fringed by sizeable Victorian buildings in an eclectic mixture of styles.
- Rows of elegant Victorian terraces and detached villas set within their own grounds.
- The high open green space - once the site of the castle now a public park.
- The self-contained area around the church reminiscent of a rural churchtown.

Character-based principles for regeneration

These principles have been derived directly from the analysis of the character areas and should underpin all regeneration initiatives in Liskeard.

- Respect for the fundamental importance of Liskeard's natural setting and topography.
- Recognition of the quality and particular distinctiveness of Liskeard's historic environment.



View down Pike Street towards the Guild Hall with Webbs Hotel in the foreground in the process of refurbishment

- Commitment to achieving comparable quality and character in

new buildings and evolving townscapes.

- Promoting a continuing diversity of functions and activities in the town.
- Respect for the different Character Areas within the town and a commitment to acknowledging and reinforcing the urban hierarchy and diversity they represent.

Regeneration and the historic environment: key themes for Liskeard

Characterisation identified regeneration and conservation opportunities under the following broad themes.

- **Understanding and respecting the asset**

Liskeard's distinctive character is based firmly on its setting and the quality and diversity of its historic components. To be fully successful, any regeneration scheme, whether or not dealing directly with the historic environment, should take full account of these elements.

- **Maintaining and promoting diversity**

Historically, and to the present, the prosperity of Liskeard has been based on a diverse social and economic base.

- **Respecting character**

Understanding the specific qualities of the various Character Areas and respect for the urban hierarchy they represent is vital. Such understanding and respect should include appraising all proposals for change (large and small) in terms of their potential for maintaining and enhancing character and Liskeard's distinctive sense of quality. It should include provision of design guidance, avoidance of pastiche and 'token' local distinctiveness and promotion of architectural excellence. It should also ensure that all new build is fully

informed by the distinctive elements of the town's character. Use of local materials, construction techniques and skills should be encouraged.

- **Reviewing designations**

This will benefit regeneration by giving certainty to the planning and development process. It also offers links to the priorities of funding programmes, especially Objective One's requirements for enhancing local distinctiveness and respecting the cultural and historic resource.

- **Integrating conservation approaches to regeneration**

The overall quality of Liskeard's built environment throws into sharp contrast a relatively small number of structures and sites currently underused, or where character has been eroded by a past lack of care. Traditional approaches to repair, maintenance and enhancement of historic buildings could be an increasingly important component of regeneration in Liskeard, helping to improve attractiveness, support property values and benefit the overall condition of the housing and general building stocks.



The Castle Park represents a significant historic resource but is not at present interpreted or valued

- **Enhancing townscape**

A proactive approach to public realm enhancement offers potential for some relatively easily achieved schemes that

could have a decisive effect on the quality of the town. Within the core, public realm schemes could make radical improvements to the quality of spaces and streetscape and the attractiveness of the town.

- **Strategic review of traffic issues**

Traffic related issues are a recurring theme in most conservation and regeneration initiatives in Liskeard. Character and the historic environment can contribute to the design and effectiveness of traffic management schemes.

- **Improving connectivity**

Utilising and improving historic links and connections could have significant regeneration benefits. Making places attractive can draw people in.

- **Presentation and promotion**

Until recently Liskeard has been an under-regarded town, but current and proposed initiatives are helping to raise the town's profile and to improve its historic environment. There is much of interest to be appreciated by residents and visitors alike. Further regeneration initiatives building on the town's attractions may need to begin with a review of the facilities, transport options (bus-routes, parking and pedestrian access), quality of signage, street maps and promotion available.

- **Coordinating change**

The diversity of players within the regeneration process underlines the need for co-ordinating action and reducing uncertainty. There is a particular need for comprehensive conservation plans and management schemes for particular sites and areas of the town, to guide and inform future action.

Character Areas and regeneration opportunities

This study identified seven distinct Character Areas within the historic urban area. Its findings on these areas, together with an assessment of overall settlement character, offer a means of understanding the past and the present.

In turn, that understanding provides the basis for a positive approach to planning future change which will maintain and reinforce the historic character and individuality of each area - *sustainable* local distinctiveness.

A summary of the attributes for each character area, with key themes for heritage led regeneration are presented below.

<p>1a. The Medieval Market This area originally comprised the medieval commercial core and is still a busy shopping district. The area is characterised by narrow interconnecting streets lined with 18th and 19th century buildings many with their original shopfronts.</p>	<ul style="list-style-type: none"> • Reuse the empty spaces above shops. • Develop the back-plot areas. • Rethink the Sun Girt car park area to make better use of the space. • Improve the important focal point at the junction between Fore Street and Bay Tree Hill. • Replace the present uninspiring paving scheme in Fore Street in order to restore the street's profile and enhance the high quality buildings. • Any development of gap sites should respect the scale, plan, design and materials of the surrounding historic fabric. • Enhance the forecourt areas with appropriate railings and paving.
<p>1b. The Parade and its environs Originally a mid-nineteenth expansion of commerce and entertainment which developed around the market place. Although the market has relocated the area is still an important commercial centre and a place of public resort. It is characterised by the wide open space of the former market place fringed by a number of large Victorian buildings in an eclectic mix of styles.</p>	<ul style="list-style-type: none"> • Enhance the gateways to the area and make signage less obtrusive. • There are a number of potential redevelopment sites which present an opportunity to add to its overall high architectural quality. • Use signage to improve connectivity by encouraging the use of alleyways and pedestrian only routes.
<p>2a Post Medieval Urban Expansion – The West Area. Expansion into this area began as early as medieval times and there could still be fabric from this period within later buildings. However the major development took place in the eighteenth and nineteenth centuries when a mix of commercial, domestic, light industrial buildings and chapels was built. A high proportion of the historic buildings still survive, although a number have been converted. The mixed economy persists and on market days in particular this part of Liskeard hums with life.</p>	<ul style="list-style-type: none"> • If possible the cattle market should be retained in its present position but if the site falls vacant any new development should be low key with a variety of uses such as a farmers' market/ car park extension. Due to its elevated position any new buildings should be low lying. • Any further conversion of historic buildings such as chapels and shops should preserve the historic detailing and avoid the use of inappropriate signage. • Surviving historic shopfronts could be restored through a shopfront scheme. • Improve the approach to Westbourne car park and

	<p>landscape the car park itself.</p> <ul style="list-style-type: none"> • On street parking should be considered to slow the traffic flow and make the area more attractive to pedestrians • Planting of trees and the use of smaller scale street lighting, could reclaim the area for pedestrians.
<p>2b. The Castle and Post Medieval Urban Expansion – The East Area Like the western end the development of this area began with the expansion of the medieval core, and also with the development of the castle. Intensive development did not take place until the eighteenth and nineteenth centuries. However the nature of the terrain and the existing medieval street patterns have resulted in an area of smaller scale buildings with mainly narrow street frontages. Less suitable for light industry the majority of buildings were originally shops and town houses. Although a few shops and offices can still be found in this area the majority of buildings are now domestic and the atmosphere is far quieter than on the western side.</p>	<ul style="list-style-type: none"> • A CAP type or shopfront scheme and a LOTS initiative could preserve historic fabric vulnerable to loss during conversion, and extend the vitality, security and value of the area. • Signage and road markings should be rationalised and limited. • Sweeping curves on re-engineered roads has resulted in traffic travelling too fast and isolating the Castle Park area. Consideration should be given to reinstating ‘corners’ to slow the flow of traffic. • The underused Castle Park could represent a valuable public resource. This could be achieved through Archaeological investigation followed by interpretation and public realm works
<p>3. Church Town The oldest part of the town, dominated by the fifteenth century church of St Martin. Originally the site of the first market place the area developed around the medieval streets into a somewhat self-contained community including the vicarage, shops and a pub reminiscent of a churchtown. Today the area is almost entirely residential and due to its topography, set on a hill side, seems slightly cut off from the central commercial core below.</p>	<ul style="list-style-type: none"> • Although many historic buildings survive they are under threat from altered use and incremental change. Traditional conservation constraints combined with grant aid schemes could halt and reverse this trend. • Sensitive and restrained streetscape and public realm works could improve the overall environment of the area. • Consideration should be given to compiling a town trail of medieval Liskeard to include the well, church and castle, which could complement the existing Henry Rice Trail and draw more visitors into the eastern side of the town. • The reuse of historic shops should be encouraged specifically for low key specialist use. Such reuse would encourage further visitors reinvigorating the area without compromising its historic character.
<p>4. Large Villas During the early to mid nineteenth century a ring of villas developed around the central urban core. Set within their own ornamental grounds these houses were commissioned by the newly wealthy professionals and businessmen working in Liskeard. They were designed by architects such as Wightwick and Foulston, and the locally prolific Henry Rice. The majority still survive, although many have been converted into offices and flats. The</p>	<ul style="list-style-type: none"> • Restore the historic gardens at Westbourne House to provide a quality green meeting place adjacent to the town centre. The footbridge could be reinstated over the attractive original medieval route, Westbourne Lane, into the newly landscaped car park. • Initiate grant schemes to repair and enhance some of the more important villas to encourage greater public access and appreciation. • Greater importance should be attached to the villa gardens. Any further attempts to reduce the gardens to make way for additional car parking should be

<p>grounds, which include a large number of mature trees, form a major element in the townscape of Liskeard and the gardens of Westbourne House are an important public amenity.</p>	<p>resisted.</p> <ul style="list-style-type: none"> • Reference could be made to the former character of Greenbank Road through the planting of a boulevard of trees. This would narrow the road, slowing the flow of traffic, give a greater sense of enclosure and greatly improve the surrounding environment, which currently has the feel of a suburban clearway.
<p>5. Later Ribbon Development</p> <p>Apart from a few agricultural buildings this part of Liskeard remained undeveloped until the nineteenth century. Early development took the form of public buildings such as the workhouse and the gasworks both built in 1839. As the population expanded and the town became more prosperous the area became popular with the expanding middle class who wished to live outside the commercial core of the town. During the second half of the nineteenth century a large number of terraces, many designed by the local architect Henry Rice, were built along the roads into the town taking advantage of the greatly improved transport links, including the new railway built in 1859. Despite the increased volume of traffic and the loss of some buildings to the bypass, the area still largely retains its character as a high quality residential area.</p>	<ul style="list-style-type: none"> • The highways and public realm works should be improved to reflect the quality of the architecture. • A grant scheme could reinstate the railings in front of the Victorian terraces. • Improving the visual quality of the streets will encourage pedestrian access which will become all the more pertinent if further housing estates are built on the outskirts of the town. • The Station Road car park site could be considered for redevelopment if further car parking space is made available by the decking of Sun Girt. If the car parking space here is still considered necessary the area should be landscaped. • Any redevelopment of the hospital sites should respect the existing historic fabric. The historic buildings should be retained and any new development should be of a scale and design that recognises the surrounding historic landscape. • The New Road woodland should be recognised as an important green space and the area cleared of all debris. Proposals to redevelop the northern end for housing, should be severely restricted.

1 Introduction

Regeneration and the historic towns of Cornwall and Scilly

In July 1999 Cornwall and the Isles of Scilly were designated as an Objective One area, bringing potential investment from European funds of more than £300m over the nine-year spending period. Economic regeneration schemes and development projects within the region's towns are likely to form a major element of the Objective One Programme.

Regeneration on this scale offers an unparalleled opportunity for contemporary contributions in urban design and architecture to the built environment of Cornwall and Scilly's towns. At the same time, the Objective One programme emphasises environmental sustainability (including the historic environment) and regional distinctiveness as key considerations in regeneration planning. The process of change launched by current regeneration initiatives could, if not carefully managed, have a negative impact on the historic environment and the unique character and sense of place of each of these settlements. The pressure to achieve rapid change could in itself result in severe erosion and dilution of their individuality and particular distinctiveness and, at worst, their transformation into 'anywhere' towns.

It is clear from recent research that a high-quality historic urban environment and the distinctiveness and sense of place integral to it are themselves primary assets in promoting regeneration. The effect may be direct, through heritage tourism, for example, but there is a more powerful and decisive impact in prompting a strong

sense of identity and pride of place which in turn creates a positive and confident climate for investment and growth.



The prominent historic building, Webbs Hotel, is currently undergoing an extensive scheme of regeneration

This synergy between the historic environment and economic regeneration was recognised and strongly advocated in the *Power of Place* review of policies on the historic environment carried out by English Heritage in 2000, and its value clearly highlighted in the government's response, *The Historic Environment: A Force for the Future* (2001). The tool by which the two may be linked to create a framework for sustainable development in historic settlements is *characterisation*.

Characterisation and regeneration

'The government . . . wants to see more regeneration projects, large and small, going forward on the basis of a clear understanding of the existing historic environment, how this has developed over time and how it can be used creatively to meet contemporary needs.'

(DCMS / DTLR 2001, *The Historic Environment: A Force for the Future*, 5.2)

'Characterisation' provides a means of understanding the diverse range of factors which combine to create

‘distinctiveness’ and ‘sense of place’. It involves the creation of a comprehensive knowledge base on the historic environment. This includes what is known of a settlement’s historic development and urban topography (that is, the basic components which have contributed to the physical shaping of the historic settlement, such as market places, church enclosures, turnpike roads, railways, etc.), together with an overview of the surviving historic fabric, distinctive architectural forms, materials and treatments and the significant elements of town and streetscapes. Characterisation may also provide the basis for assessing the potential for buried and standing archaeological remains and their likely significance, reducing uncertainty for regeneration interests by providing an indication of potential constraints.

Characterisation is also a means whereby the historic environment can itself provide an inspirational matrix for regeneration. It emphasises the historic continuum which provides the context for current change and into which the regeneration measures of the present must fit if the distinctive and special qualities of each historic town are to be maintained and enhanced. It both highlights the ‘tears in the urban fabric’ wrought by a lack of care in the past and offers an indication of appropriate approaches to their repair.

Characterisation is not intended to encourage or to provide a basis for imitation or pastiche: rather, it offers a sound basis on which the 21st century can make its own distinct and high-quality contribution to places of abiding value.

Cornwall and Scilly Urban Survey

The Cornwall & Scilly Urban Survey (CSUS) was set up – funded by both English Heritage and the Objective One Partnership for Cornwall and Scilly (European Regional Development Fund) – as a key contributor to regeneration in the region. Additional funding has been provided by the South West of England Regional Development Agency. The project is investigating 19 historic towns and creating for each the information base and character assessment which will provide a framework for sustainable action within these historic settlements.

One of the aims of the reports is to highlight current issues that impact detrimentally on the historic environment and, in certain cases, to make recommendations for future action and better practice. Whilst the reports are intended to stimulate and support regeneration projects, it is not possible within the remit of this sturdy to suggest specific sources of funding.

These towns have been identified, in consultation with planning, conservation and economic regeneration officers within the seven district, borough and unitary authorities in the region, as those which are likely to be the focus for regeneration. The project’s ‘target’ settlements are:

Penzance	Newlyn
St Ives	Hayle
Helston	Camborne
Redruth	Falmouth
Penryn	Truro
Newquay	St Austell
Bodmin	Camelford
Launceston	Liskeard
Saltash	Torpoint
Hugh Town	

CSUS is a pioneering initiative aimed directly at cutting across the boundary that traditionally divides conservation and economic development. Nationally, it is the first such project carrying out a characterisation-based assessment of the historic urban environment specifically to inform and support a regional economic regeneration programme. Future regeneration initiatives in other historic settlements, in Cornwall and Scilly and further afield, will benefit from the new approach developed by the project.

Cornwall's historic towns

Although best known for its coast, countryside and mining, Cornwall has an unusually high density of historic towns. All are small by English standards (the largest, St Austell, containing only £28,000 people in 2001), but all have a full range of urban components. These include commercial, administrative, community and ecclesiastical buildings, various public and private spaces, and varieties of residential areas, from dense terraces of workers housing to large detached town houses set in their own enclosed grounds.

While each has these components in common, each Cornish town also has its own particular history and its own form and character. Many developed from medieval market towns, evenly spaced about twelve miles apart and integrated into ancient road patterns. These towns often retain key elements like market places, burgage plots and back lanes, but each has subsequently experienced different influences and so has developed its own identity. Other towns began as ports, resorts, fishing settlements, dock towns and centres of industry, and so contain specialised buildings, structures and spaces. Of course, each town also has its own

response to local topography, makes special use of local building materials, is subject to local building traditions and national economic and social trends, and is influenced by varying degrees of control by local landowners.

It will therefore be important when planning and designing regeneration initiatives, and when maintaining the fabric of Cornish towns, to take care to recognise the essential elements of the town's own unique historic character. This should inform the design of all works and so ensure that each town retains this unique character.

All Cornish towns are also complex places, having developed either gradually or in surges, and so have patterns of zones or areas that vary according to such things as phase, form, condition, quality, activity, tranquillity, open-ness and uniformity. There is also variety in the responses people, whether as communities or as individuals, have to these areas and their components. So, as well as maintaining each town's distinctiveness in relation to other Cornish towns, regeneration and management should also ensure that this variety of historic character within the towns is also maintained and enhanced.

CSUS reports

CSUS reports present the major findings and recommendations arising from the project's work on each town. They are complemented by computer-based digital mapping and data recorded using ArcView Geographical Information System (GIS) software, and together the two sources provide comprehensive information on historic development, urban topography, significant components of the historic environment, archaeological potential and historic character.

Importantly, the reports also identify opportunities for heritage-led regeneration and positive management of the historic environment. However, they are not intended to be prescriptive design guides, but should rather be used by architects, town planners and regeneration officers to inform future development and planning strategies.

The reports and associated digital resources are shared with the appropriate local authorities; economic regeneration, planning and conservation officers therefore have immediate access to the detailed information generated by the project. Additional information is held in the Cornwall and Scilly Historic Environment Record, maintained by the Historic Environment Service of Cornwall County Council.

Public access to the report and to the associated mapping is available via the project's website - www.historic-cornwall.org.uk - or by appointment at the offices of Cornwall County Council's Historic Environment Service, Old County Hall, Truro.

Extent of the study area

The history and historic development of each town are investigated and mapped for the whole of the area defined for the settlement by the current Local Plan. However, the detailed characterisation and analysis of urban topography, which together form the primary elements of the study, are closely focused on the *historic* urban extent of the settlement. For the purposes of the project this area is defined as that which is recognisably 'urban' in character on the 2nd edition Ordnance Survey 1:2500 map, 1907 (Figs. 1 and 2).

2 Liskeard: the context

Liskeard is the main urban centre in south east Cornwall and is situated in the district of Caradon.

The town is connected to the main road network by the A38, the main route into Cornwall from Plymouth and the south coast of England. The A38 runs directly to the south of the built up area and then via the Glynn Valley north west to the A30 and Bodmin. Liskeard also has a main line rail service to Paddington and Penzance, and a branch line to Looe. The branch line is particularly important in the summer months carrying tourists to and from Looe, the principal holiday town in south east Cornwall.

Liskeard lies within the Plymouth travel to work area. There is significant commuter traffic from Liskeard to Plymouth, which is about 30 minutes away by road. The town is also however a significant commercial and service centre whose shops, market and public facilities serve the surrounding very rural south-east corner of Cornwall.

The town was largely untouched by the post-war redevelopment initiatives that substantially altered the central townscape of many other settlements in the region. Its medieval street pattern still survives as do a surprisingly large number of historic buildings, dating from the seventeenth century onwards.

The key challenge is to safeguard the housing, employment, services and historic character within the town, to recognise its importance as a service centre for the surrounding agricultural hinterland, and to enable it to flourish in its own right and not become merely a dormitory town for Plymouth.

The regeneration context



Low lying buildings border the modern cattle market

There has been a market at Liskeard since medieval times and this has always played a central role in the town's fortunes. During the mid-nineteenth century the wealth of the town was boosted by the increased revenue from the mines on Bodmin Moor and the lead mines to the south. Following a brief period of decline resulting from the mines' closure the town reverted to its former role as the major market town in the district.

The population of Liskeard North and South wards was 7,600 in 1991 and rose to just over 8,500 in 2001. Caradon District has a lower proportion of people of pensionable age than Cornwall as a whole; however the proportion is greater than that for both the South West region and Great Britain as a whole. The predominant trend is of an ageing population.

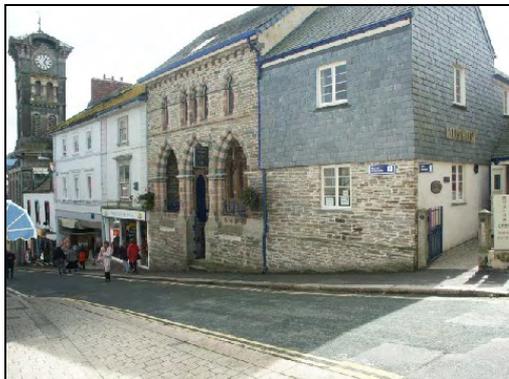
The Index of Multiple Deprivation (IMD) 2004 indicates that Liskeard North and Liskeard South are amongst the most deprived wards in the District, but considered on a county rather than national basis Liskeard is relatively less deprived.

The principal employment sector in Caradon is service industries, which employ 88% of the population. The

main groups within this sector being distribution, hotels and restaurants, public administration, education and health.

The average unemployment rate for Liskeard is 3.1%. This rate is above both the District and regional averages, which are 2.4 and 2.3% respectively.

The County Structure Plan Adopted 2004 identifies Liskeard as playing a key role in providing south east Cornwall with a greater independence from Plymouth in terms of jobs and housing. Initially this aspiration was reflected in the Local Plan, updated in June 2003 where an additional 1,500 homes were proposed in and around the town. The recent redeposit of the Local Plan has seen this figure reduced, but there are still 475 new homes proposed in the Addington area. There have been two regeneration studies produced for the town by WS Atkins, the first in January 1996 and the second in January 2003.



The Forester's Hall with the new extension housing part of the museum and information centre

Atkins Report January 1996 - this recommended enhancement works in The Parade and Barras Street, and a further scheme in Pike Street and Market Street. Both of these schemes have been implemented but the former was criticised in the study 'Paving the Way' prepared for CABE and the ODPM (Alan Baxter & Associates 2002) for amongst other things ignoring the

vernacular streetscape, its use of modern inappropriate materials, and uncoordinated street furniture.

Other projects recommended which have been carried out include

- the refurbishment of the Forrester's Hall – this has been converted into a museum and information centre
- pedestrianised access to Pigmeadow Lane
- a public art project – Liskeard Town Council led the Celtic Cross Millenium Project to install 6 Celtic Crosses in the town centre and on approach roads. Four murals have been completed.



One of the Millennium Celtic Crosses situated outside Webbs Hotel

- Webbs Hotel – this prominent historic building is in the process of being developed into a mixed use facility incorporating leisure, office and residential elements.

In addition to the projects identified by Atkins the District Council, Town Council and Town Forum have attracted funding from a wide range of sources and developed and implemented other projects. The Liskeard Enterprise Park has been completed on the north eastern edge of the town and has a high occupancy. A Conservation Area Partnership was established which has funded structural repairs and improvements to historic buildings

within the Conservation Area. The CAP scheme funded improvements to 17 properties, totalling £352,000 of works. The Stuart House Trust has recently been awarded £30,000 to provide heritage trails through the town centre.

Atkins Report January 2003 – among the 32 projects recommended were

- The development of the Looe canal as a tourist facility, and the further development of the Looe Valley Railway
- The use of above shop space for local and tourist accommodation
- Linking Liskeard to the mining settlements on Bodmin Moor as part of the Caradon Hill Heritage Project
- Improving access to the Westbourne Car Park
- Decking the Sun Girt car park in order to provide more car parking spaces
- Developing the backland sites between Barras Street and Fore Street
- An environmental enhancement scheme in the Bay Tree Hill area
- Developing the Passmore Edwards and Lamellion Hospital sites for housing

The Action for Market Towns Forum facilitated through a Planning for Real exercise proposed a scheme for the redevelopment of the Cattle Market site including the preservation of its vernacular characteristics. This is considered to be a prime site for development although current indications are that it is unlikely to become available in the medium term. Liskeard can attract funding from the Objective One programme and is identified in the forthcoming revised Single Programming Document under Measure 2.5 as a major town where

strategic investments may be considered. Such investment should build upon existing assets and might include new employment space or appropriate public realm works. Objective One funding is currently being used to improve facilities at Liskeard Station as part of the county-wide Riviera project, in partnership with the Strategic Rail Authority and Cornwall County Council. This project will develop the station building, platform and bus inter-change, and improve the facilities of the Looe Branch line.

Landscape and setting



Views over the rolling countryside of south-east Cornwall can be enjoyed from many vantage points throughout Liskeard including the Church Town area.

Liskeard lies amongst the lush, rolling countryside of south-east Cornwall in an area traditionally undervalued as it lacks the drama and ruggedness of so much of the Cornish countryside. Here the landscape of fields lining the sides of river valleys is attractive rather than arresting and more akin to the countryside of Devon.

The surrounding countryside has been defined in the Cornwall Historic Landscape Characterisation as predominantly Anciently Enclosed Land (that is medieval or earlier). However to the north north west and south east of the settlement are areas of post medieval

farmland, and two patches of ancient woodland lie to the north west and south west.

The town is situated on relatively high land – 150 metres at its highest point – between two rivers, the River Seaton and the East Looe River. To the south the land continues to undulate in a series of hills interspersed by valleys with tributaries of the two main rivers at their base, before it reaches the coast five miles away at Looe. Similar landscape lies to the east and the west while to the north the land rises to the peak of Caradon Hill which stands 369 metres above sea level with the high open land of Bodmin Moor beyond.

The town itself straddles two hills and the steep gradients add to the character of the built environment. The higher ground within the settlement gives long reaching views and from the northern end of the town the mass of Caradon Hill is clearly visible on the horizon.

Historic environment designations

The current historic environment designations in the pre-1907 historic urban core of Liskeard are shown on Figures 5 and are listed below.

- There are three Scheduled Monuments, two stone crosses in the churchyard and a third in the garden of Pendean House.
- There are 163 Listed Buildings in the town, the majority are listed grade II but five structures - Stuart House, St Martin's Church, two preaching crosses

and the Guild Hall are listed grade II*.



Dating from seventeenth century the Ancient House on Church Street is listed grade II



*St Martin's Church, listed Grade II**

- A Conservation Area covers most of the historic town. The Conservation Area boundary could beneficially be adjusted to encompass some additional significant historic elements.
- Liskeard is designated a Historic Settlement in the Cornwall County Council Structure Plan. The boundaries of the designated area do not reflect the historic area as identified in this study and review and appropriate revision is recommended.

3 Historic and topographic development

(Figures 3 and 4 provide an overview of the historic development and historic topography of Liskeard.)

Historical development

Preparation of this summary history of the development of Liskeard has been assisted by a number of local histories including John Allen's *The History of the Borough of Liskeard*. John Allen was a prominent Quaker businessman living in Liskeard at the time of the mining boom.

Information has also been derived from the Henry Rice Trail Map produced by the Stuart House Trust and through a number of historical maps including 1699 (Gascoyne), 1840 (Tithe), 1809, 1880, 1907, (all OS) and 1946 RAF aerial photographs.

The development of a prosperous medieval borough

By the time of the Norman Conquest Liskeard already stood out from the surrounding landscape of hamlets, farms and fields as a place of importance. The Domesday Book (1086) records that the manor, held by Robert Count of Mortain, was large and profitable, second only to Stratton in value. Part of the income came from a mill, and the extent of the surrounding pastures was amongst the largest in Cornwall. More significantly it was one of a handful of places in Cornwall with a market, hinting at the beginnings of its urban history.

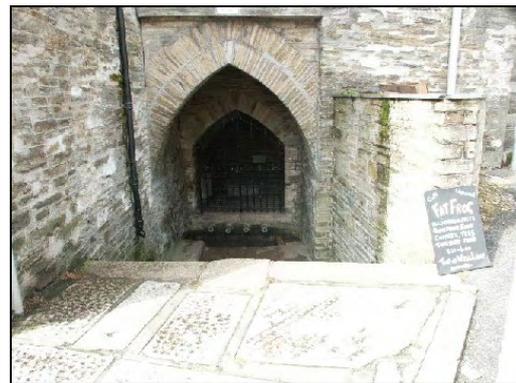
This early importance of Liskeard derives from the centuries before the

Norman Conquest, as suggested by its place-name, first recorded in c AD1010 as *Lys Cerruyt*, probably 'court of Kerwyd'. This 'court' would have belonged to Cornish nobles or even royalty such as King Dumgarth (died c AD872), commemorated in the 'Doniert Stone' just three miles to the north. The location of the court is not known, but the prominently sited later medieval castle or manor house would be a good candidate.



Castle Park the former site of Liskeard's castle or fortified manor house. In later years the site of a school and then the police station.

The church site too, the centre of a large parish, could be of pre-Norman origin. The scale of the Norman church, with two towers, again points to the early importance of Liskeard.



The nineteenth century well house enclosing the original medieval well

By the end of the eleventh century Liskeard was a developing urban centre, probably with a cluster of houses west of the church and manor house and

towards the Pipe Well, the later focus of the town. The gently sloping land to the west of the church was probably the town's first market place.



The junction between Church Street and Church Street North – probably the site of Liskeard's earliest market

In 1240 the manor was held by Richard, Earl of Cornwall (brother of Henry III) and under his auspices the settlement received a Borough Charter authorising two annual fairs. Following the granting of a charter in 1296 Liskeard became one of only six towns in Cornwall to elect an MP and form merchant guilds. The town's status was further enhanced in 1307 when it received Stannary town status becoming one of only five coinage towns in Cornwall. By the fourteenth century, the economy of the already prosperous agricultural settlement was boosted by its new role as a centre for the burgeoning local tin industry.

The town's growth in wealth and status was reflected in its physical formation. The three main components of the town were still the community around the well, the church and market and the castle or manor house on the hill above. But these disparate parts had undergone a process of expansion and begun to merge. By 1340 Liskeard's population had grown to a thousand. Due to the Charters the market increased in importance during this period and a new merchant class emerged living in the

centre of the settlement close to the commercial core.

The market is likely to have been in Market Street and in the triangle between Market Street, Church Street and Castle Lane, now infilled with houses. However, the area to the south and west of the market remained undeveloped for many years. This land in the Pondbridge Hill area was the site of a large pond, which prevented any development in this direction.

The holdings of the Duke continued to increase and by the 1330s the returns of the Duchy of Cornwall record the Duke's deer park to contain 200 deer, second only to Restormel. These deer were to be found in Lodge Park to the west of the settlement and a further park, Old Park, to the south west was used for pasture. The Duke's dwelling was described in the same returns as 'a manor house' including 'a hall, a chapel, and six chambers'. Although the scale and character of the ruins seen in later centuries were suggestive of a castle, it is not recorded as such in medieval documents until the late fifteenth century. No mention is made of a park adjoining the manor house, but it is highly likely that one existed.

The church continued to play an important part in the life of the settlement and the town itself had become a religious centre. Outside the town at Lady Park there was a pilgrimage chapel and possibly a Poor Clares' nunnery known as Great Place stood on Bay Tree Hill. The evidence for this convent is purely anecdotal, but nineteenth century accounts, including that of the local historian Allen, refer to a building on the site with the form and physical characteristics of a religious building. Like many Cornish towns Liskeard had a leper hospital set a little distance from the town, in this case half a mile down the Plymouth road at

Maudlin; it had its own chapel licensed in 1379.

By the mid fourteenth century the town consisted of park land to the west, leading to a bustling commercial core with densely packed cottages around the well and a new market place in the valley. The former market place on the slopes above to the east began to be developed with houses and workshops in the shadow of the massive Norman church. Above this to the north stood further parkland with a manor house just below the summit of the hill.



The site of the medieval market place

Liskeard's wealth and status at this time made it one of the most important towns in Cornwall but its exponential growth suddenly came to a dramatic halt as a result of the Black Death.

The fifteenth and sixteenth centuries.

Following the Black Death, in common with most towns in England, Liskeard endured a period of economic hardship. Such was the town's earlier economic success however, it merely entered a period of stasis rather than experiencing the wholesale degeneration which occurred in many other towns in Cornwall.

Leland described the town in his 1530 report to Henry VIII *'Liskeard standeth on rocky hills and is the best market town at this day in Cornwall, saving Bodmin. In this town the market is kept on Monday.'* During this

period the commercial power of the guilds and merchants in Liskeard began to eclipse the feudal power of the Duke. Later in his report Leland describes the manor as *'now al in ruin...It is now usyd somtym for a pound of cattell'* - illustrating the evolution of the town from a manorial seat into a commercial oligarchy where power was increasingly centred around the market place. Visitors at the end of the sixteenth century record a town in decline. Norden in 1584 described Liskeard as a poor town, very ruined and depopulated. Carew visiting the town at the end of the sixteenth century observed

'fairs and markets (as vital spirits in a decayed body) keep the inner parts of the town alive; while the ruined skirts accuse the injury of time, and the neglect of industry.'



Chantry Chapels at St Martin's parish church reflected the wealth of the local town guilds.

In contrast to the deteriorating castle, parks and urban fringe the parish church was almost completely rebuilt during the fifteenth century. The new building stood on a similar footprint to the original structure and became the second largest church in Cornwall, with contemporary maps showing two towers. The building was further extended by a row of chantry chapels along the north aisle financed by the increasingly wealthy local town guilds.

At the beginning of the seventeenth century it was obvious that the commercial core was the real centre of power in the town. A new town hall had

been built in 1574 on Pike Street adjacent to the market place by the well; butchers' stalls and a prison were housed within the same building. Carew described the 'inner parts' of the town as including Market Street, Fore Street, Pike Street, Church Street Lower Lux Street, and Well Lane all of which were by now densely developed (see Figs 3 and 4). There was further scattered development radiating out from this central core along Castle Hill, Bay Tree Hill, Barn Street, Borel Street (Barras Street) and Dean Street.



The junction between Well Lane and Fore Street

The development of the commercial area and rows of housing linked and incorporated the newly rebuilt church into the settlement in the valley. This was in marked contrast to the slowly decaying manor (or castle as it was sometimes described) which stood isolated on the hill above. Finally in 1574 it was demolished and rebuilt as a grammar school.

The economic revival of the seventeenth and eighteenth centuries

The disruption caused by the Civil War inevitably slowed the town's development during the mid-sixteenth century. The town was strongly Royalist and indeed it was here in Stuart House in Barras Street that Charles I stayed intermittently during his campaign against the Earl of Essex in August and

September 1644, which resulted in the Royalists taking Restormel Castle and keeping the Parliamentarians out of Cornwall until Fairfax's advance in 1645.



The grade II Stuart House Barras Street*

The Commonwealth years left a lasting legacy of Nonconformism in Liskeard which was to later grow significantly during the nineteenth century industrial period. George Fox, the founder of the Society of Friends, visited the town in 1688, and Friends meetings were subsequently held regularly at Halbathic, a nearby estate. In the town itself the early Nonconformists attended a Presbyterian meeting house built in Dean Street in 1701 by the son of Thomas Johnson, a major in the Parliamentarian army. John Wesley visited the town a number of times in the mid- eighteenth century and by 1776 the first Wesleyan preaching house, a small thatched outhouse, was constructed on Castle Street. By 1796 the Society of Friends had gained enough members within the town to move from their site at Halbathic to a new meeting house in the town centre.

Gradually the fortunes of the town began to improve and by 1700 the population overtook its former fourteenth century peak. Although tin streaming still took place on the moors to the north of the town it was agriculture and its associated industries that provided the bulk of the town's wealth. Whilst the basic footprint of Liskeard did not alter considerably the

focus of the town began to shift. The area to the south of Well Street now became the industrial sector of the town with a number of tanneries located in the valley close to the water supplies. The town became well known for its leather tanning, Daniel Defoe noting ‘a good trade in leatherware including the making of breeches’. Liskeard during this period also became a centre of yarn and cloth production, which sold both locally and was exported to Devon. The women and children involved in the cloth industry would have worked from workshops constructed in the yards of domestic properties or from their own homes.

As the interconnecting streets at the southern end of the town became increasingly congested a new site was needed for the market. It would appear that by the mid-eighteenth century it had moved to the flat area of land to the north of Pike Street in the area now known as ‘The Parade’. John Wesley noted on visiting the town in 1757

‘We rode to Liskeard, I think one of the largest and pleasantest towns in Cornwall. I preached about the middle of the town in a broad, convenient place.’

The development of a new spacious market area for the twice weekly markets became a focus not just of commercial activity, but also important social events with increasing numbers visiting the local public houses and attending various sporting spectacles including bull baiting, badger baiting and cock fighting. Essentially during this period, the new market area remained an open space with only a scattering of buildings including inns, almost cut off from Barrel Street by the White Horse Inn and two projecting cottages.

The roads projecting from the central commercial core – Barn Street, Dean Street, West Street, Lower Lux Street, Pound Street and Castle Street, which in

the previous century had undergone sporadic development - became lined with cottages and workshops. In addition the prosperous merchants, tannery owners and professionals built town houses close to their premises.

The church increasingly faced competition from the Nonconformists and this was reflected in the internal reordering, which occurred at this time. In 1793 the medieval screen was removed, new pews added and a gallery installed which resulted in the church resembling a chapel, where preaching was considered of paramount importance.

The original east to west road through Liskeard followed a complicated route through the town centre including a sharp turn into Fore Street (as buildings blocked the top of Pike Street) before joining Barras Street, and leaving the town via West Street and Old Road. Following the development of the turnpikes to Liskeard around 1760 new routes were developed into the settlement from the east. The improved access benefited both the market and the local industry which could now more efficiently export cloth and yarn to Devon via the new roads and the Torpoint ferry which began to operate in the 1790s.

Improved communications also resulted in the first tourists entering the county, one of whom, N Spencer, the author of the Complete English Traveller, observed in 1773 that of the inhabitants of Liskeard ‘few of them seem discontented with their stations’.

Indeed despite the threat of a Napoleonic invasion, and rising food prices as a result of the war with France, the general prosperity of the town was set on an upward curve prompting the Universal British Directory to observe in 1798 that Liskeard had

‘improved to be one of the largest and best-built towns in Cornwall, with the greatest market’.

From flourishing agricultural centre to boom town.

The early years of the nineteenth century saw the town continuing to develop thanks in the main to the wealth derived from the land and its associated industries – at this stage these included the woollen trade, tanning, papermaking and milling. Trade links to outside the county were further improved in 1825 with the building of the Looe to Liskeard Canal. This eased the transportation of coal from South Wales for use in the town, and the lime and seasand required by the surrounding farmers to fertilize the land. The canal terminus at Moorswater, immediately west of the town, became the focus of further industries during the nineteenth century, including lime kilns, a paper mill, an iron foundry and a stone yard.

There continued to be a close relationship between the town and the countryside and in 1841 almost 20% of the borough population of 3,000 were still involved in agriculture. Cows were led down Fore Street to be milked in the dairies and many premises within the town had their own slaughterhouses.

Stockdale commented favourably on the general appearance of the town in 1820 observing it was formed from several streets irregularly built but with houses in the main substantial and slate roofed. There were still pounds, dung heaps and the pond (where cattle were still watered) in the valley below Well Lane, but in general the town was undergoing a process of development and gentrification.

In the old medieval commercial core a new market house was built in 1821 on land between Fore Street and Well Lane, and the area around the new market continued to develop. In 1833 the

Plymouth based architect, Foulston, built Webbs Hotel a handsome, sizeable Neo-classical building on a prominent site at the head of Pike Street on the southern side of The Parade.



Webbs Hotel dominates many of the vistas around the Parade.

A new workhouse just outside the town to the south east on Lamellion Street (Station Road) was designed by George Gilbert Scott.



One of the lodges from the original Lamellion Workhouse

Increasingly the streets of commercial and domestic premises were infiltrated by public and religious buildings signifying a new spirit of learning and improvement within the town. The first Methodist Sunday School in Cornwall opened in the Dean Street Chapel in 1803 and later gained its own premises in 1832. The Bible Christians began to meet in a small cottage in Lower Lux Street in 1821, typically choosing to position themselves in one of the poorer areas of the town. In 1826 the Friends Meeting House on Pound Lane was

enlarged and a new Wesleyan Methodist Chapel was built on Greenbank in 1838. In addition in the early nineteenth century there was a range of small private schools in the town including the Windsor Academy in Golden Bank House on the Plymouth Road and the Highwood House girls' school situated in the centre of the town opposite Stuart House. Working-class girls were educated from 1812 in the Upper Alms Houses near the site of the present Church Hall and in 1813 a National School was built for boys on the corner of Castle Hill and Castle Street. The Grammar School continued to operate from its site in the Castle Grounds but finally closed in 1849.

Up until the end of the 1830s Liskeard had enjoyed a period of measured steady growth gradually evolving into a settlement with a clearly defined central core and an increasing number of services and public buildings. There were a growing number of professional people living in the town, specifically lawyers and bankers who managed the affairs of the newly prosperous farmers. Until this date the tin mines on the moors to the north of the town had provided employment for small numbers of men, but these tended to live near to the mines and the 1831 census shows no miners residing in Liskeard. In 1837, however, Captain Clymo discovered a rich seam of copper at South Caradon Mine and in 1844 lead was discovered at Menheniot and Herodsfoot to the south of the town. In 1844 the Liskeard and Caradon Railway was opened, linking Moorswater to the mines around Caradon Hill; a branch line to the granite quarries at Cheesewring was opened in 1846.

By 1851 the census records that the borough population had swelled to 4,400, with one in three men described as miners. This huge influx of people (the same census records that two thirds

of the population were born outside the borough) had a profound effect on the nature of the town. John Allen, the local historian, recorded in 1856,

'the house accommodation proved very insufficient, small cottages and single rooms became frightfully crowded...the markets were thronged, the roads were worn into dangerous ruts'.

The majority of miners employed by South Caradon and the other moorland mines were temporary lodgers in the town accommodated within existing buildings, but the large number of lead miners, who were unable to purchase the more expensive farmland close to their industrial bases, stayed. In the main they were accommodated in new courtyard developments mainly in Higher Lux Street, Middle Lux Street, Castle Hill, Castle Street, Church Lane and Barn Street, introducing a new building type into the town. These cottages, often squeezed between or projecting from existing buildings, would have resulted in the eastern side of the town seeming far more densely populated and enclosed.



Garden walls in Higher Lux Street may have formed part of mid-nineteenth century courtyard developments

Many miners during this period were Nonconformist and the town's existing chapels struggled to accommodate the new congregations. In 1841 a new Wesleyan Chapel was built at the eastern end of Barn Street which just a few

years later was totally destroyed by fire. In 1846 a new chapel was built on the site. The Primitive Methodists began by meeting in a room on Pound Street in 1857 and then by 1868 in a small building at the foot of Doctor's Lane. By 1871 their numbers had swelled so much they built their own chapel on Castle Hill. In 1890 the Salvation Army built a citadel in the form of a fort on Church Street.



Henry Rice's Wesleyan Chapel in Barn Street.



The Salvation Army Citadel on Castle Street

Despite the rise of Nonconformism the Anglican church remained at the heart of the community and during the late nineteenth century underwent two separate phases of restoration in 1879 and 1890. Similarly the Roman Catholics maintained a presence in the town moving in 1886 from rooms in West Street into a purpose built church with an attached school.

The increase in wealth and need for services resulting from the growth in

population had a profound effect on the commercial heart of the town. In 1851 around 13% of the workforce were involved in trade and just over 30% were craftsmen. Many would have operated from their own houses, but some had their own commercial premises one of which was described by the London Daily News in 1848 '*of some pretensions in the best street with a plate glass front*'.



The Guild Hall dominates the entrance to Fore Street

Fore Street, Market Street, Pike Street Barras Street and Bay Tree Hill were by this period lined with shops and workshops. Whilst West Street, Dean Street, Barn Street, Lower Lux Street and Castle Street had an increasing number of shops, warehouses, courtyard developments and chapels interspersed with the earlier eighteenth century town houses and cottages. The town's booming commercial success was reflected in the rebuilding of the Guild Hall in 1859. Its massive granite walls and three stage clock tower dominated not just its immediate surroundings, but a great many of the vistas throughout the town. The building was designed by the local architect Henry Rice. He was employed as the Borough Surveyor and in addition to designing some of the town's major commercial buildings was also responsible for a great number of houses.

The stone for the Guild Hall came from the Cheeswring Quarry on the moor to

the north east of the town. During this period granite was used liberally throughout the town. It was the major building material for a few buildings such as the East Cornwall Bank on The Parade, and a private house on Varley Lane. In the main however granite was used as building plinths, dressings and for the kerbs and pavements laid along the main streets.

The Parade, in addition to housing the market, had become a centre of accommodation and entertainment with a number of inns and hotels, in addition to prestigious commercial premises such as banks and clubs, which could also be found along Barras Street. With the demolition of the White Horse Inn and its adjacent cottages by the 1840s The Parade was an open elegant space with a direct vista down Barrel Street to Trehawke House, home of John Allen, at its southern end. Access into The Parade was further facilitated in 1856 by the lowering of Pound Street. Further road improvements included in 1860 the building of a new road, Windsor Place, to improve access between Barn Street, Barras Street and The Parade.

By the 1860s the shape of the modern commercial core of Liskeard had emerged. The original market area around the church had become a much quieter mainly residential area but also a centre of learning with a number of schools. The late medieval market place was now entirely covered in commercial premises. This area of interconnecting streets with its series of small shops and workshops focused on Fore Street, itself lined with shops and entered between the impressive façades of the Market House and Guild House. At the head of this area stood the open, elegant Parade with a number of stone built architect designed buildings. Several of these including the London Inn, Parade House and No 2 The Parade were designed by Henry Rice.



Parade House built in the mid-eighteenth century

The newly prosperous professional people working in the commercial heart of the settlement, unlike their eighteenth century forebears, did not wish to live close to their employment, choosing instead to live on the edge of the town. By the mid-nineteenth century a significant number of detached suburban villas set within their own grounds had sprung up in a ring beyond the busy central core. A number of these prestigious villas such as Graylands, Pendeen and Trewithan, were designed by Henry Rice. By the end of the nineteenth century not just the very wealthy but the newly emerging middle class were moving out of the centre of the town to the major approach roads to the north and west of Liskeard which were fringed with well proportioned terraced houses providing accommodation for business men, merchants and the employees of the new Liskeard and Looe Railway Company. One of the first terraces to be built, Dean Terrace commissioned by a group of local Quakers was described by Allen

'on entering the town by the Western Road we arrive at a half a score pretty and well built houses with gardens in front, very tastefully laid out and stocked with a variety of flowers and evergreens.



Dean Terrace is still bordered by well-stocked front gardens.



Henry Rice's fountain on the Parade

Over fifty of these houses were designed by Henry Rice who in addition designed the Fountain in the Parade, the Methodist Church in Windsor Place, Greenbank Chapel and the Forester's Hall in Pike Street. As Turnpike Surveyor he was also responsible for the toll houses. His elegant and imaginative designs contributed greatly to the overall quality of the town and also helped to inspire subsequent generations of local architects.

In 1859 Liskeard became connected to Plymouth and London through the Great Western Railway. The railway brought fashions and industrial products from outside the county and encouraged the swift export of local agricultural produce. The railway also brought visitors to the town, and became a significant employer. The 1881 census records that between sixty and seventy men were working for the railway.

By the end of the nineteenth century the mining boom was over, but the services and secondary industries, not to mention the markets, ensured the town continued to prosper. In the final years of Victoria's reign a number of new public and philanthropic works were carried out in the heart of the town including the building of the Liberal Club in Barras in 1893, the Passmore Edwards Library in Barras Street, the public hall next to the London Inn on West Street designed by the Launceston architect Otto Peter and the Cottage Hospital just off Barras Place by James Hicks of Redruth. In 1894 the town council enlarged Castle Park to create a larger open public park. Strings of new terraces lined the major roads to the west leading to the railway station and the industrial centre at Moorswater, and along the Callington Road to the east.



The Passmore Edwards Library next to Stuart House in Barras Street

The Edwardian Period to the Second World War

By 1917 the last mine in the district had closed and Liskeard reverted to its former market town status. In 1905, due to the increased traffic and congestion, the market moved from The Parade to a site in the gardens of the old Trehawke House, which had been demolished and was subsequently replaced by two businesses, a butchers and a motor and bicycle business. Although no longer at the heart of the settlement, the market

was still physically an intrinsic element of the town's commercial core. Small changes such as the building of a Constitutional Club in Market Street in 1910 and new premises for the Liberal Club in Barras Street in 1912 took place, but essentially during this period the heart of the town remained virtually unaltered. These two buildings were by the local architect John Sansom who had trained with Henry Rice. He designed a number of other shops and houses in Liskeard including a number of the terraces along Station Road and the new tower to St Martin's church in 1901.

The main development at this time occurred on the fringes of Liskeard where further terraces of houses were built along West Street, Dean Street, Callington Road, and Coldstyle Road. In addition to these rows and terraces in the form of ribbon development, new roads of public housing were built in the 1930s, Park View and Park Road, on land between the Castle and Higher Lux Street. Further terraces were built off Station Road near to the railway Station, where the Looe and Caradon lines and the Great Western Railway became linked in 1901.



Victoria Terrace – one of a number of mid to late nineteenth century terraces on Station Road

From post war to the present

In many ways Liskeard has survived remarkably unaltered since its Victorian

heyday. The major components of the town – its commercial core, the market and the railway are all still in place. Despite its proximity to the coast and Plymouth the town did not suffer any direct hits during the Second World War and there were no large scale town centre re-development during the 1960s. This has resulted in the centre of the town in plan, scale and the majority of its buildings retaining its historic integrity. As a consequence the loss of historic fabric where it has occurred - the Market House, the Congregational Chapel on Dean Street and the houses on Greenbank Road, Dean Street, Castle Street and Church Street North - is particularly conspicuous.



The site of former houses and shops on Dean Street

Although many of the chapels no longer operate in their original use they survive in other forms such as the premises for the Liskeard Silver Band on Barn Street. The parish church continues to serve the community and the gardens around the castle site are still a public amenity.



Former chapel now Liskeard Silver Band Hall

The two major late twentieth century developments to affect the town were the building of the Tamar Road Bridge in 1961 and the town's bypass in 1977. A sizeable percentage of Liskeard's population now commute to Plymouth for work and consequently there has been a number of new housing estates built on the eastern side of the settlement in recent years. As a direct result of the new bypass a number of Edwardian terraced houses were lost and the western side of the town around the railway feels somewhat disconnected. Nevertheless, as a consequence the traffic through the town, although heavy on market days, is never oppressive.



The bridge over the bypass which sweeps around the south and western edges of the town

The town lost its borough status in 1974 but is now the administrative centre for Caradon District Council who are based in Luxstowe House, one of the larger early nineteenth century villas. In 1986 new law courts were built at Trevecca.

Despite the large new housing and industrial estates the historic character of the settlement is still very much in evidence - the medieval street patterns and church, the eighteenth century town houses and inns, Victorian banks, hotels, shops and public buildings all still survive - defining the nature of the town.



Caradon District Council is based in the historic building, Luxstowe House

4 Archaeological potential

Archaeology is potentially a rich asset for Liskeard. There is much about the town's history which is obscure and archaeology is the only way in which certain key aspects of its historic development and character can be better understood. Archaeology can also make a significant contribution in cultural and economic terms: remains of the past have important potential for education, tourism and leisure, as well as in terms of local pride and sense of place.

It should be emphasised that 'archaeology' does not refer solely to buried remains. Information on the historical sequences embodied in standing buildings and other 'above ground' features could be extremely valuable and a building survey of the town would be likely to yield significant new information.

Opportunities for investigation and recording should be sought when buildings are refurbished or undergo substantial alteration. Figure 5 indicates the survival of historic fabric which may offer potential for archaeological investigation.



The back plots behind Fore Street, part of the original medieval development, could present opportunities for archaeological investigation

Further documentary research is likely to yield valuable data. This area of study, together with participation in building surveys, could provide a challenging and worthwhile avenue for involvement by local people wishing to investigate aspects of their heritage.

Archaeological remains are an important and non-renewable resource and as such are protected by national and local planning legislation. One component of future investigation of both buried archaeological remains and standing buildings may be through more extensive targeted implementation of PPG 15 and PPG 16 legislation as part of the development control process.

Indicators of archaeological potential

Figure 6 indicates the potential extent of certain aspects of Liskeard's buried archaeological remains, although it must be emphasised that this depiction of potential is indicative, not definitive, and future archaeological investigation and research will test and refine its value.

An understanding of potential is broadly derived from the historic extent of the settlement itself. In simple terms, any location within the area developed up to the early 20th century (as represented on the 2nd edition 1:2500 Ordnance Survey map of 1908; Fig. 2) is regarded as having potential for standing or buried archaeological features. The historic core of the settlement (essentially Character Areas 1 and 2 and 3; see below) is of particular archaeological interest and sensitivity in that deposits are likely to provide valuable information on its early form and development. Urban archaeological remains are likely to be more complex in these areas.

Archaeological excavations in Liskeard have mostly been limited to trenching on a few sites, and no medieval buildings or layers have been identified.

Greenfield sites surrounding the town are likely to have high archaeological potential for prehistoric sites, as suggested by a Bronze Age enclosure excavated in 1996 at Liskeard Junior and Infant School, Bronze Age pottery found in 1983 during development work

on Heathlands Industrial Estate, and Romano-British enclosures such as Roundbury, a little to the north of the town.

NB. Overviews of the archaeological potential of the various Character Areas within the town are also presented in Section 8.

5 Statement of significance, Liskeard

Liskeard's role in the twenty-first century has not greatly changed since medieval times; a local centre for commerce and the venue for the market. In the mid-nineteenth century the town played an important role accommodating industrial workers, but today its only industrial connections are in the form of workshops. The tourist industry has grown over the last hundred years but the town is still principally a service provider for the surrounding district.

The town's distinction lies in its unique topography and the quality of the buildings. Its setting on the side of two hills has resulted in steep, curving and interconnecting streets with far reaching vistas over the roof tops to the rolling countryside beyond. The buildings display a range of architectural styles unusual in Cornwall, further enhanced by the quality of the materials – specifically the local Cheesewring granite, slatestone and Delabole slate.

The town presents a very visitor-friendly environment with open spaces for congregation leading into picturesque side streets and alleyways. A high survival of historic buildings including a large number of original nineteenth century shopfronts further enhances the town centre area, and unlike so many other market towns in the County there has been no extensive insensitive late twentieth century redevelopment.

The town already has an upbeat and thriving atmosphere and the quality of the built environment and its setting - close to the coast and Bodmin Moor - suggests the town's role as a base for tourism and shopping could be further developed.



Views towards the Parade from Barras Street – one of the many busy shopping streets in the centre of Liskeard

6 Present settlement character

Topography and settlement form

Topography plays an important role in the character of Liskeard defining the early medieval settlement, a place of narrow, steep streets from the later flatter and broader Victorian planned development.

- The early town developed on the eastern side of modern Liskeard consisting of a castle at the summit of the hill, a church on the slopes below to the south with the villagers located towards the foot of the valley. The streets here were narrow, steep and interconnecting following the slopes of the hill up to the market place and church, then on to the castle. The land on the lower slopes to the east of the castle was given over to parkland and remained free from development.



One of the early narrow medieval streets leading off Fore Street

- During the later medieval period the feudal pull of the castle and church began to lessen in intensity and the town began to climb the valley to the west with developments along the relatively flat roads crossing the

gradient at Fore Street and Barras Street.

- The process of drawing the town out along the relatively flat roads to the west – West Street, Dean Street and Barn Street – began as early as the seventeenth century and continued into the nineteenth and early twentieth century with new interconnecting roads such as Dean Hill and New Road.



The flat open topography of Station Road was developed in the nineteenth century

- In the later twentieth century on the western side of the town the land between the main projecting routes became in-filled with new estates such as Lanchard Road in the previously undeveloped valley between Station Road and New Road. To the east of the church the land which had remained undeveloped possibly due to its steep gradient or previous ownership became a series of new estates, as did the flatter land to the south of the Castle Park, originally part of the Castle's estate. This sizeable development to the east represents the draw towards Plymouth for commuting.

Standing historic fabric

One of the defining features of Liskeard is its wealth of surviving historic

buildings. Having escaped bomb damage during the Second World War the town did not find itself subject to the swingeing redevelopment suffered by so many other Cornish towns in the ensuing years. As a result the town has an enviable homogeneity and rhythm with only a handful of interruptions. The main areas of loss being –

- the southern end of Greenbank Road, Pound Street and Castle Street where the eighteenth and nineteenth century cottages and garden walls were demolished for road widening



The new houses along Greenbank Road do not directly address the street and the former sense of enclosure is dissipated

- major buildings along Barras Street including part of Stuart House and a nineteenth century town house
- the Congregationalist Chapel on Dean Street



Replacement building on the site of the original Market House

- the buildings on the junction between Fore Street and Bay Tree Hill which included a drapers and outfitters – some of which were lost through fire in 1968.
- the market house.

Throughout the town there has been extensive replacement of original windows and doors, but a high proportion of original roofs are still in situ.

Although the town prospered during the medieval period and developed to be one of the major settlements in Cornwall very little built fabric still survives from this period. The Church, built in the Perpendicular style from slatestone with granite dressings, is the only building in the town to be confidently dated to the fifteenth century, although it is possible that some of the cottages around Church Street might have older parts within their fabric.

One of the earliest surviving domestic buildings, a slate hung building with a three-storey gable-ended porch and moulded granite doorway, dates from the late fifteenth or early sixteenth century, as does Stuart House. There are a number of properties dating from the seventeenth century including Nos. 1, 31, 33 and 35 Church Street and Nos.11 and 22 Fore Street. Although some of these buildings were re-fronted during the nineteenth century they were probably originally stucco on studwork or render on rubblestone. Original seventeenth century features include fireplaces, staircases and two-storey porches. No 18 Church Street, known as the Ancient House has an open gable ended porch supported by chamfered granite piers.

The eighteenth century is well represented with town houses and cottages in Barn Street, Barras Street,

Dean Street, Church Street, Fore Street, Higher Lux Street, Pike Street and the Parade. These buildings are mainly vernacular in style with a mixture of slatestone, stucco, painted rubble and slate hung walls. Many have Delabole slate roofs and are two or three bays wide. Some, especially those which later became commercial premises, were remodelled in the nineteenth century.



Kilmar House

Among the larger town houses are Kilmar House, 45 Higher Lux Street and Parade House, which include neoclassical features such as symmetrical frontages, modillioned cornices and porches supported by columns. The Albion in Dean Street is a surviving eighteenth century public house with a Delabole slate roof and an almost symmetrical three bay façade.



The Albion – an eighteenth century public house in Dean Street.

The majority of the surviving historic fabric in Liskeard, however, dates from the nineteenth century. There is a wide

range of public buildings, shops, town houses, terraces, villas, clubs, hotels, public houses, warehouses and chapels. The architect Henry Rice had an enormous impact on the character of the town and he was involved in the design of almost one hundred different buildings. His work ranged from elegant neoclassical terraces and villas such as Dean Terrace and Dean villas to the wild Venetian Gothic polychromy of the Forester's Hall and the sober stone Italianate Wesleyan Methodist Church in Barn Street.

Rice's eclectic approach to architectural style and materials was in harmony with his contemporary architects working in Liskeard. One of his major buildings, the Guild Hall, is built from Cheesewring granite in a strong Italianate style reminiscent of fortified Renaissance town houses. The public rooms in contrast have simple rendered walls with Gothic lancet windows. The chapels are a mixture of simple Gothic detailing and Neoclassical styles. There are a number of polychrome buildings in the town, one of the most striking of which is the Masonic Hall built in a Ruskinian Venetian Gothic style, further enriched with Masonic symbols.



The Masonic Hall designed in 1872 by the architect John Paul

The Plymouth architect, Foulston, is also represented in the town. His classical style Webb's Hotel in the centre of the town is one of Liskeard's most prominent buildings. Another Plymouth

architect, Wightwick, designed the vicarage and Luxstowe House.

The prominent Victorian architect George Gilbert Scott designed the Workhouse, which later became Lamellion Hospital. Other buildings on the site were by Henry Rice and John Sanson. Sanson was greatly influenced by the work of Henry Rice and some of his buildings, like Rice's, include classical details. Other buildings by him, such as the Grammar School, now sadly demolished, were in the Arts and Crafts style.

A high number of original nineteenth century shop fronts can still be found in the town. Shops such as No 13 Fore Street with its elegant pilasters, fascia with moulded entablature and slender columns flanking plate glass windows greatly add to the quality of the townscape.

As mentioned earlier, many buildings in the town have granite plinths and detailing. The local slatestone was used for many buildings but is usually rendered or slatehung as it is not very durable. Other materials used throughout the town include Portland and Bathstone, used by Rice for his more prestigious buildings, and elvan – used on the Lloyds building and the Museum, which also incorporates polyphant stone.

Slatestone walls can be found throughout the town, indicating the sites of former courtyard developments, delineating the plots of nineteenth century villas, enclosing the front gardens of nineteenth century terraces and shoring up the banks of plots above the road line. In the eastern side of the town where a greater percentage of cottages and townhouses have been lost, they often provide an indication of the site of former developments.

Streetscapes and views

The central commercial area of Liskeard hums with life and this rises to a loud buzz on market days. A steady stream of traffic passes through the town centre from Greenbank through the Parade, down Barras Street and then out along Barn Street. Despite its constant nature the traffic moves steadily through the town and does not prevent the easy passage of the pedestrians. As a result Barras Street has retained its character as a street rather than a traffic dominated road. In the Parade the impact of the traffic is lessened by the large pedestrianised area which affords seating areas and places of congregation. Traffic is excluded from Fore Street but the area is still thronged with pedestrians visiting the shops and cafes.

The area to the east of Fore Street, the original medieval commercial centre, is now much quieter. Although traffic can still pass along the streets, this is rarely the case. Many of the old shops are now houses and as a result there are fewer pedestrians. Here the intricate road layout gives a great sense of connectivity and permeability.

The landscaping in the centre of the town is very hard, with very few trees or gardens.

The major routes into the town centre – Dean Street, West Street - Station Road and Greenbank Road are now primarily areas for the car. This said they all still retain a domestic feel not least due to the high number of surviving mature trees, a legacy from the nineteenth century villa gardens, and the carefully tended front gardens. Only in Greenbank Street has this sense of domestic scale been lost due to the demolition of houses and their front gardens. Their replacement with modern houses and bungalows set back from the road has heightened its impact.



Granite paving in Pike Street

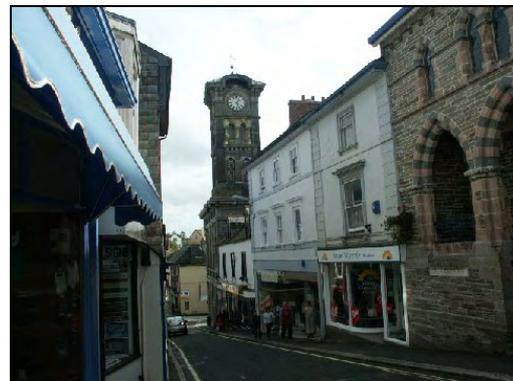


Paving on Bay Tree Hill

Liskeard's proximity to the granite quarry at Cheesewring is reflected in the high standard of granite paving which can be found throughout the settlement. Many of the roads and streets have wide granite kerbs stones and vast slabs can be found in the centre of the town. Outside the Guild Hall a large area of granite paving emphasises the importance of the building, but contrasts with the rather poor modern brick paviments in the rest of Fore Street.

One of the most prominent landmarks in Liskeard is the Italianate clock tower to the Guild Hall. Due to the narrowness of Pike Street it is difficult to appreciate at close quarters but can be seen throughout the northern and eastern side of the town rising above the surrounding grey, pitched slate roofs. Other highly visible structures include the slatestone church tower and the park keeper's cottage in the castle grounds.

Some of the vistas in Liskeard can be deceptive such as the view across from Barn Street towards the church tower. Due to the gradient the entire network of medieval streets below remain hidden. This contrasts greatly with the vista from the Parade down Pike Street where the intricate, multi-layered early settlement can be appreciated. Looking north from the foot of Barras Street the fringes of tall buildings open out towards the open space of the Parade with its central granite, Neo-classical fountain.



The Guild Hall clock tower not only dominates its immediate surroundings, but is also a landmark throughout the town

Most of the long reaching views are to be experienced from the approach roads into the town. Station Road has a wide boulevard-like quality affording views into the town and out towards the valley of the East Looe River broached by a magnificent granite viaduct. Similarly striking views can be experienced from the edge of the churchyard where the land falls steeply away into the rolling landscape of the farmland to the south-east of the town. Looking west from the church the impressive roofscape of Liskeard can be best appreciated; slate roofs both plain and with decorative ridge tiles, hipped and pitched, are laid out in stepped and random patterns interspersed with lanterns, turrets and gables.

Identifying Character Areas

Understanding character

The CSUS investigation, in addition to identifying the broad elements of settlement character that define Liskeard as a whole, identified five distinct Character Areas within the town's historic (pre-1914) urban extent (see Section 8, below; Fig 7 and Character Area summary sheets 1-6).

1. Central Commercial Zone
2. The Castle and Post Medieval Urban Expansion
3. Church Town
4. Large Eighteenth and Nineteenth Century Villas
5. Ribbon Development

These Character Areas are differentiated from each other by their varied historic origins, functions and resultant urban topography, by the processes of change which have affected each subsequently (indicated, for example, by the relative completeness of historic fabric, or significant changes in use and status), and the extent to which these elements and processes are evident in the current townscape. In simple terms, each Character Area may be said to have its own individual 'biography' which has determined its present character.

Taken with the assessment of overall settlement character, the six Character Areas offer a means of understanding the past and the present. In turn, that understanding provides the basis for a positive approach to planning future change which will maintain and reinforce the historic character and individuality of each area and the town as a whole - *sustainable* local distinctiveness.

7 Regeneration and management

Characterisation of the historic environment of Liskeard has revealed the essential dynamic factors underpinning the town's character. Regeneration planning which is informed and inspired by these elements can take a sure-footed and proactive approach to creating beneficial change, reinforcing and enhancing existing character and ensuring that new developments are closely integrated into the existing urban framework, more focused on enhancing Liskeard's distinctiveness and strong 'sense of place', and ultimately more successful.

The characterisation process has also produced a valuable dataset on the historic fabric, archaeological potential and townscape character of the historic town. This information can be used as a conventional conservation and planning tool to define constraints, as a yardstick against which to measure new development and policy proposals, and as the basis of well founded conservation management, restoration and enhancement schemes and policies.

Character-based principles for regeneration

The principles outlined below, derived directly from the analysis of key character elements for the town and the assessments of the individual Character Areas, should underpin all regeneration initiatives in Liskeard.

- Respect for the fundamental importance of Liskeard's natural setting and topography.

- Recognition of the quality and particular distinctiveness of Liskeard's historic environment.
- Commitment to achieving comparable quality and character in new buildings and evolving townscapes.
- Promoting a continuing diversity of functions and activities in the town.
- Respect for the different Character Areas within the town and a commitment to acknowledging and reinforcing the urban hierarchy and diversity they represent.

Regeneration and the historic environment: key themes for Liskeard

Characterisation has highlighted regeneration and conservation opportunities for the historic area of Liskeard as a whole and for specific areas and sites. These opportunities may be grouped under the following broad themes.

Understanding the asset

Liskeard's distinctive character is based firmly on its setting and the quality and diversity of its historic components. To be fully successful, any regeneration scheme, whether or not dealing directly with the historic environment, should take full account of these elements and ensure that appropriate designations and management policies are in place at an early stage.

This will benefit regeneration by giving certainty to the planning and development process. It also offers links to the priorities of funding programmes, especially Objective One's requirements for enhancing local distinctiveness and

respecting the cultural and historic resource.

Re-evaluating designations and the information base as part of this process might include:

- a review of the statutory list of historic buildings;
- creating a supplementary list of locally significant structures (the 'other historic buildings' identified on Figure 5 and CSUS digital mapping offer an initial baseline);
- comprehensive buildings at risk and/or condition surveys;
- a review of the boundaries of the present Conservation Area (see Figure 5) and preparation of a Conservation Area Appraisal.

Maintaining and promoting diversity

Historically, and to the present, the prosperity of Liskeard has been based on a diverse social and economic base. The town has always been an important centre for commerce and services, and the site of the local cattle market covering an area from the coast to Bodmin and from the Tamar to the Fowey. Over the years light industry, local government, public services and the leisure industry have boosted the already diverse economy.

In this context it is important to encourage comparable diversity in the present and the future. Concentration on 'big-hit' solutions to regeneration may divert attention from smaller, more easily achievable and more appropriate schemes which, because of their scale and variety, are likely to integrate more successfully with the town's historic character. In aggregate these are likely to produce as much, if not more, new employment, vitality and regeneration, with less potential conflict with the quality and diversity that is fundamental to Liskeard. In addition such schemes

would have a smaller overall impact on the historic built environment. Such schemes are likely to be most successful if carried out in the context of an overall vision for the future of the town.

Respecting character

Understanding of the specific qualities of the various Character Areas and respect for the urban hierarchy they represent is vital. Such understanding and respect has immediate practical applications, including:

- Appraising all proposals for change in terms of their potential for maintaining and enhancing character and Liskeard's distinctive sense of quality. This applies equally to minor changes to historic buildings and streetscapes and to larger scale developments. For these such appraisal is particularly important if the mistakes of the past are to be avoided, for instance the design of the Somerfield's which makes little reference to the surrounding historic environment.



The Somerfields development on Pondbridge Hill.

- Provision of site-specific design guidance, avoidance of pastiche and 'token' local distinctiveness, promotion of architectural excellence and ensuring that all new build is fully informed by the distinctive elements of the town's character.

- Encouraging use of local materials, construction techniques and skills. This will benefit smaller, specialised, locally based businesses, and dovetails with regeneration strategies to increase training and skills.

Integrating conservation approaches to regeneration

The overall quality of the built environment in Liskeard throws into sharp contrast a relatively small number of structures and sites which are currently underused or where character has been eroded by a past lack of care.

Traditional approaches to repair, maintenance and enhancement of historic buildings could be an increasingly important component of regeneration in Liskeard, helping to improve attractiveness, support property values and benefit the overall condition of the housing and general building stocks. 'Heritage' oriented public funds such as HERS and THI could beneficially be used in conjunction with LOTS and building condition and vacancy surveys. As well as reinstating distinctive architectural features on historic buildings and in the public realm, this could free up an available stock of buildings and sites for development and reuse and act as a significant catalyst to wider investment in the town. The result would be a sustainable source of brownfield development sites, increased occupation, and help in meeting demand for (affordable) housing, thus securing the vitality of the town centre where historic buildings are concentrated.

There is potential for the local authority, RDA or other agencies to acquire, re-use, enhance and promote such sites as a stimulus and contribution to regeneration investment.

Enhancing townscape

A proactive approach to public realm enhancement offers potential for some relatively easily achieved schemes that could have a decisive effect on the quality of the town. This is especially the case for townscape improvements at key gateway points - Greenbank Road, Pound Street, Castle Street, Dean Street. These are distinctive historic places on the periphery and at the historic core; they make the important initial impression on visitors that colours the whole of the subsequent experience of coming to Liskeard.

Within the core, public realm schemes could make radical improvements in the quality of spaces and streetscape and the attractiveness of the town. Liskeard benefits from good quality historic street surfacing and furniture. Properly recorded and understood, these could form the basis of truly locally distinctive design for enhancements to the public realm.

Some key views and historic routes are obscured by signs, street furniture and traffic-management features; this is especially the case around the Dean Street roundabout. Such street 'clutter' could be reviewed, with potential for increasing the effectiveness of necessary signage and reducing unnecessary obstructions.



Poor street furniture and signage clutter at Dean Street roundabout

Strategic review of traffic issues

Traffic related issues are a recurring theme in most conservation and regeneration initiatives in Liskeard. Character and the historic environment can contribute to the design and effectiveness of traffic management schemes.

- Enhance 'gateways' on the main road into the town to emphasise the transition to an urban environment, with lower vehicle speeds, and thus reduce excessive and repetitive signage throughout the rest of the town.
- Design highways within the historic townscape as streets in which *people* move, live and work, rather than simply as roads for vehicle traffic (manifested, for example, in the scale of lighting and form of signs and surface treatments).



Large scale and utilitarian street lighting in Station Road

- Place streetscape improvements at the heart of future traffic management schemes, thus playing a key role in the enhancement of the public realm. No traffic management scheme is likely to be accepted or successful unless accompanied by sensitive, appropriate and imaginatively designed enhancement works.

Improving connectivity

Liskeard is fairly accessible to pedestrians and yet there are significant barriers to pedestrian flow, for example the Heathlands Industrial Estate and Business Centre.

Utilising and improving historic links and connections could have significant regeneration benefits. Making places attractive can draw people in. For instance, the streetscape around the Cattle Market does not effectively draw together Dean Street and Barn Street. Amending this is as much to do with improving townscape and signposting (both literally and figuratively) footpaths and small roads as it is about solving traffic problems. It could, indeed, obviate the need for intrusive or heavy-handed management solutions. Similarly, the better linking of residential areas with public buildings and activities and with the commercial heart of the town should be an important underlying theme of regeneration.

Improved pedestrian links and activity also depends in part on greater security. This could be achieved by restrictive, controlling measures, but is much more effectively done by increasing use and thereby increasing passive surveillance levels - in other words drawing on the historic patterns of use in the town centre to increase activity and a sense of ownership and responsibility. Stimulating the connections between places, making the centre more attractive at all times, and increasing uses and viability in 'back street' areas such as Lower Lux Street are all valid regeneration objectives, and can all benefit from reference to historic fabric, uses, connections and patterns of movement. Increased occupation of underused commercial buildings through LOTS-type schemes could improve the connections between the core streets and the surrounding areas

through the opening up and effective surveillance of alleys and paths.



Former historic shops such as these premises in Lower Lux Street could be converted back into commercial use

Presentation and promotion

The quality of Liskeard is currently under-appreciated. The town's history as a major centre in medieval times and its wealth of historic buildings remain largely uncelebrated. The town's cultural importance is beginning to be exploited with the development of the new museum in the Forrester's Hall, the exhibitions at Stuart House and the development of the Henry Rice Town Trail. These initiatives could be developed further via web sites, printed literature and other means in order to raise the profile of the town.



Details of events at Stuart House

The high survival of original shopfronts within the town centre makes these buildings especially well suited to small, specialist businesses. Rather than

lamenting the lack of presence of high street chain stores the town could concentrate on promoting itself as a specialist shopping centre, building on the reputation of small independent enterprises such as Ough's.



Ough's, with its replica historic shopfront on Market Street

In addition to its cultural and commercial resources the town has a thriving cattle market close to the town centre. The increasing rarity of urban markets and their informal charm make them not only an asset to the local farming community but also to the tourist industry.

Parts of the town itself are also either under-used or not fully recognised for the qualities they have: the streets between the church and the town centre are charming both in plan and architecture, Castle Park is one of the historically and archaeologically most sensitive parts of the town and yet at present the site is entirely uninterpreted. A town trail could draw in the currently more neglected parts of the town and highlight their importance in an historic context.

Regeneration initiatives building on the town's attractions in these parts may need to begin with a review of the facilities, transport options (bus-routes, parking and pedestrian access), quality of signage, street maps and promotion available.

Coordinating change

The diversity of players within the regeneration process underlines the need for co-ordinating action and reducing uncertainty. There is a particular need for comprehensive conservation plans and management schemes for particular sites and areas of the town, to guide and inform future action.

Liskeard's high quality and diverse historic environment forms a crucial element in the town's character and sense of place. It also creates major opportunities, to an extent that would justify allocation of significant resources to project development and obtaining funding. The aggregate benefit in increased economic activity, employment, and quality of life could far outweigh that derived from major infrastructure-based projects, with significantly less potential harm to the historic and natural environment.

8 Character areas

1. Central Commercial Core

(Fig 7 & Character Area summary sheets 1)

This area represents in the main the Medieval Borough (which also included the medieval church town and castle sites). Essentially it is the area which comprised the medieval commercial centre and the later nineteenth century banking, commercial, market and entertainment sector. A high proportion of the surviving buildings are commercial and there were historically very few public buildings with the exception of the Guild Hall, the market hall and the later insertion of the library.

Whilst broadly connected through its shared commercial character the area can be divided into two distinct parts:

1a The Medieval Market

1b The Parade and its environs

1a The Medieval Market

Establishing the area's character

Historical background and key components

By the late medieval period the market had moved from the higher slopes near the church to a site adjacent to the well and the area's commercial character began to develop. By this stage the narrow steep streets were already lined with houses and workshops and in the following centuries the metamorphosis from early domestic dwellings to commercial premises continued. The commercial status of the area was

confirmed by the building of a market hall in 1574. During the ensuing years a mix of commercial premises and houses continued to develop with a number of elegant town houses being built in the eighteenth century. By the nineteenth century however the pressure from the greatly expanded population with increasing disposable income led to the conversion of large numbers of houses to shops. Although Fore Street and Market Street are still intrinsically part of the town's commercial core, there is a sense of retraction in the peripheral streets - Church Street, Well Lane and Pondbridge Street. Here a number of shops stand empty or have been demolished as the commercial tide has moved west towards the Parade.

Survival of standing historic fabric

The architecture is a mix of mainly eighteenth and nineteenth century town houses some of which possibly contain earlier fabric within their structures, and some which have nineteenth century shop conversions.



Original nineteenth century shopfronts in Fore Street

There are also purpose built nineteenth century shops and warehouses.

The major loss has been the Market Hall - a two storey granite building with distinctive semicircular façade built in 1822, it was demolished in 1956. At the western end of Fore Street the shops on

the northern corner were lost during a fire.

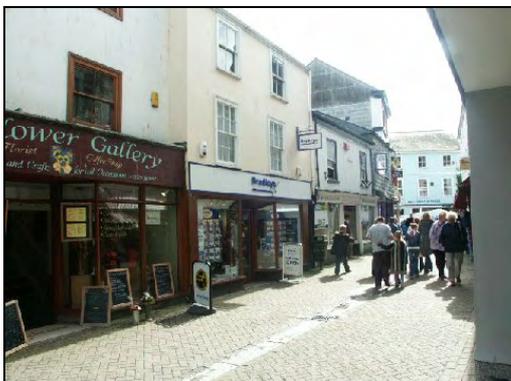


Original nineteenth century shopfronts in Fore Street



Modern buildings at the western end of Fore Street lack the quality and detail so prevalent throughout the rest of the area.

On Canon Hill a number of cottages and a former school have been lost, whilst a number of buildings possibly warehouses have been demolished in Well Lane.



Modern inappropriate shopfronts in Fore Street

In the main there is a good survival of original shopfronts, although a number are partially obscured by inappropriate modern designs.

Architecture and materials

At street level there is a great sense of homogeneity especially in Market Street and Fore Street where nearly all the buildings are shops, usually two bays wide. It is only when glancing up that one becomes aware of the differing nature of the buildings - some are simple low vernacular structures with plain rendered walls and slate pitched roofs, whilst others are highly decorative, three stories high with applied Classical detailing and roofs hidden behind elaborate cornices. Most of the buildings are rendered with slate roofs, but there are a few granite structures.

Major buildings in the area include:

- The Guild Hall – built in 1858 by Henry Rice. Its massive granite loggia dominates the streetscape, whilst the three stage Italianate clocktower is a significant landmark and point of navigation throughout the town.



The striking Italianate façade of the Guild Hall dominates the entrance to Fore Street

- The Pipe Well – tucked away behind Fore Street is easily missed. It is notable not so much for its mid-nineteenth century rubblestone wellhouse and late nineteenth

century wrought iron gates, but for its connection with the early settlement – the present structure replacing a medieval building.

- No 1 Market Street – built in 1853 by Henry Rice - a fine example of an extremely ornate town house in the Classical style with an enriched modillion eaves cornice, rusticated quoins and cartouches. At the ground floor level is an early twentieth century shopfront.
- Ough's – occupying a corner site on the junction between Market Street and Lower Lux Street this shop was, until recently, run by the same family since the 1850s. The shopfront is a replica of an historic design with pilasters, fascia board, glazing bars and stall risers and forms a strong focal point at the culmination of the vista down Pike Street and Market Street.
- The Constitutional Club – built in 1910. The ashlar blocks of the ground floor contrast with the red brickwork above enlivened by granite dressings.



The Constitutional Club, Market Street

Topography, streetscape and views

The topography draws one into the central space. The narrow streets rise from the lower land below - the original tannery sites (now Somerfield's car park), before converging around the well - giving a sense of being at the head of

the valley. Originally an open space, this area is now highly built up with tall buildings on narrow plots resulting in a feeling of enclosure. In addition there is a sense of shelter as the buildings hug the lower slopes overlooked by the church and the Castle site on the higher land above.

- The streets are intensely interconnected especially in the area between Fore Street, Market Street and Well Lane, and to a lesser extent between Church Street, Market Street, Castle Lane and Castle Hill. This sense of a complicated network of interconnecting routes is intensified by the narrowness of the streets.



Interconnecting streets around Market Street

- The majority of structures are built straight onto the street with no front gardens or forecourts resulting in a very hard landscape with little greenery and no trees.
- Due to the large number of shops the area has a very busy street life. Most of the traffic is human, however, as the area is mainly pedestrianised or pedestrian priority.
- The majority of pavements are tarmac with very high quality thick kerbs made from granite. This contrasts with the recent paving scheme in Fore Street where only the eastern end had granite paving,

and the rest is blanketed in inappropriate brick pavements. In addition there are still very high quality areas of granite pavements and cobbled gutters, particularly in the streets leading towards the church.



Granite pavements at eastern end of Fore Street

Due to the intricate nature of the street pattern there are few long vistas. However looking north from Market Street the street climbs, fringed by a handsome succession of buildings rising in steps punctuated by the confident column of the clock tower. Another sweeping vista can be experienced looking east from Pondbridge Hill where the road falls away before climbing again in steps at Cannon Hill towards Church Street. Unfortunately this view is marred by the gaping holes of demolished buildings and inappropriately scaled and detailed modern developments. Looking north along Fore Street the road gently curves away flanked by shops, many of which have original facades, lending a 'period' feel to the street not unlike a film set of Victorian England.

The majority of views are more intimate glimpses, typified by the alleyways leading to the well. In this part of the town more informal vistas can be found such as the backs of the buildings along Fore Street.

Archaeological potential

As one of the oldest areas in the town, and site of the late medieval market place, there is potential here for both buried deposits and standing fabric. Evidence may survive of the former market space and related structures, and burgage plots behind the buildings in Fore Street. Some of the eighteenth century buildings could contain earlier fabric, which could be revealed through careful recording. Trenching in Well Lane in 2002 revealed nineteenth century build-up and walls and a few eleventh to twelfth century shards; no early remains were found in excavations on the site of the Bell in 1987.

Full appraisal and mitigation works should be undertaken in this part of Liskeard whenever damaging development takes place.

Statement of significance

This is historically one of the most important parts of Liskeard where the original medieval streets are lined with mainly eighteenth and nineteenth century good quality buildings. Traditionally the commercial core it is still part of the principal shopping area in the town with a busy thriving atmosphere.

Regeneration and management

Issues

- A large number of the shops have upper floors which are currently unused or underused.
- A number of proposals have been mooted in recent years for developing the back-plots in this area.



Many upper floors of shops are currently underused

- The area known as Sun Girt just to the south of Pondbridge Hill lies in a valley and is currently under utilised as a car park.
- A recent new development in Well Lane has taken its scale from the surrounding warehouses. However, this is only part of the story in this area and any further development on this scale would dwarf the surrounding smaller and equally historically important buildings, in addition to impeding the views so characteristic of this area.



New buildings in Well Lane

- The tight grain townscape of narrow street frontages spills out at the head of Fore Street into an area of wide modern shop windows with bare featureless concrete walls fronting Bay Tree Hill, which forms the western side of Mackays.

- Fore Street underwent a re-paving scheme a number of years ago. This scheme used a combination of poorly positioned original granite setts and inappropriate brick pavements which do not enhance the high quality buildings, and disguises the street's original profile.
- There are a number of forecourt areas currently bordered by cheap railings and paving.

Recommendations

- A LOTS-type scheme could improve the values, occupancy and out-of-hours vitality in the area.
- The back-plots in this area are particularly sensitive due to their historic nature with great potential archaeological significance. Overlarge developments based on clearance and amalgamation of plots should be avoided. Any development should respect the historic character of the individual plots and yards, should be small-scale and inward-looking.



The Sun Girt area currently under utilised as a car park

- The Sun Girt area could provide the site for a small cinema meeting the requirement for a 'rainy day' venue highlighted in the Atkins report. Alternatively, as the report suggested, the area could be decked to provide more parking as this

would have minimum visual impact due to its sunken location.

- Any development of gap sites should respect the scale, plan, design and materials of the surrounding historic fabric.
- Woolworths and Mackays, both highly visible and key buildings on the junction between Fore Street and Bay Tree Hill, would benefit from re-fronting with facades more sympathetic to their historic surroundings, in terms of scale, materials and detailing. The side elevations of both buildings should be treated as frontages to reflect the importance of this street as part of the commercial area, rather than regarding it as a service road.
- The pavements in Fore Street should be restored whilst still keeping the area pedestrian access only. The wide granite slabs could be redistributed throughout the street to mark the entrances into the individual shops.
- Building on the successful CAP scheme HER and THI schemes could be investigated to help fund improvements to the forecourt areas, and encourage the repair of existing historic shopfronts. This would further encourage the perceptible trend towards quality independent retailing.

1b The Parade and its environs

(Fig 7 & Character Area summary sheet 2)

Establishing the area's character

Historical background and key components

Although developed in a piecemeal fashion since the medieval period this area of the town consisting of Pike Street, The Parade, Barras Street, Bay Tree Hill, Windsor Place and the eastern edges of Dean Street and West Street is now characterised mainly by its eighteenth and nineteenth century architecture and plan.

Originally a place of residence for more wealthy members of the community, with buildings such as the late fifteenth/early sixteenth century Stuart House, by the mid-eighteenth century the area began to be subsumed by the ever-expanding commercial core. The market was relocated here from the constricted, sloping site off Well Lane and a number of public houses were built to cater for the needs of market-goers. It was still, however, considered a desirable place of residence and a number of local gentlemen chose to build large town houses here during the eighteenth and early nineteenth centuries.

Although the roads, apart from Windsor Place, existed during the medieval period they did not form the main route through the settlement. It was not until a row of houses across the Parade were demolished in the 1840s and Pound Street lowered in 1856 that the main route from east to west passed through The Parade and down Barras Street.

In response to the increased wealth brought by the local mines in the mid-nineteenth century and the continuing prosperity of the market the area around The Parade continued to develop. In addition to the inns new hotels, clubs and banks were built as subsidiary services to the market. Although a few of the earlier town houses still survived the area had developed into a centre of commerce and place of public resort (The Parade also being the venue for the twice-yearly fairs).



The recently completed Parade environmental scheme

Despite the insertion of typical late nineteenth century public buildings such as the public rooms and library and the relocation of the market the area continues to be a major component of the town's commercial core. The link between the market and The Parade persists with market-goers still visiting the pubs, banks and hotel on market days.

Survival of standing historic fabric

The majority of surviving buildings date from the mid to late nineteenth century, although there are a number of eighteenth century houses. The earliest surviving buildings are the Stuart House and the White Horse public house which probably dates from the seventeenth century.

There has been a certain amount of historic fabric lost in this area, both historically and in recent years.

- During the transition of this area from eighteenth century suburbia to nineteenth century commercial core a number of larger houses were destroyed. These included Middleton House and garden adjacent to Webbs Hotel, where replacement properties over the subsequent years including a smithy, garage, monumental masons and the current convenience store and modern post office have never satisfactorily resolved the space.



The Post Office occupies the site of the nineteenth century Middleton House

- At the foot of Barras Street part of Stuart House and garden were removed and eventually replaced by the modern garage which does not address the road and forms a similar breach in the streetscape.



Unsympathetic modern building at No. 6 Pike Street

- The otherwise high quality architecture and streetscape in Pike Street is somewhat compromised by the loss of No 6 Pike Street, a former smithy.
- An uneasy open space at the junction between Dean Street and Barras Street was created by the demolition of a curving row of houses and shops.
- At the foot of Barras Street the eighteenth century Trehawke House was replaced by a bank in the mid-nineteenth century.
- The Congregationalist Chapel on the junction between Dean Street and Windsor Place has been demolished and replaced with a modern shop.

Several town houses have been converted into shops and offices, but there is still a good survival of nineteenth century shopfronts. There were no permanent buildings associated with the market, but the granite water trough is still in situ. The bull stone from the market is now sited in the Castle Pleasure Grounds.

Architecture and materials

There is a highly eclectic mix of both architectural styles and building materials. Simple vernacular structures such as the White Horse sit amongst grand Classical eighteenth century town houses and flamboyant Victorian Gothic public buildings. There is a wide range of building heights and plot widths, but due to the breadth of the roads the facades are highly visible. The materials range from plain render to granite ashlar, polychrome stone, terracotta and slate-hanging. The majority of the buildings have slate roofs.



One of the oldest buildings in the Parade, the White Horse public house dates from the seventeenth century

Major buildings in the area include:

- Webbs Hotel – built in 1833 by J Foulston of Plymouth this five bay three story stucco building with Classical detailing is one of the most prominent buildings in the town.
- The Fountain – a Henry Rice construction dating from 1871. Although not large this granite structure with Classical features such as miniature pedimented doorcases and aedicules is still the focal point of the northern Parade area.
- Freemason's Hall – this extremely exuberant building designed by the architect John Paul in 1872 is one of a number of polychrome buildings in the town. The façade is redolent of the Ruskinian style of Venetian Gothic.
- Forester's Hall – originally the East Cornwall Saving Bank designed by Henry Rice, this building is similar in materials, style and detailing to the Freemason's Hall. Its ground floor loggia greatly enlivens the surrounding townscape of Pike Street. The bank was built in 1856, the datestone of 1896 refers to when it became the Forester's Hall.



The exuberant Ruskinian architecture of the Forester's Hall

- The Library - commissioned by the philanthropist John Passmore Edwards. This imposing building in the Flemish Renaissance style with three gables and a central oriel window provides a strong frontage on the eastern side of Barras Street.



Parade House built in the mid-eighteenth century

- Parade House – one of the town houses dating from the period (mid-eighteenth century) when the Parade was considered 'suburban'. This house was re-fronted in the late nineteenth century by Henry Rice and fashionable Classical details such as the Tuscan porch and modillion eaves cornice added. The low granite front wall and wrought-iron railings are still in situ.
- Stuart House – originally dating from the late fifteenth/ early sixteenth century. This building was remodelled and extended in the

seventeenth and mid-nineteenth centuries. Its slate hung walls and prominent three-storey porch are key features in the surrounding townscape.

- Guardian House – was built in the mid nineteenth Century as a town house with a shop. The shopfront was added to the original stucco façade with Classical features in the 1950s.

Topography, streetscape and views

The Parade and Barras Street lie along the contours of the hill which rises to the north-east and falls away to the south east. As a result the area is relatively flat, with Pike Street having the only significant gradient. The early piecemeal development in some respects took advantage of the site with a number of the earlier houses having large open gardens such as Middleton House, Parade House and Stuart House. There was also however, a certain amount of unplanned ad hoc development such as the White Horse Inn and its neighbouring cottages. It was not until the Victorian period that the road engineers and architects took the opportunity to clear away the clutter of piecemeal development and create an open area of townscape on a grand scale of a type unusual in Cornwall. They deliberately created a wide open space to accommodate the markets and fairs, which in turn allowed for the appreciation of the high quality architecture.

In recent years an environmental scheme has been carried out to enhance the area around the Fountain and stress the area's significance as a place of meeting. The scheme has been successful in so far as many people congregate here despite the proximity of the main route through the town, and the area does not feel dominated by

traffic. The materials and details, however, are over complex and some of the simplicity of the open space has been lost.

There is a sense of lightness and openness in this part of the town and a stately quality to the architecture. Even in Pike Street where the gradient relates more to the earlier medieval development the buildings have wider frontages and descend the hill in an elegant series of steps.



Original granite kerb stones outside the Forester's Hall.

Despite alterations as part of the enhancement scheme some of the original thick granite pavements and kerb stones still survive. These are particularly successful in Pike Street.



The badly designed roundabout at the foot of Barras Street

The most unsuccessful area of streetscape at present is the roundabout at the foot of Barras Street. Badly designed and surrounded by inappropriate tubular steel railings it

does not form a fitting access point to the historic town centre. The problem of badly sited signs and clutter is further exacerbated by its proximity to the poorly sited garage.

Due to the wide nature of the streets there are significant vistas, the most notable being the view to the fountain from the foot of Barras Street. From this point it is possible to appreciate the way the streets opened out to accommodate the former market place. From The Parade there are glimpses of the church and castle site, but there is no real link to the original commercial area of the town. This can only be appreciated from the head of Pike Street where the interconnecting network of early streets and jumble of slate roofs become visible.

Archaeological potential

As the site of medieval and later suburban building there is potential to encounter evidence of early townhouses and gardens lost to subsequent development. An archaeological evaluation carried out at 6 Baytree Hill in 1995 discovered evidence of eighteenth or nineteenth century outbuildings but no medieval material. Trial pits excavated at Parade Motors in 1999 likewise found no medieval remains.

The north western wing of Stuart House was demolished in the late nineteenth century and there is the potential for below ground remains.

Statement of significance

An important area for public resort and commerce. This part of Liskeard contains a large number of significant buildings in a variety of architectural styles and materials. The townscape is planned, and on a grand scale unusual in Cornwall. Although bisected by the main route

through the town it is not dominated by the traffic.

Regeneration and management

Issues

- The roundabouts at either end of The Parade are at present very utilitarian traffic junctions with an overabundance of signage. The ugly tubular steel barriers around the Dean Street roundabout impede connectivity and pedestrian flow.



The head of Bay Tree Hill is currently an informal open space

- Enhancement schemes have been proposed for the open space at the head of Bay Tree Hill.
- There are a number of potential major sites for redevelopment in this area including the site of the post office, Alldays and the garage. The current proposals include a redevelopment of this entire area involving new buildings not only addressing the street also on the backland area.
- There are a number of alleyways and pedestrian only routes in this area, but at present they are poorly signed.

Recommendations

- Instead of roundabouts the key entrances to the historic core of Liskeard could be replaced with spaces achieved through public realm improvements. Part of this

scheme should include rationalising the signage.

- Lessons should be learned from The Parade scheme. Where traffic is channelled it becomes a priority, whereas in the informal, open area of Bay Tree Hill pedestrians still dominate. Consideration should be given to leaving this area as it is. Traffic restrictions into Poundbridge Hill could be considered.
- The sites of the post office, Alldays and the garage could all be greatly improved by replacing the current structures. Liskeard historically has not been afraid to embrace new materials and styles, and these sites would merit contemporary well-designed buildings in good quality materials. Webb's hotel should remain the largest building in the area and any new development should not compete with the surrounding historic markers such as Webbs and the Guild Hall clocktower. The backland areas are extremely sensitive both historically and archaeologically. Any new development should respect the existing plotlines, boundaries and yards. This could be an opportunity to reinstate some of the nineteenth century gardens, providing a green lung in this highly built-up area.



The garage in terms of scale, design and materials is an alien structure in the historically sensitive Barras Street



During the nineteenth century the Alldays site was a blacksmiths

- Pedestrian-friendly signing guiding visitors around the central core and out into adjacent areas could be improved.

2. The Castle and Post Medieval Urban Expansion

(Fig 7 & Character Area summary sheet 3)

Historically this area included early medieval developments such as the castle that were not part of the loose central grid. With an early expansion of the old medieval borough, buildings in this area could retain original medieval fabric. The area retains a tight urban grain of close street frontages with narrow plots which extend at the back into burgage plots. There was intense infill during the industrial period in the form of warehouses, workshops, slum courtyards and chapels, whilst retaining the high quality street frontage. This is an area of improved roads which connect into the old town centre core.

Within the overall area there are two distinct character areas to the east and the west. The western area comprising Dean Street, West Street, Bay Tree Hill and Barn Street still contains a significant element of commercial and public activity whereas the eastern area of Higher Lux Street, Castle Street, Pound Street and Lower Lux Street is mainly residential.

2a The West Area – Dean Street, West Street and Barn Street

Establishing the area's character

Historical background and key components

By 1699 the eastern ends of Dean Street and West Street, the northern end of Barn Street and Bay Tree Hill had all undergone degrees of development. To begin with this was mainly in the form

of suburban housing, similar but on a smaller scale to that in Barras Street. By the early nineteenth century the area was still essentially suburban with a number of town houses interspersed with inns.

It was during the mid-to-late nineteenth century however that the current character of the area was established. More than any other part of the town this area best represents the impact of the industrial workforce on a previously agriculturally based settlement. The townhouses were adapted to accommodate shops and workshops, and the intervening land filled with hastily constructed courtyard housing such as Cooks Court and James's Court. This area would have been constantly busy - in addition to the commercial activity centred around the shops there would have been miners in and out of their accommodation as they returned from shifts, craftsmen at work in the workshops and the traffic of tradesmen as they visited the increasing number of warehouses.



Henry Rice's Wesleyan Chapel in Barn Street

Nonconformism, traditionally associated with the industrial working community, was particularly well represented in this area. One of the earliest chapels was built in Dean Street and by 1803 housed the first Methodist Sunday School in Cornwall. In 1841 a Wesleyan Chapel was built in Barn Street, to be replaced in 1846 following a fire by a building designed by Henry Rice. He was also

responsible for the Bible Christian Chapel in the same street built in 1854. By 1876 in addition to these places of worship there was a Baptist Chapel and Temperance Hall in Barn Street and a Congregationalist Chapel in Dean Street. The Roman Catholics also built their own church in 1886 in West Street with an attached Sunday School.

Being so close to the town centre a number of hotels and inns were built to accommodate those visiting the town for the markets and fairs, and on mining and railway business. In addition to the eighteenth century pubs, such as The Albion on Dean Street, by the late nineteenth century there was the Railway Hotel in Barn Street and the London Hotel in West Street, just off The Parade.



The Railway Hotel built in the late nineteenth century following the construction of the new railway



The London Hotel on the northern side of the Parade

In 1860 to allow for easier access into Barrass Street a new road was created, Windsor place, which eventually became lined with businesses such as the new post office, a bank and a number of houses. Despite its late-nineteenth century commercial character there was still a certain amount of domestic accommodation being built into the early twentieth century.

The swiftly constructed courtyard developments were eventually demolished, following the end of the industrial era, but the area received a new lease of life in 1905 with the re-siting of the market in the grounds of Trehawke House. The demolition of this once imposing structure was typical of the area's increasing development from early suburban site to commercial and industrial district. This process has continued and although a few of the smaller town houses still provide accommodation, a number have been tuned into shops and offices.

The mixed economy of the area continues and although a number of buildings have changed their use over the years the fundamental mid-nineteenth century commercial, industrial and domestic character persists.

Survival of standing historic fabric



Windsor Place built in the 1860s

Having undergone fairly radical alterations in the 1860s with the building

of Windsor Place the subsequent years have seen little in the way of change in the historic fabric. This part of Liskeard has the widest range of building use, and there is a particularly high survival rate amongst the larger one-off non residential buildings. The majority of chapels, public rooms, workshops, smithies and warehouses all survive, although a number have changed their use over the years - of the chapels only the Wesleyan Methodist continues to operate.

As already mentioned none of the courtyard developments still survive, but on the whole there is still a high survival rate amongst the historic buildings.

The few losses include:

- The Congregationalist Chapel on Dean Street, now replaced by modern shops.
- The Temperance Hall on Barn Street, now a club.
- Railings outside the town houses.

Architecture and materials

In common with the neighbouring commercial area of The Parade and Barras Street there is a mix of building materials and styles. Here however there is a higher percentage of vernacular architecture than in the town centre. Materials range from render and vernacular stone to polychromy. Whilst the styles range from simple symmetrically fronted town houses, to exuberant Gothic and restrained Classical detailing.

Buildings of note in the area include:

- Wesleyan Methodist Church – built in 1846 by Henry Rice in the Italianate style with slatestone rubble walls and stucco details. The imposing bulk of this two-storey structure with its hipped slate roof

makes an important contribution to the surrounding streetscape.

- Warehouse, Windsor Place – this mid-nineteenth century slatestone building forms a strong counter-balance to the Wesleyan Chapel located opposite. The façade is articulated by granite quoins, strings and voussoirs.



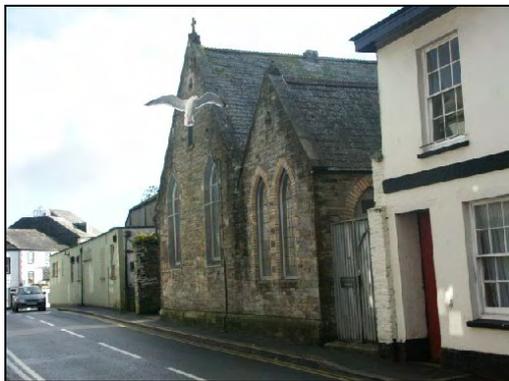
The Warehouse in Windsor Place currently undergoing repairs

- No 1 Barn Street – is a survival of a mid-nineteenth century town house with shop. The glazing bars, pilasters and moulded entablature with fascia board are still in situ.
- Denmor House, Barn Street – a town house built around 1865 by Henry Rice from polychrome coursed rubble and dressed stone. Although less elaborate, the building makes reference to the Masonic Hall and Forester's Hall in the centre of the town.



Denmor House designed by Henry Rice

- The Albion Inn, Dean Street - dating from the eighteenth century this simple vernacular rendered building with a Delabole slate roof is one of the oldest surviving buildings in the area. It gives an impression of the scale of buildings which originally occupied this part of the town.
- Rosedean House, Dean Street – built by Henry Rice in 1863 for a local doctor, part of the town’s growing professional class. The façade of polychrome rubble is decorated in a mixture of styles with Gothic and Classical details, and a porch with a Moorish arch. The house typifies Henry Rice’s eclectic approach to architecture which can be found throughout the town.
- Roman Catholic Church, West Street – A simple stone building in the Gothic style with a steeply pitched roof. The main frontage has simple cream bricks around the lancet windows and a central decorative trefoil.



West Street Roman Catholic Church

- The Cattle Market – although there are no individual buildings of note the groupings of simple, unpretentious one storey sheds with corrugated iron roofs are a good example of early twentieth century agricultural market vernacular.

Topography, streetscape and views

This is one of the flattest parts of the town and consequently easy to build on. Unsurprisingly therefore the town development began on this western side as early as the late medieval period. The main roads Barn Street, Dean Street and West Street were already in place during the medieval period giving access to the coast to the south and to the west of Cornwall. The flat, open sites between the roads proved ideal sites for the early suburban houses and coaching inns. Their later proximity to the railway and the industrial settlement of Moorswater ensured that development on this western side of the town continued.

Although Dean Street, Barn Street and West Street should still be regarded as streets (urban spaces where people live, work, walk and interact) they increasingly have the characteristics of roads (routes/channels for traffic), and do not encourage the pedestrian to linger. This is an area of very hard landscaping where only the buildings define the street. This effect has been increased by the loss of railings. Due to their narrow widths Windsor Place and Bay Tree Hill have a greater sense of enclosure than the other projecting roads.



One of the alleyways which originally connected Barn Street to the cattle market

One of the delights of this area is the interconnecting alleyways between the three main arteries. It is possible to travel from West Street to Barn Street

without using the main roads, and would once have been possible to travel further. Unfortunately the new industrial estate below Barn Street, designed for the car, effectively prevents the pedestrian from continuing into the valley below.

This area, like so many other parts of the town, benefits from wide granite kerbstones from the Cheesewring Quarry.

Although the ground is level there are still significant views such as the curve of the street towards the town looking from the station. There are also intriguing glimpses along alleys, through arches and into courtyards. This is particularly true in the area leading into the cattle market and the car park off Pig Meadow Lane.

Archaeological potential

This area was largely undeveloped until the seventeenth century, but there could be below-ground evidence of early industrial sites, including tanneries and breweries, and eighteenth century suburban gardens.

Most realistic potential lies in the study of the standing structures including the town houses, chapels and warehouses.

Archaeological investigation could also reveal further information concerning the former courtyard developments.

Statement of significance

An extension of the central commercial area characterised by an eclectic mix of building types and styles and a large number of places of worship. The cattle market is a significant feature in this area and continues to attract large numbers of visitors - on market days this area of the town is particularly busy and lively.

Regeneration and management

Issues

- At present the cattlemarket is still in operation on its urban site, but there is increasing pressure to move the market to a venue on the outskirts of the town.
- The mix of commercial and residential use in this area is a key part of its character and should be encouraged. This is an area in flux however and increasing numbers of historic buildings are undergoing conversion to different uses.
- Westbourne car park, whilst undoubtedly a major asset as far as the town centre shops are concerned, is poorly approached and landscaped.



At present Westbourne car park is a desolate space with no landscaping despite its site surrounded by prominent historic buildings

- The roads in this area give priority to the traffic and do not feel like streets where people would wish to linger - this impression is exacerbated by the large-scale insensitive street lighting. This is, however, still a significant commercial part of the town with a considerable amount of pedestrian traffic.

Recommendations

- As mentioned above the cattle market plays an important role not just for the surrounding farmers, but also for the tourist industry. If, however, the site falls vacant any new development should be low key with a variety of uses such as a farmers' market/ car park extension. The site is elevated at roof level with the surrounding town so any buildings should be low lying. As this is unlikely to be an archaeologically sensitive area there is the possibility of below ground development.
- When historic buildings such as chapels and shops are converted every effort should be made to preserve historic detailing and avoid the use of inappropriate signage. Surviving historic shopfronts could be restored through a shopfront scheme.
- Improve the approach to Westbourne car park and consider building a stone wall at its entrance point on West Street to reinstate the streetline. The car park itself could be landscaped with trees to complement the adjacent Westbourne Gardens and as a reference back to the area's former status as part of the gardens.
- In order to slow the traffic flow and make the area more attractive to pedestrians consideration could be given to allowing on-street parking. This, coupled with the planting of trees and the use of smaller scale street lighting, could reclaim the area for pedestrians. In addition the provision of street parking could give the local businesses a much needed boost.



Street parking along Dean Street could slow the speed of traffic

2b The East Area – The Castle and Post-medieval Urban Expansion - Higher Lux Street, Castle Street, Pound Street and Lower Lux Street.

(Fig 7 & Character Area summary sheet 4)

Establishing the area's character

Historical background and key components



Kilmar House, No 4 Higher Lux Street was originally built in the mid eighteenth century but refronted in 1808

This was one of the first parts of the town to be developed with the building of a castle or fortified manor house and surrounding park during the medieval period, or possibly even earlier. The streets on the hillside below the castle leading down to the church and the early settlement centred on the well were probably developed in the early medieval period. This development outside the main settlement core was part of the 'ruined skirts' referred to by Carew in 1602. By 1699 the area had been sporadically developed in a similar pattern to the development on the western side of the settlement. By the eighteenth century a number of suburban houses had been built in the area including No 4 Higher Lux Street. With the decline of the castle as the

centre of power the surrounding parkland bordering the road was sold off and eventually built on.

By 1809 there were rows of houses and cottages all along Castle Street, half way up Higher Lux Street and all along the other remaining streets in the area. During the early to mid-nineteenth century the streets in the area began to develop their own particular characteristics. Lower Lux Street became an extension of the central commercial area with a number of shops and a public house amongst the domestic dwellings. The old castle site had become a school in the eighteenth century and this led to the area becoming associated with education. Two further schools were built along Castle Lane in the mid nineteenth century amongst the small town houses and terraces.



Small town houses with original sash windows and elegant doorcases along Castle Lane

Like the western side of the town a number of Nonconformist chapels were built in the nineteenth century including a Friends Meeting house off Pound Street, and a chapel on Castle Hill.

Although there were fewer warehouses than on the western side there was some light industry in the form of a saw mill in Higher Lux Street. This area a focus for the influx of industrial workers in the mid- nineteenth century. A number of courtyard developments took place on Higher Lux Street and off Pound Street including Barrett's Court, Smith's

Court, Quiller's Court and Nichol's Court.



The Nonconformist chapel on Castle Hill built in a gothic style is still used as an ecclesiastical building

In the mid-nineteenth century the castle site went through a further transformation from school to police station and the remnant of the original castle park became a pleasure garden.

During the twentieth century Castle Street has become one of the major roads into the settlement as it links the town with the A38 leading to Plymouth. The mixed economy of the area has not survived into the twenty-first century in the same way it has on the western side of the town. Although a few of the shops still operate the majority are empty or have been converted into domestic dwellings. Away from the busy main road of Castle Street this is now a very quiet area as the tide of commerce has gradually shifted to the west.

Survival of standing historic fabric

Theoretically this area should be one of the most historically significant in the whole of Liskeard. In reality there are no identifiable remains on the castle site and the extent of the former parkland is

unreadable. The castle site now appears something of an anomaly isolated from the rest of the town by the development of the road below. Many of the streets around the castle have also been altered over the centuries. The post medieval route through the castle park has disappeared and in the nineteenth century a new route along Castle Street was cut probably resulting in the loss of much medieval fabric. During the 1950s-60s further losses occurred along Pound Street and Castle Street as the roads were widened to accommodate the increasingly heavy traffic.

Main losses have been:

- All the courtyard developments in Higher Lux Street and Pound Street have been destroyed. The only surviving evidence being glimpses of walls in the gardens and plots behind.
- The schools off Castle Lane.
- Building on the corner of Lower Lux Street and Pound Street lost to road widening.
- The Friends Meeting House.
- All significant remains of the castle and its parkland.



The site of former historic buildings at the head of Castle Lane demolished to improve road visibility.

- The houses on the junction between Castle Street and Church Street North, and the houses on the junction between Castle Lane and Castle Street, lost to road widening.

Architecture and materials

The charm of this part of the town lies less in its individual buildings, and more in the delightful rows and terraces of houses and shops. The majority are in the vernacular style with simple rendered facades and slate roofs. Despite the modest scale of many of the buildings, there is much decorative detailing - such as the Doric doorcases on the row of houses along Castle Street. There is also a good survival of original shopfronts.

Buildings of note include:

- Kilmar House, No. 4 Higher Lux Street – built in the mid- eighteenth century, this town house was re-fronted in 1808 in the Classical style. In the nineteenth century the house was used as a private girls' school.
- Raymonte House, Higher Lux Street - an early nineteenth century town house with original sash windows and a pedimented doorway.



Raymonte House one of the early nineteenth century houses in Upper Lux Street later surrounded by the short-lived courtyard development

- Chapel, Castle Hill – a greenstone building in the Early English Gothic

style with cream bricks around the arched windows and traceried quatrefoil decorations. Similar in style to the Roman Catholic church.

- 15, Lower Lux Street – a mid nineteenth century shop with original double shopfront including fascia and blind.



15 Lower Lux Street still retains many of its original mid-nineteenth century shopfront details

- No 4, Castle Street – built in 1886 as a large shop with domestic accommodation. The shopfront still survives and the building with its Classical detailing makes reference to the smaller scale surrounding town houses.

Topography, streetscape and views

This area leads up to the highest point in the town which provided the site for the castle. This early occupation resulted in the land immediately surrounding the castle remaining undeveloped parkland until the eighteenth century. The roads leading to the site however, despite their steep terrain, became rapidly developed as they formed a link between the early areas of activity – the castle, the church and the well.

The pre-eminence and character of the streets have altered over the years. During the medieval period Higher Lux Street was one of the major routes into the settlement from the north and also fed into the route through the castle

park to the east. During the twentieth century however with the emergence of Castle Street as the main route to Plymouth and the east, Higher Lux



Once a major route into the town, Higher Lux Street is now quiet and almost entirely residential.

Street's importance has lessened. The smaller interconnecting streets to the south of Pound Street have become increasingly quiet over the years, as the commercial premises have been converted into domestic accommodation. There are few places of public resort in the area, apart from the Castle Park, and as a consequence traffic is mainly limited to those who live and work in the area.



Paving in Lower Lux Street where the historic shop entrances are defined by wide granite slabs

The pavements still have their original wide granite kerbs, and add to the sense of good quality design in the area. There is an attractive mix of materials to be found in the streetscape including wide slabs of slate on the alleyway floors.

Due to its high location some of the most far reaching and important views in Liskeard can be found looking south-west from Castle Park. From here one can appreciate the high survival of slate roofs and the intricate pattern of the medieval streets below. The clock tower on the Guild Hall provides an important navigation point in the jumble of stepped roofs below. Looking west one can appreciate the proximity of the surrounding countryside culminating in the peak of Caradon Hill. In the area around Lower Lux Street, Castle Lane and Castle Hill the views are more restricted, the real interest lying in intimate glimpses into the courtyards and backplots behind the street frontages. Off Pound Street and Higher Lux Street similar glimpses can be seen which include sections of ruined stone walls – all that remains of the intensively developed courtyard sites.



View of the Guild Hall from Castle Hill

Archaeological potential

This area incorporates the castle site, potentially one of the major urban archaeological sites in Cornwall. Archaeological investigations could reveal information on the original

castle/fortified manor and the extent of its grounds

All these streets bound or are within the medieval area of Liskeard, and share the generally high archaeological potential of both standing fabric and below ground deposits in the historic core. In particular, this area may offer evidence of the outer limits of the medieval town.

This was also an area popular for early schooling and chapels, evidence of which could still exist below ground. In addition there was a certain amount of light industry specifically sawmills and blacksmiths. Like 2a this is an area where archaeological investigation could reveal further information concerning the former courtyard developments.

Statement of significance

Once part of the commercial core this area is now mainly residential. The street pattern is medieval and there are a number of early nineteenth century buildings, which give the area a sense of quality. The number of disused shops however lends a slightly melancholy atmosphere. Although there are no standing castle remains there is still an open area of parkland. Some of the banks surrounding the current Castle Gardens could be part of earlier defensive features.

Regeneration and management

Issues

- There are a number of interesting historic shopfronts in buildings no longer in commercial use, with empty accommodation above.
- The ancient character of the streets is currently compromised by an abundance of signing and thick yellow lines.



Dominant and unnecessary road markings on Castle Hill

- The speed of traffic along Pound Street and Castle Street forms a barrier effectively cutting off the northern parts of the town from the historic core. The roads have the character of an inner ring road adversely affecting the setting of the castle, the early nineteenth century town houses and the church.
- The site of the castle and Castle Park are historically amongst the most significant features in Liskeard. At present however the space appears little more than a standard municipal recreation ground with poor quality seating and railings.

Recommendations

- A CAP type or shopfront scheme and a LOTS initiative could preserve historic fabric vulnerable to loss during conversion, and extend the vitality, security and value of the area.
- Signage should be rationalised and lines painted on the road could be lighter and slimmer. In Castle Lane and Lower Lux Street the lines could be removed and access limited to residents only.
- Highways engineering over the years has removed all the difficult bends in Pound Street and Castle Street forming a sweep into the

town which encourages motorists to approach at speed. Consideration should be given to reinstating 'corners' back into this landscape to slow the flow of traffic – thus linking the Castle site once again with the town below. For instance reinstating buildings on the site next to the Lord Eliot Hotel would reduce visibility and encourage traffic to slow down. A slower approach along Castle Street would greatly improve the setting of the church and the living and commercial conditions for residents.



Building clearance at Church Street North/Castle Street junction has created a sweeping highway encouraging motorists to drive at speed

- At Castle Park a design and interpretation strategy could be informed by archaeological investigation in order that both visitors and local people can appreciate better this public space and its historic value. This exercise could also further inform the earlier history of the town which is currently under-researched. In addition public realm works could be carried out possibly as a THI or Civic Pride scheme.

3. Church Town

(Fig 7 & Character Area summary sheet 5)

Establishing the area's character

Historical background and key components

The church was one of the earliest features in the area, the first structure dating from the Norman period – remnants of which remain in the present building. It stood on the site of the present building, an area of flat land, and a pre-Norman origin is likely. During the early medieval period the town's first market probably developed on an area of land just to the south west of the church. In the fifteenth century the church was rebuilt in the perpendicular Gothic style. In common with the rest of the town the area evolved over the years - as the commercial tide moved to the west with the re-siting of the market place near Well Street the number of domestic dwellings increased. By the mid- nineteenth century the area had many of the characteristics of a small churchtown. There were schools, pubs, alms houses, cottages, a vicarage and even a nobleman's house – the Earl of St German's built Eliot House in 1897 as his town residence. Although a few commercial premises are still in operation the majority of buildings are now in domestic use.

Survival of standing historic fabric

The fifteenth century church is still in situ, having undergone two separate restoration schemes in 1879 and 1890. In the early twentieth century the old tower was demolished after extensive cracks appeared in the two lower stages. In 1901 it was replaced with a design by

the local architect John Sanson. To the north-west of the church can be found some of the earliest surviving cottages in Liskeard dating from the seventeenth century. One of the schools survives as a church hall and the old vicarage is still in place. Eliot House is still standing, but has been greatly altered since its conversion into a hotel.

The main losses have been:

- The almshouses on the southern side of the church.
- The early cottages on the northern side of Church Gate.

Architecture and materials

The majority of architecture in this area is small scale and vernacular. Rows of cottages follow the contours of the streets along Church Street and Church Street North. The cottages, usually only one or two bays wide are rendered and colour-washed or slate hung with slate roofs – some have applied decorative doorcases. Nos. 31-35 Church Street date from the seventeenth century and still have surviving service wings to the rear.



Steps of cottages climb the hill along Church Street North.

The early twentieth century houses along Church Gate give the area a slightly suburban feel, somewhat at odds with the medieval street pattern. In general, however, the impression is one of an organically developed village.



Nos 31-35 Church Street – dating from the seventeenth century this is one of the oldest domestic buildings in the Church Town area

There are a few larger scale buildings in the area and these include:

- St Martin's Church – mainly slatestone with some granite ashlar dressings this grade II* building dominates not only its immediate environs, but the whole of the south eastern side of the town. It is one of the three largest churches in Cornwall.
- The old school – a former National School built in 1865. This slatestone building with Delabole slate roofs in the Gothic Revival style influenced by the Ecclesiologist architects is still used as the church hall.



The National School makes a striking silhouette on the edge of Church Town and adds to the 'villagey' atmosphere of the area

- The old vicarage – designed by Wightwick. Although the original slate roofs still survive this Victorian rendered building has been greatly altered due to the addition of new porches and replacement windows, and is now used as a dental surgery.
- The Barley Sheaf public house – built in 1825. At three storeys high and three bays wide this rendered building with slate roof is one of the most dominant buildings in the area. Some of the original Classical decorative features still survive such as the moulded cornice and wooden doorcase with pilasters and enriched entablature.



The early nineteenth century Barley Sheaf makes a strong formal statement amongst the smaller mainly vernacular buildings in the Church Town area

Topography, streetscape and views

The topography has played an important role in the development of the area. This level area of land was chosen as the most prominent and convenient situation to build the church. St Martin's

is the most dominant feature of the area and all the surrounding roads lead to it.

The width of the plateau allowed for the siting of the settlement's first market place to the south-west of the church. Beyond the church to the south the land drops away steeply, which in part accounts for the lack of development in this area until the late twentieth century. The main development was west down gentle slopes from the market to the well site in the valley below.

The distinctive topography which lends the area so much character has also resulted in its becoming isolated. This area now appears almost a separate entity, a fossilised church town standing on the hillside physically distanced from the commercial core below.



The land rises steeply up Church Street separating the Church Town area from the town below

The streets still retain their medieval characteristics. Their narrow, twisting and interconnecting nature is similar to those around Market Street. The majority of pavements are simple tarmac with granite kerbs. In places, such as Church Gate, the original wide granite

kerbstones are still in situ. Although a few commercial premises still operate the area is very quiet and, except for the Sunday church goers and the occasional tourist, traffic in the area in the main is confined to those who live there.

Due to its high position striking vistas can be experienced from the church. Looking west the slate roofs drop away in stepped formations to the valley below. To the east the steep gradient hides the modern development directly below and the view is almost exclusively rural incorporating glimpses of the railway and viaduct.

Archaeological potential

The site of the earliest phase of the town's development including the first market place and the Norman church. This is an extremely sensitive area with a great deal of archaeological potential. There is likely to be evidence of the greatest significance here, including deep and complex layers of below ground deposits and remains incorporated into later structures. Below ground evidence may exist of a fortified site, the original church, the extent of the market place and the former existence of burgage plots.

Statement of significance

One of the oldest parts of the town dominated by the sixteenth century church of St Martin. This was the original market centre of Liskeard, but is now mainly residential. High quality townscape of intricate interconnecting medieval streets lined with some of the oldest surviving buildings in the town. Its topography detaches it from the rest of the settlement giving the impression of a separate entity.

Regeneration and management

towards domestic occupation continues.

Issues

- This area contains a charming mix of historic buildings including not only the church but some of the oldest houses in the town. At present the quality of this area is somewhat compromised by inappropriate alterations to the buildings, low quality and inconsistent street surfacing and over use of road markings.



Good quality street surfaces in the upper parts of Church Street contrasting with ...



.... Inappropriate materials and over-scale street markings in the same street – in this case outside the architecturally significant Salvation Army Citadel

- At present the church appears on the town guide, but the area is otherwise not promoted.
- This area is now predominantly residential. A number of buildings still have their original shopfronts but these are at risk if the trend

Recommendations

- To rejuvenate the quality of this area the historic buildings should be kept in full use and good repair, and their setting enhanced and maintained. Traditional features such as windows and doors should be reinstated. Applied here, traditional conservation constraints combined with grant aid schemes and sensitive and restrained streetscape and public realm works will have a disproportionately high knock-on benefit to the town as a whole.
- Consideration should be given to compiling a town trail of medieval Liskeard to include the well, church and castle, which could complement the existing Henry Rice Trail and draw more visitors into the eastern side of the town.
- The reuse of historic shops should be encouraged specifically for low key specialist use such as restaurants or craft and antique shops. Such reuse would encourage further visitors reinvigorating the area without compromising its historic character.

4. Large Villas

(Fig 7 & Character Area summary sheet 6)

Establishing the area's character

Historical background and key components



The south front of Westbourne House

Large houses set in their own grounds had been built in Liskeard since the sixteenth century. These houses however were built close to the central core and related directly to the urban environment. In the early nineteenth century the wealthier elements of Liskeard society were choosing to live away from the hustle and bustle of the town's centre in a new type of housing, the suburban villa. The earliest example of the type in Liskeard was Westbourne House. Built in 1816 possibly by Foulston for a local solicitor, N W Penrose, it occupied a large site to the west of the developing commercial area around Barras Street. Other local solicitors, bankers and professionals all began to recognise the benefits in terms of space and cleaner air of living on the edge of the town. The largest house was Luxstowe House built in 1831 by the architect George Wightwick for William Glencross. The majority were more modest in scale and a great number of

these were designed by Henry Rice including his own home No 2 Greenbank Villa built in the mid nineteenth century. The majority of villas date from this period reflecting the increased prosperity of the professional classes as a result of the extra business generated by the mining boom years. The character of the villas was subsequently somewhat altered when development along the main arterial roads during the late nineteenth and early twentieth century firmly enveloped them within an urban setting. Some of the houses have survived as family homes or split into separate flats, but the majority are now offices.

Architecture and materials

These houses were architect designed in the Classical or Regency style. The majority have rubblestone walls with stucco facades, some with stone dressings, and slate roofs.

Major houses include:

- Westbourne House – re-fronted in 1860 by Henry Rice to include bay windows surmounted by balustraded parapets. The original north entrance porch to Foulston's design still survives with a wooden doorcase and traceried fanlight.
- Luxstowe House – the strong Tudor Gothic style of this building with its imposing stone walls, battlements and tall chimneys sets its part from the more restrained and graceful style of the town's other villas.
- Graylands – built in the mid-nineteenth century and originally called Dean House this is a rubble stone building with stucco on its two main fronts. Elegant classical details include an eaves frieze with console brackets and a distyle Doric porch.



Luxstowe House – designed by George Wightwick in 1831

- Dean Villas - this trio of houses now known as Inversnaid, Oak Dean and Dean Meadow was designed by Henry Rice around 1855. All are stucco in the Classical style, but distinguished from each other in the detailing. Dean Meadow has rusticated quoins, Oak Dean a distyle Ionic porch and Inversnaid has striking giant pilasters with an incised Greek key pattern.



Dean Street villas designed by Henry Rice

Survival of standing historic fabric

Although many have now been converted to different uses the majority of villas still survive with the exception of Greenbank House which stood at the junction of Greenbank and Doctors Lane. The major loss has been the villas' surrounding gardens. Part of the gardens of Graylands have been built on and the eastern side of the magnificent grounds of Westbourne House is now a car park. Luxstowe House gardens were largely converted into car parks when

the house was converted into the District Council offices and the gardens of Wadham House and Tremeddan are now housing estates.

Topography and views

The new villas were built on land previously undeveloped except for the occasional agricultural cottage. The majority were carefully sited to take advantage of the views into the surrounding countryside, and before the late nineteenth century ribbon development would have appeared more rural in character.

Beyond Dean Villas the land falls away steeply to the south west giving far reaching views out over the valley below and the rolling fields beyond. Wadham House on the opposite side of the town was similarly positioned above a steep drop with equally far reaching rural vistas. Other houses such as Luxstowe and Westbourne were positioned on large flat areas of land, which allowed for the laying out of elaborate formal gardens including lakes and tennis lawns



The carefully chosen view out from Wadham House

Archaeological potential

On the eastern side of the town these sites include areas of medieval fields prior to the early nineteenth century development. There could be the potential to discover medieval field

features but the locations of these cannot be easily predicted.

The 1880 OS maps for Liskeard include detailed information concerning the villas' formal ornamental gardens and potentially further evidence below ground of the layout and features of these gardens could survive.

Statement of significance

This area represents pockets of elegant detached houses and gardens within an urban context. The quality of materials and architectural design adds to the grandeur of the town and complements the larger scale buildings in the town centre. Although some of the gardens have lost their ornamental features, only a few have been built over or reduced in size. As a consequence they provide green lungs in a largely highly developed environment.

Regeneration and management

Issues

- Westbourne Gardens is an important local amenity providing an area of green for the public adjacent to the town centre. In its present low maintenance form the garden has lost its historic integrity and its run-down air does not encourage visitors.



Although many of the original garden features are now lost Westbourne

Gardens could be reconstructed from details on the Victorian maps



- At present many of the villas are used for office space. Whilst this is not an entirely incompatible use for the buildings there is always the risk during conversion of features being lost.



At Trewithan House a swathe of the garden has been lost to car parking

- The gardens of the villas are particularly at risk when the buildings pass out of private ownership. Some land has already been lost to car parking.
- Greenbank Road passes through what was once one of the greenest areas of the town. The streetscape now appears featureless and too open.

Recommendations

- The 1880s map clearly shows the original layout of Westbourne Gardens and this could be restored to make the area a quality green

meeting place adjacent to the town centre. The footbridge could be reinstated over the attractive original medieval route, Westbourne Lane, into the newly landscaped car park.

- The important role of the villas historically and architecturally within the town is beginning to be recognised through initiatives such as the Henry Rice Trail. The buildings could be further enhanced through careful repair under grant schemes, which could in addition encourage greater public access and appreciation.
- Greater importance should be attached to the villa gardens. The centre of Liskeard is in reality highly built up and yet the views into the town have a backdrop of lush greenery formed by the mature, varied planting in the villa gardens. Any further attempts to reduce the gardens to make way for additional car parking should be resisted.
- Reference could be made to the former character of Greenbank Road through the planting of a boulevard of trees. This would narrow the road, slowing the flow of traffic, give a greater sense of enclosure and greatly improve the surrounding environment which currently has the feel of a suburban clearway.

5. Ribbon Development

(Fig 7 & Character Area summary sheet 7)

Establishing the area's character

Historical background and key components

Apart from the occasional agricultural worker's cottage there was no building in this area until the early nineteenth century. Development when it eventually occurred initially took the form of public buildings and institutions. In 1839 a massive workhouse designed by George Gilbert Scott was sited outside the town on the approach road which led into Barn Street. Also in that year a gas works was built on the same road just outside the eighteenth and early nineteenth century suburban development (see 2a Post Medieval urban expansion).



One of the surviving lodge houses Gilbert Scott designed for the Lamellion Workhouse

The following years between 1840 and 1880 saw the town expand greatly due to the increase in wealth and population following the success of the local mines. The majority of mine workers (as discussed in 2a and 2b) lived in the centre of Liskeard, but the professional people who benefited both directly and

indirectly from the industrial wealth wanted more spacious accommodation. As a result new terraces of housing were built along the approach roads into the town. One of the first, Dean Terrace, was built between 1838 and 1847 and designed by Henry Rice. These houses were built for the local Quaker community in a style similar to the classical villas Rice was also designing at this time. A number of subsequent terraces were also the work of Rice including Varley Terrace, built 1852, and Manley Terrace and Ashpark Terrace both built in the 1860s. These last two terraces were situated between the workhouse and the gas works along the western end of Barn Street, originally known as Lamellion Road. By this period it was renamed Station Road following the construction of the railway and station in 1859. This road with its new transport connections became particularly popular for development and by 1880 several more terraces including Carwinion, Barnfield and Tremeddan designed by John Sanson were built, and a new hotel, the Stag, to provide accommodation for those visiting the town by rail.



Ashpark Terrace, Station Road.

Although the majority of development occurred at this time on the western side of the town a new row of houses was built on the north eastern side in the mid nineteenth century. These houses were on a smaller scale and less carefully detailed. It is possible, given their

position adjacent to the road leading to the Bodmin Moor, that they housed families involved in mining. Towards the end of the nineteenth century a similar more modest development took place at the western end of West Street called Oak Park Terrace. These houses were situated on one of the roads leading to Moorswater, a significant industrial centre at this time.

Ribbon development continued along the main arterial roads into the mid-twentieth century. The general trend continued to be for housing but a new County School was built adjacent to Oak Park Terrace in 1907. Also around this period a cottage hospital was built on Barras Place financed by the philanthropist Passmore Edwards. The major areas of development were on the northern side of the town. Housing along the roads leading to Moorswater continued to spread with terraces, rows and detached houses built along New Road and at Ferndale Terrace. Development was confined to the edges of the major roads until the construction of the early twentieth century estate of Park View on land between the Castle Pleasure Grounds and Higher Lux Street.

Over the years the character of the ribbon development evolved from a mix of public buildings and middle-class housing to predominantly housing but with a wider mix of ownership.

Architecture and materials

Although predominantly housing, the area incorporates a wide range of different materials and treatments. Wall finishes range from render to slatestone and brick. Some of the smaller terraces, such as those in the Addington area, have flat fronted facades with simple brick soldier arches in contrast to the larger terraces on the western side with Classical detailing. The majority of houses however do have the unifying

feature of addressing the road behind front gardens.



A rear view of the modest terraces in the Addington area.

Buildings of note in the area include:

- Dean Terrace – designed by Henry Rice in a very simple but elegant Classical style with stucco facades and Delabole slate roofs. The terrace consists of ten attached villas set parallel to the road with the house at the eastern end forming a return.
- Lodge Houses, Lamellion Hospital – the forecourt lodges of the former workhouse flank a carriageway entrance the archway of which has been demolished. They are built in a very simple classical style with stucco walls the bays of which are delineated by plain wide pilasters under a slate roof.
- Victoria Terrace – a row of stone terraces with two storey bay windows. The facades are decorated with stone plate bands and panels of ceramic tiles, newly available due to the railway.
- Stag Hotel – a two-storey rubblestone building with a slate hipped roof. This building also demonstrates the new materials available in its use of brick for quoins and window piers.



Stag Hotel – built to service the new railway.

Survival of standing historic fabric

The majority of terraces and housing are still in place with the exception of the northern end of Carwinion Terrace demolished when the new by-pass was built in 1977. Large parts of Lamellion Hospital including the entrance arch and central building have been lost, as has the gasworks.

The school on the southern side of Old Road was originally the grammar school and then part of the Community College. It has now been moved to Luxstowe and the site redeveloped for housing. The school opposite replaced the old Varley Lane school, and is now a community centre as is the former school to the south of Thorn Terrace. The cottage hospital has recently been sold.

One of the saddest losses has been the elaborate wrought iron railings which old photographs show bordered the front gardens of nearly all the terraces in the area.

Topography, streetscape and views

This area is defined by the roads, and the majority of the development directly follows their pattern, radiating from the town centre in a series of tentacles. Apart from New Road and Dean Hill all the other roads have medieval origins but their wide layout dates from the nineteenth century turnpike

improvements. One of the areas of development, Station Road, was popular not just because of its proximity to the station, but also due to the flat open nature of its topography. Addington presented a similarly attractive site of level land adjacent to three roads leading out of the settlement.

The topography around New Road and Dean Hill presented more of a challenge. Engineering works were required to build into and shore up the side of the hill, but its position on the road out to Moorswater made the area popular for development.

The input of Henry Rice in this area adds not only to the architectural value, but also to the streetscape. His terraces were designed as units with long, generous elegant front gardens enclosed by low front walls with elegant railings. Despite the railing loss they still greatly enhance the quality of the area.

The area is characterised by rows of housing lining the street interrupted from time to time by a larger detached building. Only in Station Road where terraces have been lost to the bypass are there uneasy open spaces.

Early photographs show the extremely high quality paving in this area; large slabs of granite with thick granite kerbs. Sadly this has now disappeared, the majority of paving now being in the form of tarmac with granite kerbs.

Despite the dominance of the roads the streetscape here is of a far greener nature due to the proliferation of front gardens, many planted with trees and shrubs. The ground below New Road is so precipitous no building has occurred and the slopes are covered with trees and undergrowth.

Although subsequent modern development has taken place, standing in this area it is still possible to experience views directly out into the

surrounding countryside. These are particularly far reaching from the high ground on Dean Hill and New Road. Similarly there are also views back into the town of an urban landscape beyond the trees of the suburban villas.



Undeveloped land below New Road.

Archaeological potential

The relatively late development of much of this character area, developed on greenfield land, results in little predictable potential for buried archaeology. However Station Road, West Street and Callington Road were all medieval routes into the town.

Further evidence of the original extensive workhouse could still survive underground.

The area around the railway has been developed over the years and the station itself significantly altered. Evidence could still survive below ground of former goods sheds and cattle pens associated with the railway.

Statement of significance

The terraces and houses on the outskirts of Liskeard are notable for the high standard of their design. This is mainly due to the influence of the local architect Henry Rice who built houses which formed important elements in the streetscape with integrated designs and carefully planned gardens. These terraces are interspersed with a number of

architect designed public buildings resulting in areas of high standard townscape in contrast to the more usual urban sprawl.

Regeneration and management

Issues

- The present treatment of the roads into Liskeard makes no acknowledgement of the historic buildings which line them. Poor quality surface treatments, inappropriate large scale lighting and an overabundant use of signage act as a blight on these potentially attractive streets.
- The car park along Station Road is very badly designed and currently underused.



The poorly detailed and underused Heathland Road car park

- The Passmore Edwards and Lamellion hospital sites are both potentially large development sites.
- The woodland below New Road is currently under valued and used as a rubbish tip.

Recommendations

- The streets approaching Liskeard should receive the same level of consideration in terms of highways and public realm works as the town centre, not least because the quality of the architecture is so high. A

railings scheme could be considered to reinstate the railings in front of the Victorian terraces based on the designs from old photographs of the area and the surviving railings outside Varley Terrace. Improving the visual quality of the streets will encourage pedestrian access which will become all the more pertinent if further housing estates are built on the outskirts of the town.

- The Station Road car park site could be considered for redevelopment if further car parking space is made available by the decking of Sun Girt. If the car parking space here is still considered necessary the area should be landscaped.
- Any redevelopment of the hospital sites should respect the existing historic fabric, designed in both cases by architects of note. These buildings should be retained and any new development should be of a scale and design that recognises the surrounding historic landscape.
- The New Road woodland should be recognised as an important green space and cleared of all debris. Proposals to redevelop the northern end for housing should be severely restricted.

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