

## **Portreath Designated and Non-Designated Heritage Assets Inventory**

This document provides a list of heritage sites across Portreath Parish in support of Policy 5 of the Portreath Neighbourhood Development Plan (the NDP).

It is important to acknowledge that the focus of this document and the NDP is to outline heritage assets that are not already specifically safeguarded through existing strategic policies in the Cornwall Local Plan 2010 – 2030 (the CLP) and the national Planning Policy Framework (the NPPF).

The NPPF 2019 refers to non-designated heritage assets through paragraph 197 as follows:

*‘The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.’*

In this regard, the following evidence helps to define a number of non-designated heritage assets in the parish. Please note that the evidence is not exclusive, ie: if an asset is not referred to in this document, this does not necessarily mean it has little or no heritage value.

The non-designated heritage assets we have identified have been sourced through a review of documents, evidence base, local knowledge and through walking around the parish.

Any planning application should refer to this evidence base in accordance with Policy 5 of the NDP by checking and explaining how future would impact on any of the heritage assets, whether designated and non-designated, as specified.

The designated and non-designated heritage assets have been identified and are presented as follows.

Heritage Asset Description	Explanation	Where is the Information Presented?
Non-designated local assets	These are local non-designated assets that have been identified by the NDP group and volunteers.	Appendix A with photo record at Appendix F Please note photo records are in draft form
Cornwall Industrial Heritage Initiative: Portreath assets	The 2002 CISI provided a detailed list of both designated and non-designated assets in Portreath village. The NDP Steering Group have reviewed the CISI sites and have provided updates in the descriptions in italics where appropriate. The Gazetteer and figures are included separately in this document.	Appendix B and Appendix E

	The CISI full report is also attached at Appendix F for reference, in particular please refer to Appendix 2: Gazetteer of archaeological sites and key historic buildings and figures 2, 3, 4, 4A and 4B at the end of the document.	
Portreath harbour industrial archaeology		Appendix C
Strategic designations	This includes the World Heritage Site, Listed Buildings, Scheduled Monuments, Conservations Areas and other heritage assets designated and safeguarded through policies in the CLP and the NPPF.	Appendix D  For detail right click on the designations at <a href="https://map.cornwall.gov.uk/website/ccmap/?zoomlevel=5&amp;xcoord=165705&amp;ycoord=45450&amp;wsName=ccmap&amp;layerName=Listed%20buildings:World%20Heritage%20Site%20Areas:Scheduled%20Monuments:Parishes">https://map.cornwall.gov.uk/website/ccmap/?zoomlevel=5&amp;xcoord=165705&amp;ycoord=45450&amp;wsName=ccmap&amp;layerName=Listed%20buildings:World%20Heritage%20Site%20Areas:Scheduled%20Monuments:Parishes</a>



## SOURCES AND REFERENCES

### On-line resources

- Cornwall & Scilly Historic Environment Service: Interactive map (Includes historic & current base maps, aerial photos, designations and SMR sites with access to the SMR record)
- Catford, Nick in Subterraneum Britannica 'Portreath Reporting Post', U-tube. A comprehensive overview of the history of RAF Portreath from 1991 to recent times including official sources.
- Cornish Mine Images. 'Portreath Tunnel' . Photographs of the driving & opening of the Portreath sewage tunnel 1929-31.
- Invasion of Portreath by Phil in Cornwall, U-tube. A useful photographic survey of WW" defences in & around Portreath.
- Nancecuke parts 1 & 2, Graham Smith, Ragged Trouser Productions shown on Tv. U-tube.
- [www.wrecksite.eu](http://www.wrecksite.eu). The wreck of the SS Escorial.

### Maps and aerial photographs

- 1795-1820 map of the Tehidy Estate.( KK AD 894/7/17/1&2)
- 1809 Ordnance Survey map drawings
- 1841 Illogan tithe map
- 1875 Ordnance Survey map. Epoch 1\* (25inch to mile)
- 1906 Ordnance Survey map. Epoch 2.\* (25 inch to mile)
- 1946 Aerial photos (RAF)
- 1940's-1960's Ordnance Survey 1:10,560
- 1995, 2000\*, 2005\*. Aerial photos CCC
- 2020 Current Ordnance Survey map\* (25 inch to mile)

\*Available on the HES interactive map together with the following useful layers: WHS areas, Designations & SMR sites.

### Documents

- Mineral Tramways Project records & publications.1991-1997
- Wheal Tye Archaeological Assessment, Archaeology Unit of CCC. For Kerrier District Council. 1992
- Wheal Tye Shaft Capping Contract 11, Archaeology Unit of CCC. For Kerrier District Council. 1998
- Cornwall Industrial Settlements Initiative: Portreath , Archaeology Unit of CCC. 2002 (Available on-line)

- Bicentenary Celebrations (of laying the first surface tramplate in Cornwall in Portreath in 1809) material. 2009

***Books and articles.***

- Acton, Bob , Exploring Cornwall's Tramway Trails Vol 2 The Coast to Coast trail,1997, 2000, 2006.
- Atkinson , Barry, North Cliff Mines in Camborne School of Mines Journal.
- Barton, D.B. Essays in Cornish Mining Vol 2: Portreath & its tramroad.
- Bristow, Colin, The Geology of Cornwall
- Carpenter, Clive, Coals to Portreath in Archive Magazine, 1994
- Carpenter, Roger, The Portreath Branch of the Hayle Railway in Railway Journal 1990
- Jenkins, Letter book vol 2. Letters re Portreath tramroad.
- Smith -Groggan , G, The Portreath Tramroad Company in 'Industrial Railway Record' 131 1992
- Michael Tangye Portreath, some chapters in its history, 1984
- Michael Tangye Portreath, 2012. (The most comprehensive & authoritative book on Portreath history based on well documented research.)
- Michael Tangye, Tehidy & the Bassetts 1984
- Michael Tangye, Porth Towan, Nancecuke & Mawla. Forthcoming.

***Locally published material***

- Gillbrand, John, Bridge 1 & Bridge 2
- Landry, Ernest, 'Memories of Nancecuke, 1978
- Marks, Ade, Portreath Geology Guide
- Morse, Reg, 'Nancecuke & its School'
- Palmer, Caroline, 'Mawla, Nancecuke & more about Portreath & Towan Cross' by caroline Palmer, 2017
- Portreath Improvements Committee guide book to commemorate its Golden Jubilee, 1974
- The Story of RAF Portreath 1940-1945. Undated with no official author printed booklet but probably originating from the old Ops Room.
- The Bicentenary memorial booklet 2010
- Thomas, Janet, 'Illogan, more than a village'. 1990
- West Briton & Royal Cornwall Gazette, July 11 1991. Special edition of Cornwall Down the Years, 'The Escorial'

***.Property owners and/or deeds.***

- *In Portreath:* Dove Cottage, 5 Harbour Terrace, Tangye House, Sycamore Lodge, 7 Glenfeadon,

- *In Bridge*, via Bridge Historic Research Group
- *In Cambrose*, Elm Grove, Elm Cottage, Thresher Cottage

### **Oral histories and communications by long time residents of Portreath**

- The Gordon Greenslade Collection: Old notebooks, taped recordings now on CD & a selection on CD available for purchase. Pre-war & war time memories.
- Roma Greenslade. Oral recording on CD interviewd by Kath Dennis. 2019
- Rick Kneebone, Oral recording on CD and transcription recorded by Rose Lewis. Written 'stories'. Early post-war Portreath.
- Personal communication, oral & correspondence to the Rose Lewis from Michael Messenger regarding the Portreath Tramroad and Jean Oates, First Parish Clerk 1985 to 20018, regarding Parish History and the Cambrose -Nancecuke area.
- Many local residents.

**The Bicentenary Celebrations 2009** These commemorated the laying of the first tramplate for the first surface tramroad in Cornwall, in Portreath, in 1809. Lasting documents and recordings include:

- The Bicennenary Celebrations Memorial booklet.
- The Ore Wagon installation & the scale model of the wagon.
- The Ore wagon project record.
- DVD of the celebrations.
- Extensive photographic record.

### **The Portreath parish Collection**

Artefacts, records and exhibition material relating to Portreath history currently stored in local homes but to be deposited in Kresen Kernow when possible.

### **Photographs**

There are extensive photographic collections both historic and current which are in the process of being catalogued. They include private family collections, post card collections and current photographs of extant sites.

# Appendix A: Non Designated Heritage Assets Table and Maps

NON _DESIGNATED HERITAGE ASSETS			GRID REFERENCE	SOURCE
Sources: Compiled by Rose Lewis from field exploration, consultation with local residents and reference to published material and listed under 'Source' column.				
PORTREATH VILLAGE AND SURROUNDS				
1	Track to 18th century (1731) quay	Accessing the 1713 quay on Amy's side from Carvannal Downs possibly ending in a pulley system to get down the cliff, as at St Agnes.	SW65067 45314	Tangye
2	Track to beach	19th century track for seaweed collecting, accessing the beach from Carvannal Downs and joined with above track higher up.	SW65092 45278	Tangye
3	Chimney folly	Chimney type structure with panoramic view built by the Bassetts for pleasure. 19th century. In the grounds of Battery House. Part of panoramic strolling path.	SW65068 45106	Tangye
4	Summer house	Built by the Bassetts. 19th century. Overgrown and inaccessible. Part of panoramic strolling path. Privately owned.	SW64985 45090	Tangye
5	WW2 wireless hut	Adjacent to fort look-out in grounds of Battery House. Linked to the Operations Centre for RAF Portreath at Collett's Court.	SW65215 45261	Collet
5A	Ruinous buildings/structures	In the grounds of Battery House various ruinous walls, old stove, etc. Accurate recording impossible as the owners are currently shielding.		Owners of Battery House
6	WW2 anti-tank wall strengthening	Strengthened wall between Car Park and beach by main beach access.	SW65663 45357	Kneebone, 'Invasion of Portreath' by Phil in Cornwall YouTube
7	WW2 anti-tank wall around harbour	The existing harbour wall was strengthened in 1946 and remnants of this survive here by the Coastguard hut.	SW65699 45293	As 6
8	WW2 anti-tank wall around harbour	The existing harbour wall was heightened in 1946 and remnants of this survive, behind Cayforth flats.	SW65382 45304	As 6


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9	Steps up cliff	These connected the Lower Pilots Look-out with the 1872 battery platform and with the cliff top. They are partly rock cut, partly granite steps and after the Battery Platform it is a steep walled path which accessed the cliff top. Cliff falls have destroyed much of the upper part which now ends at the big bend of the road which was relocated post war. Generally inaccessible and hazardous.	SW65500 45485	Author observation
10	Steep access path from the Pepperpot down to and including a lower horizontal path	To the left (South) the horizontal path is stepped in places and fenced. Two decaying iron fence posts remain in situ. This accessed SMR 11, the other possible building (OTHER 11) and the descents to both the harbour entrance (OTHER 12) and Goodenheane Cove (OTHER 13).	SW65516 45643	Author observation
11	Rock hewn recess where 10 joins lower path	The South side is walled. No record of it exists.	SW65522 45650	Author observation
12	Steep zig-zag path down to harbour entrance	From near the Daymark to the floor of the harbour entrance. 19th century. This is still accessible.	SW65495 45621	Author observation
13	Steps down to Goodenheane Cove	Accessed from near the Daymark. Originally with handrail. 19th century. Now inaccessible from above due to Cliff collapse.	SW65615 45662	Kneebone
13A	Granite post	Above Pepperpot on cliff edge. With iron attachments for a possible flagpole.	SW65552 45658	Author observation
14	'Cattle creep' under incline	Access to grazing in incline valley through the incline. Mid-19th century.	SW65745 44778	Author observation
15	Marina Court	Site of stationary steam engine at top of incline of which one wall may be original, according to local residents. Disputed.	SW65744 44668	Rowland (Flat owner in Collett Court
16	Steps down to harbour	Granite steps from Harbour terrace to the harbour. 19th century. They have a WW2 concrete barrier across the top to prevent access.	SW65601 45393	Author observation


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17	Colletts court	Former WW2 operations centre, viewing tower still in situ. Many of the former buildings are long gone. It was run as a pub called The Ops Room for many years and is now subdivided into 16 flats.	SW65786 44768	Collet
18	Spring housing and pond	Gwelan Mor. Originally supplied leat (CICI 30) which took water to the former Glenfeadon stamping mill (MCO 1830)and smelter (MCO 26421 which are no longer extant. Could be early 19th century. Very much overgrown but still visible.	SW65816 44895	Tangye
18A	Iron culvert and cover	Where the Glenfeadon leat enters the Portreath stream having passed under Glenfeadon House/Bassetts House. Very difficult to observe because of dumped hedge cuttings and densely overhanging foliage.	SW65874 45228	See also CICI 30
19	Water supply, pumphouse etc. Illogan Woods	Pumphouse erected by James Tangye, engineer, to supply Fairfield House, Trengove and Tregea House and paid for by Gustavus Bassett. 1882. Also part of a public water supply for part of Portreath. There is an associated small weir.	SW66358 44651	Tangye in 'Portreath'
19A	Cast iron pipes	There are two different gauge pipes paralleling the stream, the larger of the two probably being part of the water supply for the village and connected with the pumping house. Around 1882.	SW66236 44888	Tangye in 'Portreath'
20	Granite gate posts and stock grid	Illogan Woods. Post medieval. Two stock grids and associated gate posts survive.	SW66489 44489	Author observation
21	19 <sup>th</sup> century track	Links Portreath to Illogan Churchtown. Much used, especially by the boys from Portreath school who transferred to Illogan Boys school at the age of nine. Post medieval.	SW66231 44916	Kneebone, Tangye.
22	Cliff iron ladder remains	The remains of an iron ladder, which was still extant in the 1990s, was removed for safety reasons leaving only the iron pins extant today. It accessed the cliff top and was probably connected with the quay of 1731. It also accessed bath 3.	SW65106 45380	

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23	Water supply spring	Man-made rock cave into which spring water flows from what is marked 'well' on the OS map, beside the access to Dove cottages. This was an early water supply for the village.	SW66193 45322	Laity, B (property owner)
24	Terracing for market gardening	Above Dove cottage. Now wooded over. Part of Sunny Farm and part of the Dove Cottage property, formerly Sunny Farm. Probably 19th century.	SW66215 45382	Laity, B (property owner)
25	WW2 bunker and concrete bases.	Edge of former RAF Portreath but below boundary of RRH Portreath. Accessed from New walk bend where the access path leaves through a gate.	SW66307 45363	Author observation
26	South West Water sewage tunnel.	A tunnel was constructed between 1929 and 1931 to divert Redruth sewage into the ocean (part of the Redruth Joint Drainage Scheme) as Portreath was noxious with raw sewage. 1100 yards long and 200 feet deep, it discharged raw sewage into the ocean. SW Water built the modern pumping station to divert the raw sewage to the new Red River treatment works. Flood waters are stored in a huge holding tank under the school playing field and directed out through the same tunnel for discharge into the sea.	SW66354 45165 SW6608546144 SW66111 46073 SW66342 45208	'Portreath Tunnel' YouTube photographic collection
27	Moor House	Built between 1875 and 1906.	SW66379 45166	Owners
27A	WW2 anti-tank wall	Originally this extended from the stream bank across the far end of Moor House property and across the tramroad. There were barriers across the road and check point. Only the Moor House stretch of wall remains.	SW66497 45117	'Phil in Cornwall' YouTube. Owners of Moor House.
28	Lead-silver mine tunnel entrance	Access to a short tunnel discovered during building works at Tralee on Sunnyvale road. It was always open but concealed by vegetation. 19th century.	SW66101 45384	B. Laity and Kresen Kernow. Referred to in the mine search for 5 Harbour Terrace.

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29	Rock basin swimming pool	A concrete barrier retains the sea water in this popular pool close to the jetty wall. Probably 20th century and early post-war. School children learned to swim in the pool from the 1950's. Metal and stone steps give access. In need of repair.	SW65419 45567	B. Laity
30	Zig zag path with granite steps and passageway through terrace	This connects Tregea Hill with Tregea Terrace. 19th century. Fenced throughout. Attractive passageway through terrace matching other terrace passageways.	SW65638 45188	
31	Sycamore Lodge	Originally 2 semi-detached cottages, a larger with a stone lean-to built on the West end which was the laundry and a smaller one. 1846-1880.	SW66077 45150	Owner
32	Remains of workshop	Various small workshops were built at different times, according to old photos, in what is now the Community Garden. The back and one side wall remain of the latest workshop, a tram plate was used as a lintel and the floor covered with huge slates, which were all still extant in 2005 but now gone.	SW65658 45393	Photographic evidence. Brian Copsey Collection.
33	Granite foot bridge	One of three foot bridges crossing Portreath Stream. The only original granite bridge remaining.	SW65654 45222	
34	Cliff quarries:	a. Burrall's quarry in the cliffs lining the harbour entrance, begun in 1769.  Beach quarry under Battery House.	SW65525 45531 SW65195 45306	Tangye
35	Stopes of Wheal Mary	The beach level cave provided access to the overhead stoping, clearly visible from the beach. Ore was brought out at beach level. An iron ring is driven into the cave wall.	SW65198 45301	Atkinson
36	WW2 (probably) cliff edge concrete bases	a. Near first fence along coast path going North from Portreath.  b. MOD parking at the top of Lighthouse Hill  Between Sally Bottoms and Hayle Ulla	SW66153 46155	Author observation




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37	20 <sup>TH</sup> century small concrete building	A shelter of some sort. Unknown date.	SW66440 46377	
38	THE PORTREATH TO POLDICE TRAMROAD Constructed between 1809-11. The last copper ore wagon probably used the tram in the late 1860's after which it rapidly fell into disrepair. With the closure of Poldice mine in 1873 its usefulness was over and the plates were lifted shortly after that. Many local people acquired plates and sett stones for building purposes, plates as lintels and sett stones for walls.			
39	Passing loop, Portreath tramroad.	THE PORTREATH TO POLDICE TRAMROAD. Constructed between 1809 and 1811. The last copper ore wagon probably used the tram in the late 1860's after which it rapidly fell into disrepair. With the closure of Poldice Mine in 1873 its usefulness was over and the plates were lifted shortly after that. Many local people acquired plates and sett stones for building purposes, plates as lintels and sett stones for walls.		Tangye, D.B. Barton, G. Smith-Groggan. See also SMR 25
40	Re-used set-stones	<p>The front garden walls and gate posts of Elm Cottage, Elm Grove and Owls Leat at Cambrose are mainly composed of sett stones from the tramroad, some with the cast iron dogs still in situ. The rebuilt walls of the old Tram loops abandoned after road improvements contain many set-stones. Sett stones can be seen propped up and lying around private properties including one against the tram wall near Cambrose.</p> <p>The ore wagon installation in Greenfield gardens used three original sett-stones. One sett-stone was created.</p>	<p>SW68948 45546 SW68956 45542 SW68944</p> <p>SW68869 45481</p>	<p>Author observations</p> <p>Lewis RA Project manager for the installation.</p>
41	In-situ set-stones	<p>a. The passing loop near Cambridge Farm</p> <p>Where the tramroad leaves Sunnyvale Road.</p>	See OTHER 39 SW66277 45213	Lewis, RA, Mineral Tramway Archives


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42	Parapets of Portreath Tramroad bridge	The embankment crossing the Portreath Stream at Lower Forge was the only engineered part of the tram and included the stream crossing. An interpretive plaque is on the parapet but is overgrown and often not visible.	SW69661 45702	MTP
43	Granite steps and track	From the Portreath Tramroad to the 19 <sup>th</sup> century cottages at Bridge Moor. Probably 20 <sup>th</sup> century.	SW66753 45009	
44	Steps and track	a. Footway from tramroad to Bridge village including steps. Probably late 19 <sup>th</sup> century.  Vehicle way from tramroad to Bridge village. As a.	SW67459 44909	
45	Original line of Tramroad abandoned after road straightening improvements	This loop of Tramroad is below Thresher Cottage. Many set-stones can be found in its roadside wall which was rebuilt. The other wall is original. Now claimed by Thresher Cottage and gated.	SW68880 45476	Author observation. Adjacent property owners.
46	Original line of Tramroad abandoned after road straightening improvements	This loop of Tramroad lies below Tramroad Cottage and the surfacing of the old road which covered the Tramroad is still extant. Much overgrown and gated.	SW68994 45638	As OTHER 45.
47	WHEAL STERRAN & TYE MINING AREA Part of the St Agnes section of the World Heritage Site. 16 shafts were capped and buildings consolidated by Kerrier District Council mid 1990's.			CCC Archaeology Unit Shaft Capping Contract 11 1998 (Wheal Tye & Sally)
47A	Areas of surface workings	All pre-18 <sup>th</sup> century, possibly dating back to 15 <sup>th</sup> century including load back workings, early barrow dumps & shallow adits.	CCC Archaeology Unit Wheal Tye Archaeological	CCC Archaeology Unit Shaft Capping Contract 11 1998 (Wheal Tye & Sally)


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			Assessment 1992	CCC Archaeology Unit Wheal Tye Archaeological Assessment 1992  Acton, Bob
47B	Caroline & London shafts area	19 <sup>th</sup> century		CCC Archaeology Unit Shaft Capping Contract 11 1998 (Wheal Tye & Sally)  CCC Archaeology Unit Wheal Tye Archaeological Assessment 1992  Acton, Bob
47C	Vivian's shaft	One of the principal shafts of the older workings & repurposed for the 20 <sup>th</sup> century prospect. It is now capped with a bat-castle. A grade A shaft because of internal features & associated structures.		CCC Archaeology Unit Shaft Capping Contract 11 1998 (Wheal Tye & Sally)


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				CCC Archaeology Unit Wheal Tye Archaeological Assessment 1992  Acton, Bob
47D	Vivian's shaft complex	A complete set of early to mid 20 <sup>th</sup> century mine buildings associated with the grade A Vivian's shaft. The structures include ruined buildings, engine/machinery/ building platforms, chimneys and flue, the remnants of horizontal engine houses, boiler house, arsenic flue & chimney (LB11) & Counthouse.		CCC Archaeology Unit Shaft Capping Contract 11 1998 (Wheal Tye & Sally)  CCC Archaeology Unit Wheal Tye Archaeological Assessment 1992  Acton, Bob
47E	Wheal Sterran & Wheal Sally shafts	6 shafts were capped after the archaeological assessment was carried out.		CCC Archaeology Unit Shaft Capping Contract 11 1998 (Wheal Tye & Sally)  CCC Archaeology Unit Wheal Tye


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				Archaeological Assessment 1992  Acton, Bob
47F	WW2 shelters in former flat rod trench.	Concrete and brick personnel shelters associated with a target for aircraft gunnery practice on the cliff nearby. Now covered with graffiti. Between the coast path and MOD fence. It is known that bombing practice was carried out over the area between the Factory Farm fields and Sally Bottom cliffs. There was an observation post to observe the accuracy of the bombing and this could also be connected with that.		CCC Archaeology Unit Shaft Capping Contract 11 1998 (Wheal Tye & Sally)  CCC Archaeology Unit Wheal Tye Archaeological Assessment 1992  Acton, Bob
47G	WW2 Rifle Butts	Sally Bottom. A local stone built structure between the coast path & MOD fence. It is known that bombing practice was carried out over the area between the Factory farm fields and Sally Bottom cliffs. There was an observation post to observe the accuracy of the bombing and this could also be connected with that.		CCC Archaeology Unit Shaft Capping Contract 11 1998 (Wheal Tye & Sally)  CCC Archaeology Unit Wheal Tye


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				Archaeological Assessment 1992  Acton, Bob
47H	Mine building remains	Ruins of a stamping engine house and other mine building. Sally Bottom. 19th century.		CCC Archaeology Unit Shaft Capping Contract 11 1998 (Wheal Tye & Sally)  CCC Archaeology Unit Wheal Tye Archaeological Assessment 1992  Acton, Bob
47J	Possible wheel pit	Where Sally Bottom stream reaches the cliff edge there is a man made rock basin which the stream pours into before reaching the cliff edge. Possibly connected with local tinning.	Acton, Bob	CCC Archaeology Unit Shaft Capping Contract 11 1998 (Wheal Tye & Sally)  CCC Archaeology Unit Wheal Tye Archaeological Assessment 1992  Acton, Bob

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47K	Mine boundary marker	Sally Bottom 19 <sup>th</sup> century	CCC Archaeology Unit Shaft Capping Contract 11 1998 (Wheal Tye & Sally)	CCC Archaeology Unit Shaft Capping Contract 11 1998 (Wheal Tye & Sally)  CCC Archaeology Unit Wheal Tye Archaeological Assessment 1992  Acton, Bob
	<b>BRIDGE VILLAGE AND BRIDGE MOOR See Map 3</b>			
48	1-3 Bridge Moor	Miners or tinnerns' stone cottages appearing on 1795-1820 map. These were one up one down back to back cottages, probably built by Tehidy Minerals according to the owner. Now much altered inside but the stairs, fireplaces and external doors can still be traced in No 3.	SW66770 44982	Owner of No 3  BHRG
49	Caswell, Bridge Moor	Appears on 1795-1820 map	SW67085 44986	BHRG
50	Bridge Hall	1927. Bridge Scientific & Literary Institute & Reading Room. Used by villagers until early 21 <sup>st</sup> century. Now derelict.	SW67272 44910	BHRG
51	Rose & New villas	Rose villa on 1795-1829 map, New villa appears about 1848.	SW67352 44888	BHRG
52	Orchard Leigh	Before 1846	SW67324 44864	BHRG

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52A	Orchard Leigh cottage		SW67326 44872	Owner of Tregony House  BHRG
53	Tregony workshop	1795-1820. Referred to as a 'Smith's shop' & later a carpenters shop in 1916.	SW67335 44809	BHRG
54	Lower Nance	Probably pre 1839	SW67346 44795	BHRG. Gillbrand, 'Bridge2'
55	Bridge Row 1-8 inclusive	Probably pre 1839. No. 6 was the village shop until it closed in 1985 with the opening of Tesco	SW67390 44806	BHRG
56	Bridge House	Original sash windows and front garden wall. Probably between 1840 and 1880.	SW67372 44785	BHRG
57	Elmsleigh	Late 19 <sup>th</sup> to early 20 <sup>th</sup> century.	SW67405 44866	BHRG
57A	Lauriston	1906-1946. Situated just above the Portreath tramroad in a prominent position overlooking the village.	SW67356 44918	Owners of Hillside
58	Hillside	1795-1820	SW67414 44905	BHRG. Owners
58A	Spoil heap	In the heavily wooded hillside above Hillside Cottage is an old mine shaft with collar partly intact and a small depression within which is presumably the shaft. The spoil heap is adjacent but completely overgrown with brambles and inaccessible. The owner does not know what was mined. Other locals have said an old silver lead working but no documentary evidence as yet.	SW67462 44932	See SMR 30
59	Mill Row cottages	Before 1880. Mill Cottage is listed in the SMR as the former mill but this was, in fact, the adjacent Millvern.	SW67499 44908	See SMR 30




Appendix A: Non Designated Heritage Assets Table and Maps

<b>NON _DESIGNATED HERITAGE ASSETS</b> 			<b>GRID REFERENCE</b>	<b>SOURCE</b>
Sources: Compiled by Rose Lewis from field exploration, consultation with local residents and reference to published material and listed under 'Source' column.				
60	Mill Cottage	Before 1880. The former grist mill converted into a private residence.	SW67523 44910	Visible on 1880 map. Owners of Wayside.
60A	Mill leat	This is still visible between Chygarder House and the terrace of cottages (61) just below the Tramroad. It is very overgrown.	SW67640 44977	BHRG
61	Row of cottages	The semi-detached Glen Cottage and Wayside were probably built between 1820 and 1846.  Apple Blossom Cottage is detached and of similar age.  Fairfield Cottage is detached and of similar age.	SW67559 44931	Owner of No 3  BHRG
62	Bridge (Mitchell's) Garage	Opened in 1935 beside the blacksmith shop which is no longer extant. It was further developed between 1935 and 1950.	SW67542 44871	BHRG. Gillbrand, Bridge 2
63	Kwai Cottage & Riverside	Probably built between 1846 & 1880.	SW66572 44874	
64	Fairfield House	Occupied by Thomas Garland (1846-1865), editor of The Cornubian. Probably built between 1846 and 1880. There was a small cottage and barn/stable in the grounds which were converted to holiday lets. Major redevelopment took place over the last ten years, the cottage and barn destroyed as well as heritage trees, and two modern dwellings erected.	SW6760 44931	Owners of the adjacent 'Apple Blossom Cottage'  BHRG
65	Chygarder Farm house	There was a farm here in 1795-1820 but Chygarder Farm house may be older. Old farm sheds remain.	SW67804 45051	
66	Cambridge Farm house, barn & Nook	Cambrose Farm on the 1908 OS map. Earlier than 1841. The farmhouse and outbuildings have been remodelled together with the barns and outbuildings into holiday lets.	SW68182 45277	


Appendix A: Non Designated Heritage Assets Table and Maps

<b>NON _DESIGNATED HERITAGE ASSETS</b>  <p>Sources: Compiled by Rose Lewis from field exploration, consultation with local residents and reference to published material and listed under 'Source' column.</p>			<b>GRID REFERENCE</b>	<b>SOURCE</b>
	<b>CAMBROSE AND NANCECUKE See map 4</b>			
68	Cambrose Farm house	Pre 1846. It was originally part of a small yeoman farm, unlike the much larger Cambridge farm which was formerly known as Cambrose Farm. The cottages were added one after the other, end on end, as the extended family grew, until there were three. The fireplaces in the separate cottages were back to back sharing one chimney, three chimneys in all. The fireplace for the next cottage, which was never built, remains on the outside of the end wall. The roof was originally more steeply pitched and thatched, the attic beams denoting this, according to the owner. The cottages became one dwelling and housed a dairy and later the first shop in Cambrose. There is a large modern extension at right angles.	SW68648 45340	Illogan tithe map 1846
69	Cambrose House	1841-1880. Cambrose House included the only shop in the area which closed when the camp-site opened with a camp shop. This latter shop has continued and provides local residents with the morning paper and the only place where they can meet up. It has been sub-divided into the larger Cambrose House with large grounds and the smaller Laity Vean.	SW68631 45384	1880 OS map. Owner of Cambrose Farmhouse.
70	Cambrose Cottages-Tina Cottage/PentyBhygan/The Cottage	1841-1880. These cottages were originally one-up one-down miners cottages and before that may have been animal sheds of Cambrose Farm. Now much altered and extended.	SW68697 45416	1880 OS map. Owner of Tina Cottage.
71	Hollowtree cottages, 1&2	Pre 1841. This was originally a three cottage terrace now remodelled into two of which No 1 is now a holiday let.	SW68699 45463	1846 Tithe map. Owner of No 2.
72	Elm Grove	Originally two-up two-down with stone lean-to. Pre 1841. Now modern extension to rear. The Tramroad, before road straightening and improvements, ran right in front of the front door.	SW68957 45534	1841 tithe map. Owner


# Appendix A: Non Designated Heritage Assets Table and Maps

<b>NON _DESIGNATED HERITAGE ASSETS</b> 			<b>GRID REFERENCE</b>	<b>SOURCE</b>
Sources: Compiled by Rose Lewis from field exploration, consultation with local residents and reference to published material and listed under 'Source' column.				
73	Elm Cottage	Originally two up two down. Pre 1841.	SW68961 45562	1841 tithe map. Owner of Elm Cottage
74	Thresher Cottage	Original core 1880-1906 with modern extensions. From 1908 home to Ted Morse who threshed for many local farms with his steam traction engine. Water & electricity to cottage in 1960's.	SW68815 45454	
75	Sunningdale	1841-1875. Originally with animal sheds attached at the Western end but as they had no foundations these were demolished by present owner and the property extended.	SW68590 45583	1880 OS map. Owner.
76	Elm Farm house	Pre 1841. The core of the farmhouse is a one up one down cottage with animal pen attached and through access to barn. Many additions and renovations conceal this from outside but still visible inside. The original stone barn was replaced by a modern steel agricultural building and this has been replaced by a modern extension replicating the relatively modern agricultural building. Possibly dates back to 16th century.		Elm Farm house
77	Mawla Well Farm house	Pre 1841. A farm museum was housed here for a while.	SW69618 45742	1841 tithe map. Oates
78	Kernals and another barn	Pre 1841 converted barns. Now holiday lets.	SW69268 45697	SW69268 45697
79	Hillside Farm house/Cosy Nook	Pre 1841. No longer a working farm, house and barns converted to dwellings.	SW69374 45858	1841 tithe map. Local residents.
80	Tramroad farm & distant building	Tramside Farmhouse	The original pre 1841 farmhouse appears to have been replaced by a bungalow. A	SW69165 45728

Appendix A: Non Designated Heritage Assets Table and Maps

<b>NON _DESIGNATED HERITAGE ASSETS</b>  Sources: Compiled by Rose Lewis from field exploration, consultation with local residents and reference to published material and listed under 'Source' column.			<b>GRID REFERENCE</b>	<b>SOURCE</b>
			new farmhouse built between 1901 and 1906.	
81	Halgabron	Pre 1841	SW69351 46013	
82	Fairview	Pre 1841	SW69287 46089	
83	Old School House	1841-1875 The headmistress of Nancecuke lived here through the week.	SW68974 46347	
84	Castle View	1841-1875	SW68946 46445	
85	School Farm house	1841-1875. Subdivided into Harefield Cottages with massive extensions to the rear and School Farm. Originally the farmhouse of School Farm. School Farm land became Trebugle farm.	SW68991 46481	1880 OS map. Owner of original School Farm and now School Farmhouse.
86	Ruined cottage	Pre 1841. Now crumbling and no longer in use. In the grounds of the cider orchard.	SW68951 46099	1841 Tithe map. Author observation.
87	Penfontian	1841-1875	SW69066 46011	
88	Rose Cottage	1841-1875	SW67876 46055	
89	Nance View/Thorne Cot.	1841-1875	SW68786 46055	
90	Sunnyside Farm	At least 1875- Still a working farm, worked by a distant farm.?	SW68267 45704	
92	Factory Farm	The original farm was post 1841 at SW 68378 46989 and is shown on Epoch 1 (1875 1901). It was a Bassett tenancy. It was moved and rebuilt by the Bassetts to a more sheltered position, where it now stands, late 19 <sup>th</sup> century and is shown on Epoch 2 (1906-	SW68579 47044	

# Appendix A: Non Designated Heritage Assets Table and Maps

<b>NON _DESIGNATED HERITAGE ASSETS</b> 			<b>GRID REFERENCE</b>	<b>SOURCE</b>
Sources: Compiled by Rose Lewis from field exploration, consultation with local residents and reference to published material and listed under 'Source' column.				
		1908). It lost acreage to RAF Portreath in 1941 and its coastal fields were used for bombing practice.		
93	Southview Farmhouse	Post WW2 Farmhouse, now derelict. Some of the farm buildings are 1841-1880. Worked by a distant farmer.	SW68432 45793	1880 OS map.Author observation.

Note: Some numbers have been omitted as related to sites identified which were outside of the Parish and not subject to the Portreath Parish NDP.





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**Key**

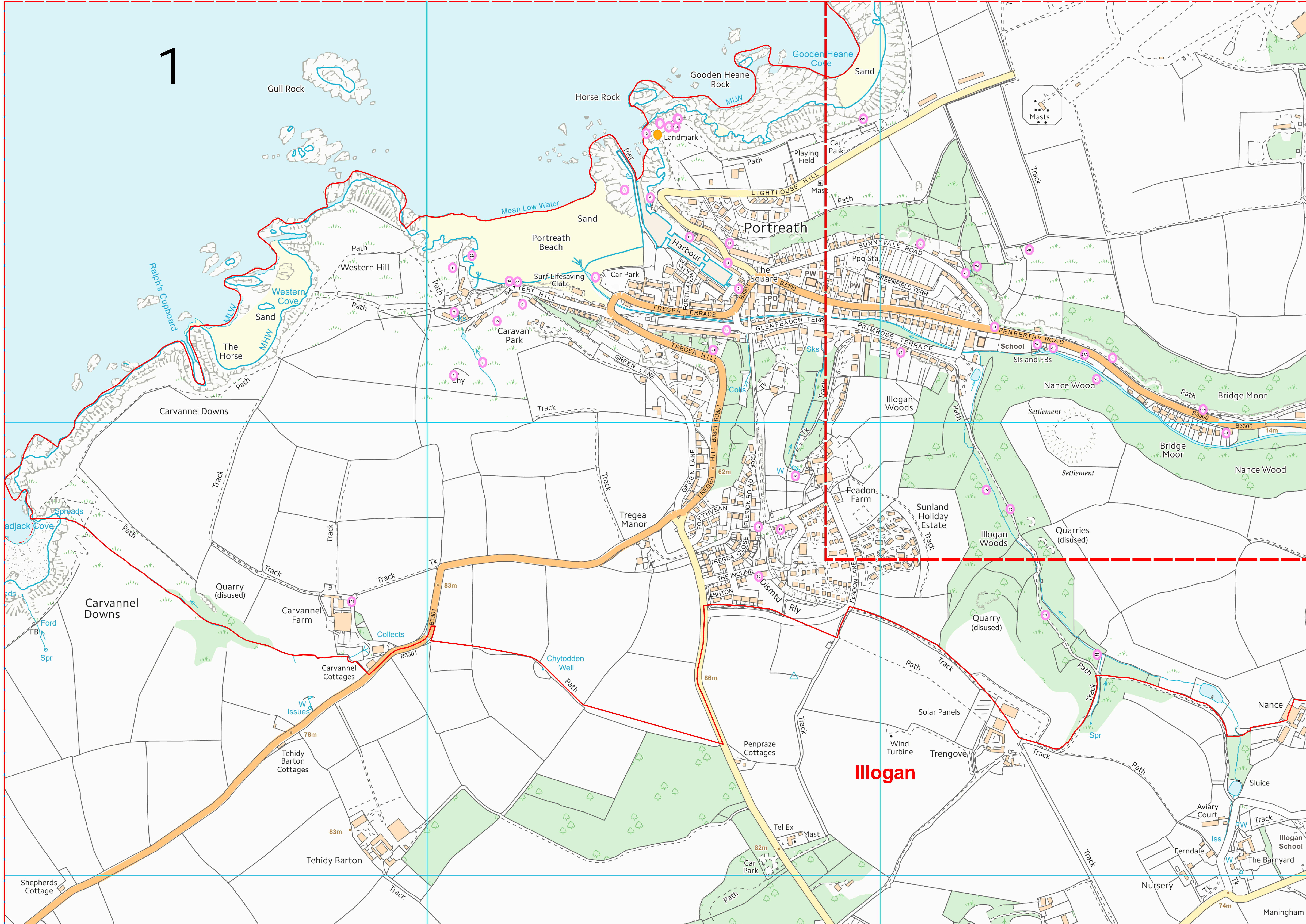
Portreath Parish

Non- designated Heritage Sites



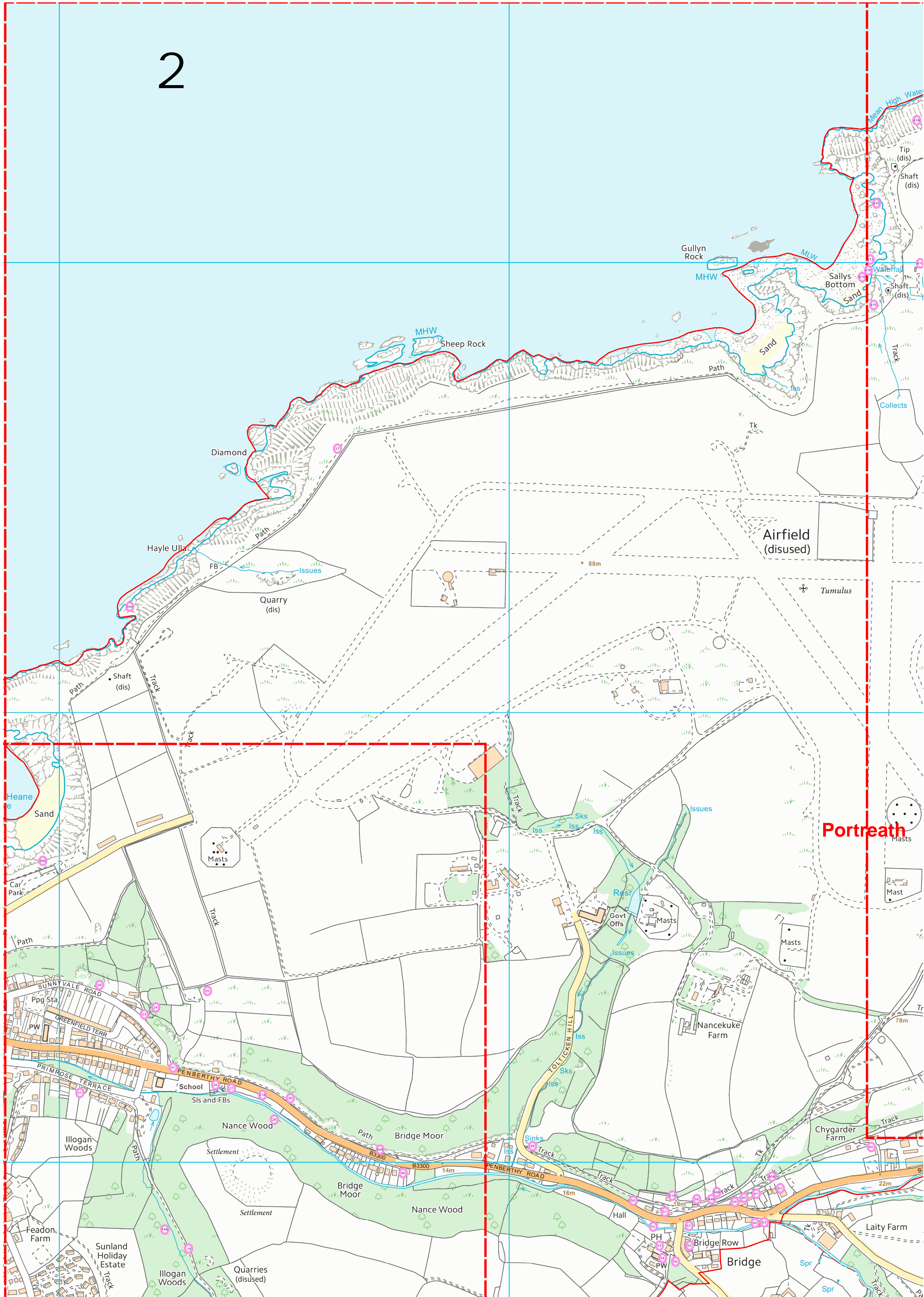


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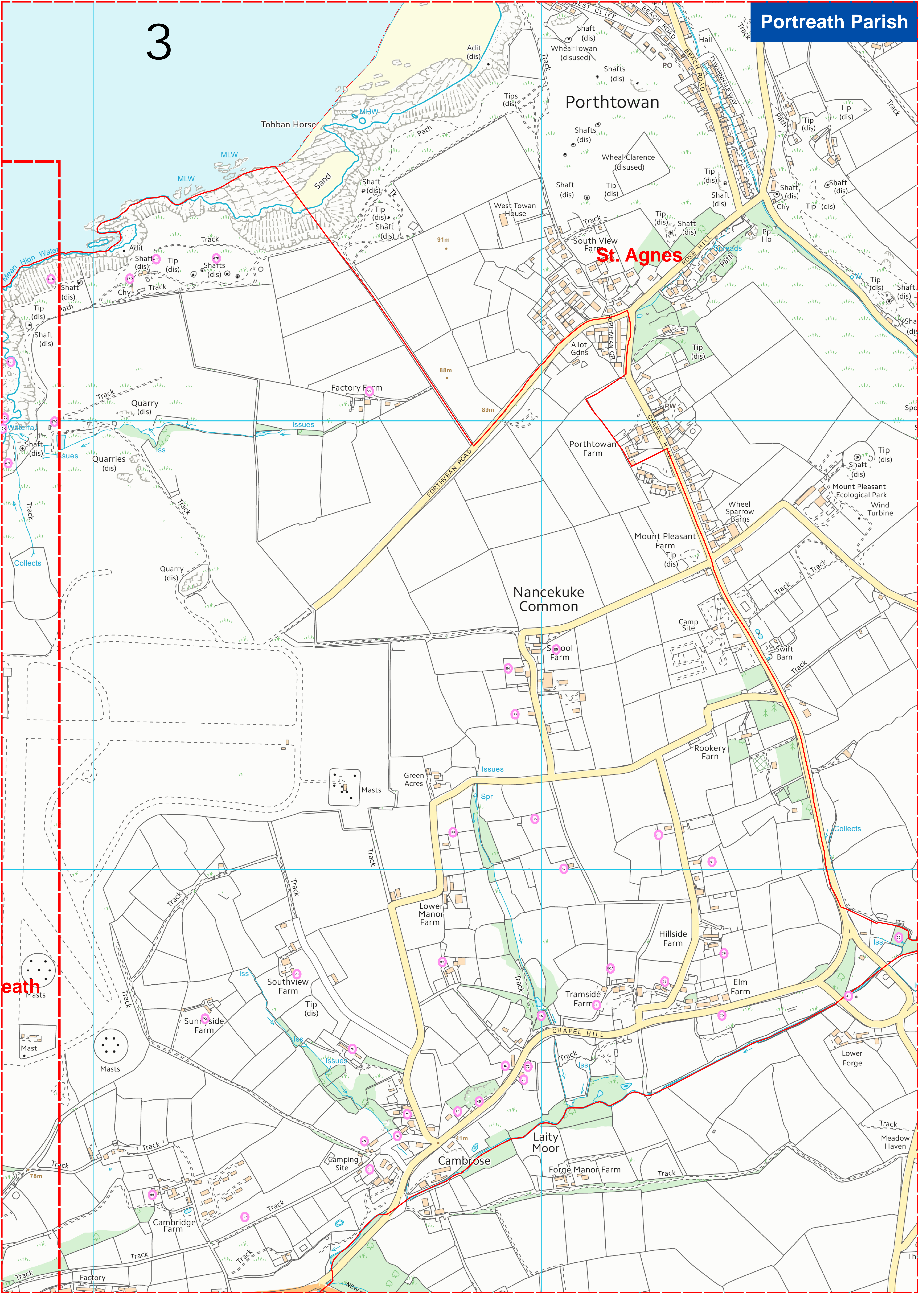




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## Cornwall Industrial Settlements Initiative Portreath (CISI)

**Note: Revised information recorded b the NDP Steering Group in *Italics*.**

### Appendix 2: Gazetteer of archaeological sites and key historic buildings

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

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
1		Battery (site of)	Lighthouse Hill	Battery (site of)	1782			25000
2		Bathing pool	Amy's Point	Bathing pool	Late C18			25034
3		Daymark	Lighthouse Hill	Daymark & Coastguard Lookout	Circa 1800		(County no. 914)	25002
4		Quay (site of)	Amy's Point	Quay (site of)	1713			25013
5		Battery (site of)	Battery Hill	Battery <i>1782. The castellated ramparts, access paths and steps to the look-out building were consolidated in 2016</i>	1782			25003
				Artefact: cannonn	1782			25003.1
6		Streamwork (site of)	Portreath Beach	Streamwork (site of)	1887			40652
7		Deadman's tower and steps	Portreath Harbour	Harbour Watchtower	mid C18			

APPENDIX B: Cornwall Industrial Settlements Initiative Portreath

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
8		Steps/walls/issues	Portreath Beach	Wall/steps Below Smuggler's Cottage. Much altered. Mid 18th to early 19th century.	C18-C19			
9		Fish cellar (Site of)	Portreath Harbour	Fish cellar (site of)	1803			40647
10		Shipyards (site of)	Portreath Harbour	Shipyards (site of)	1860s +			40648
11		Limekiln (site of)	Portreath Harbour	Limekiln (site of)	Early C19 to 1967			25004
12		Harbour	Portreath Harbour	Pier, Harbour walls quays and bollards	1760, 1800-24, 1846, 1860	LB II	SW 64 NE 1/227	25012
13		Hayle (Portreath Branch) Railway incline	Railway Terrace	Railway Incline and bridge	1838	LB II	SW 64 NE 1/228	18001.1
14		?? Restaurant	Railway Terrace	Smithy <i>Now Chinese take-away.</i>	1841-77			40653
15		Glenfeadon Smelter (site of)	Glenfeadon	Smelting Mill (site of)	1814, closed 1825, still standing 1848			25007
16		Stamping mill (site of)	Glenfeadon	Stamping mill (site of)	Early C19, extant 1832			40649
17		Portreath to Poldice Plateway	Sunnyvale Road	Plateway	1809, closed 1880s			18011.2
18		Streamwork (site of)	Portreath	Streamwork (site of)	1841-77			40651
19		Trecarrel House	Penberthy Road	House	c.1858	LB II	SW 64 NE 1/236	
20		Milestone	Penberthy Road	Milestone	mid C19	LB II	SW 64 NE 1/237	
21		Church (site of)	St. Mary's Church	Church (site of)	1841, restored 1880, demolished 1963			

APPENDIX B: Cornwall Industrial Settlements Initiative Portreath

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
22		Methodist Chapel	Penberthy Road	Methodist Chapel	1858	LB II	SW 64 NE 1/235	
23		Glenfeadon House	Glenfeadon	House	1850s	LB II	SW 64 NE 1/232	
24		Glenfeadon Castle	Glenfeadon	Gazebo	1841-77, altered early C20	LB II	SW 64 NE 1/233	
25	1 – 8 (incl)	Glendale Villas	Penberthy Road	Coastguard Station (Houses and outbuilding) <i>Used by Coastguards until 2019. Now small business.</i>	1877-1906			
26		Reading Room	Penberthy Road	Reading Room Portreath Institute. <i>Now a pre-school &amp; community meeting room.</i>	1877-1906			
27		Portreath Arms (former Portreath Hotel)		Public House	c.1800			
28		Smuggler's Cottage		House (former fish cellars?) <i>18th century former fish cellar then guest house &amp; tea rooms. Now holiday let. Drastically remodelled with only one original wall remaining (according to owner) but this does not accord with the OS maps. The low long building above was divided into guest rooms. Now demolished with modern rebuild. All now luxury holiday lets.</i>	C18			
29		Beach House		House	1877-1906			
30		1 & 2 Seafeld, Sundip		Chalet	Early C20			

APPENDIX B: Cornwall Industrial Settlements Initiative Portreath

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
31		Battery House and Outbuildings	Battery Hill	House and outbuildings <i>Built on the site of the 1782 fort. A cave in the cliff with strong door is thought to have been a gunpowder store</i>	Mid C19			
32		Battery and gun emplacements (site of)	Battery Hill	Battery and gun emplacements	1782 and 1939-45			
33		Speranza, Cliffdene, Beachside, Shore Edge	Battery Hill	Chalet	Early C20			
34		1 & 2, Mywaye, The Chalet, Gwyn Mergh, Glengariff	Battery Hill	Chalet <i>Massive extensions &amp; alterations to Mywaye</i>	1906-46			
35		Recess in retaining wall, Mywaye	Battery Hill	Wall recess Below Mywaye 2 <i>With seat.</i> 1930's?	Dated 193?			
36		Lamppost base	Battery Hill	Lamppost base	1841-77			
37		Rockville	Tregea Hill	House	1877-1906			
38		Tahilla House and Railings	Tregea Hill	House and railings	1841-77			
39		Salano, Del Ray, Buena Vista, Windy Ridge	Green Lane	Chalet	1906-46			
40		Cliff Cottage, Demonfort, Cape Horn	Tregea Hill	House (Bungalows)	1906-46			
41		Stable/outbuilding west of Basset Arms	Tregea Terrace	Stable/outbuilding <i>Stone steps lead to upper floor which was a fish &amp; chip shop post-war.</i>	1841-77			

APPENDIX B: Cornwall Industrial Settlements Initiative Portreath

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
42	6-19 (incl), 23-28 (incl) & Basset Arms		Tregea Terrace	Row	Late C18/early C19			
43	20 & 21		Tregea Terrace	House <i>To the rear of number 11 on the bank a private school operated in a small building, still extant, built at the beginning of the 20th century.</i>	1841-77			
44		Outbuildings (ruins), rear of nos. 20 & 21	Tregea Terrace	Outbuilding (ruins) <i>Inaccessable and no ruins visible from ground level. Ice cream used to be made here and sold on the harbour car park.</i>	1906-46			
45	1- 4 (incl)		Tregea Terrace	House <i>Number 2, Tangye House, has been in the Kneebone family for generations.</i>	Late C19/Early C20			
46	4	The Stores	Railway Terrace	House <i>One of two Penberthy Stores in the village managed by Connie Trewella of the Greenslade family.</i>	1841-77			
47		Ruins of row, rear of nos. 1-3	Railway Terrace	Row (Ruins) <i>only low walls remaining in incline valley behind Railway terrace. Recently incline valley has been cleared of young trees and saplings exposing the remains.</i>	Late C18			

APPENDIX B: Cornwall Industrial Settlements Initiative Portreath

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
48		Buildings (site of)	Portreath Harbour	Building (site of)	1841-77			
49		Coal Yards (site of)	Portreath Harbour	Coal Yard (site of)	1841-77			
50		Store	Portreath Harbour	Store <i>Now renovated as private residence in keeping with local vernacular..</i>	1877-1906			
51		Store	Portreath Harbour	Store	1906-46			
52		Ore hutches (site of)	Portreath Harbour	Ore hutch (site of)	Early C19 – early C20			
53		Gull Rock & Penpier	Lighthouse Hill	House (bungalows)	1906-46			
54		Rockaway	Lighthouse Hill	House	1877-1906			
55		Gazebo, Rockaway	Lighthouse Hill	Gazebo <i>Built by the builders of Gull House and moved to present location when the road was improved, the house is now demolished &amp; rebuilt out of keeping with original.</i>	1877-1906			
56		Walls and Roads from harbour to Lighthouse Hill	Portreath Harbour	Wall and roads	1906-46			
57	8 & 9		Harbour Terrace	House (now houses) <i>The original ground floor was the Harbour Office, the upstairs was accommodation and rented out. Originally it had a hip roof in keeping with the many Portreath villas. Altered beyond recognition in the 2010's now with a higher gable ended roof, three storeys,</i>	Late C18			

APPENDIX B: Cornwall Industrial Settlements Initiative Portreath

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
				<i>higher, massive rear extension, dormer windows &amp; balconies.</i>				
58	1-7 (incl)		Harbour Terrace	Row <i>Much is original both inside and out but remodelling in some and original windows replaced. Where this has been sash they are in keeping. Caves of unknown use open from the rear yards of numbers 2,3 and 5 into the cliff side under Lighthouse Hill. Double fronted number 6 is now two flats.</i>	Late C18			
59		Lamppost base	Lighthouse Hill	Lamppost base	mid C19			
60		Walled lanes and closes to rear nos. 1-5	Lighthouse Hill	Wall	Late C18/early C19			
61	1-5 (incl)		Lighthouse Hill	Terrace <i>Originally three large houses for harbour personnel, the middle one being the Post Office. Sub-divided in 1906-9 into four three storey dwellings with a large one at western end with garden. Number 2 o3 continued as the Post Office. Big house sub-divided into two in and additional terrace end dwelling added in keeping with the terrace. 21st century</i>	1877-1906			
62		Harbour House	Penberthy Road	House <i>This was built for Harbour</i>	1841-77			



APPENDIX B: Cornwall Industrial Settlements Initiative Portreath

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
				<i>personnel. In the 1930's the downstairs was Baines' office and the rest rented out.</i>				
63		Walls and outbuildings, Harbour House	Penberthy Road	Wall and outbuildings <i>The rear wall with curved outbuilding was adjacent to the Portreath-Poldice plateway and probably connected with it, in which case early 19th century. The curved wall has been replaced.</i>	1841-77			
64		Carryglass	Penberthy Road	House (bungalow)	1841-77			
65		The Gables (Post Office)	Penberthy Road	House (bungalow) /Post Office	1906-46			
66		K6 Telephone Box, Post Office	Penberthy Road	K6 Telephone Box	1906-46			
67		Roselyn	Penberthy Road	House	Pre 1809			
68		Gordon Villa, Moorfield, Bracken, Cliff Haven	Sunnyvale Road	House	1906-46			
69		Bramblemoor, Tralee	Sunnyvale Road	House	1906-46			
70		Dove Cottage and Farmhouse	Sunnyvale Road	House	1809-41;1841-77			
71	1 – 4 (incl)	Sunny Corner	Sunnyvale Road	Row <i>This row was originally built with a staggered roof line down the slope. The upstairs bedrooms had balconied ceilings and very little head-room. The owner</i>	1809-41;1841-77			

APPENDIX B: Cornwall Industrial Settlements Initiative Portreath

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
				<i>of 2 &amp; 3 raised the roofs of his properties in line with number 4 so only number 1 has the lower roof level. The owner of number 4 believes that they were all built at the same time.</i>				
72	1 – 22 (incl)		Greenfield Terrace	Terrace  A long continuous stone built terrace with period front porch additions and modern rear extensions. Very long rear gardens.	1841-77			
73		Trevennen	Penberthy Road	House	1841-77			
74		Lamorna House, Greenfield Villas, Pendeen	Penberthy Road	House  Sub-divided to semi's or flats	1841-77			
75		1-8, and Greenfield House	Basset Terrace		1877-1906			
76		Kimberley House (with attached shop)	Penberthy Road	House and shop  The former Hampton's store, later Pooley's butcher's shop, is now part of residential Kimberely House.	1841-77			
77		Sea View & Hill View	Penberthy Road	House  The only 19 <sup>th</sup> century property on this side of the road.	1877-1906			
78		The Glen, Catheen, Cotswold, Newstead, Pemberley, Braemar, Homestead, Riverdale, Trelawney	Penberthy Road	House (bungalows)	1906-46			

APPENDIX B: Cornwall Industrial Settlements Initiative Portreath

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
79		Portreath Junior and Infant School	Penberthy Road	School	1880, enlarged 1896			
80		Field walls, Rose Villa farm	Penberthy Road	Wall	Pre 1809			
81		Rose Villa farmhouse	Penberthy Road	House	1841-77			
82		Outbuilding, Rose Villa farm	Penberthy Road	Outbuilding	1841-77			
83		Bridge over Red River	Railway Terrace	Bridge	1841-77			
84		Bridge over Red River	Baines Hill	Bridge	1809-41			
85		Bridge over Red River	Primrose Terrace	Bridge	1877-1906			
86		Glenfeadon Cottage	Glenfeadon	Lodge, now house	1841-77, altered late C20			
87	12-14 (incl)		Glenfeadon Terrace	Terrace	1877-1906			
88		Retaining wall, north side	Glenfeadon Terrace	Retaining wall	1809-41			
89	1 – 11 (incl)		Glenfeadon Terrace	Row 11A was formerly a shop, once a greengrocers, later a shoemakers. Now a dwelling. Double fronted Number 7 was leased to Captain Ambrose Greenslade from Arthur Bassett & continued in the Greenslade family for generations.	1809-41			
90		Holmlea (and steps)	Glenfeadon Terrace	House (bungalow)	1906-46			
91		Glenbracken	Glenfeadon Terrace	House A detached villa surrounded by garden.	1841-77			
92		Bassets Acre	Glenfeadon	House Built by the Bassetts	1841-77			

APPENDIX B: Cornwall Industrial Settlements Initiative Portreath

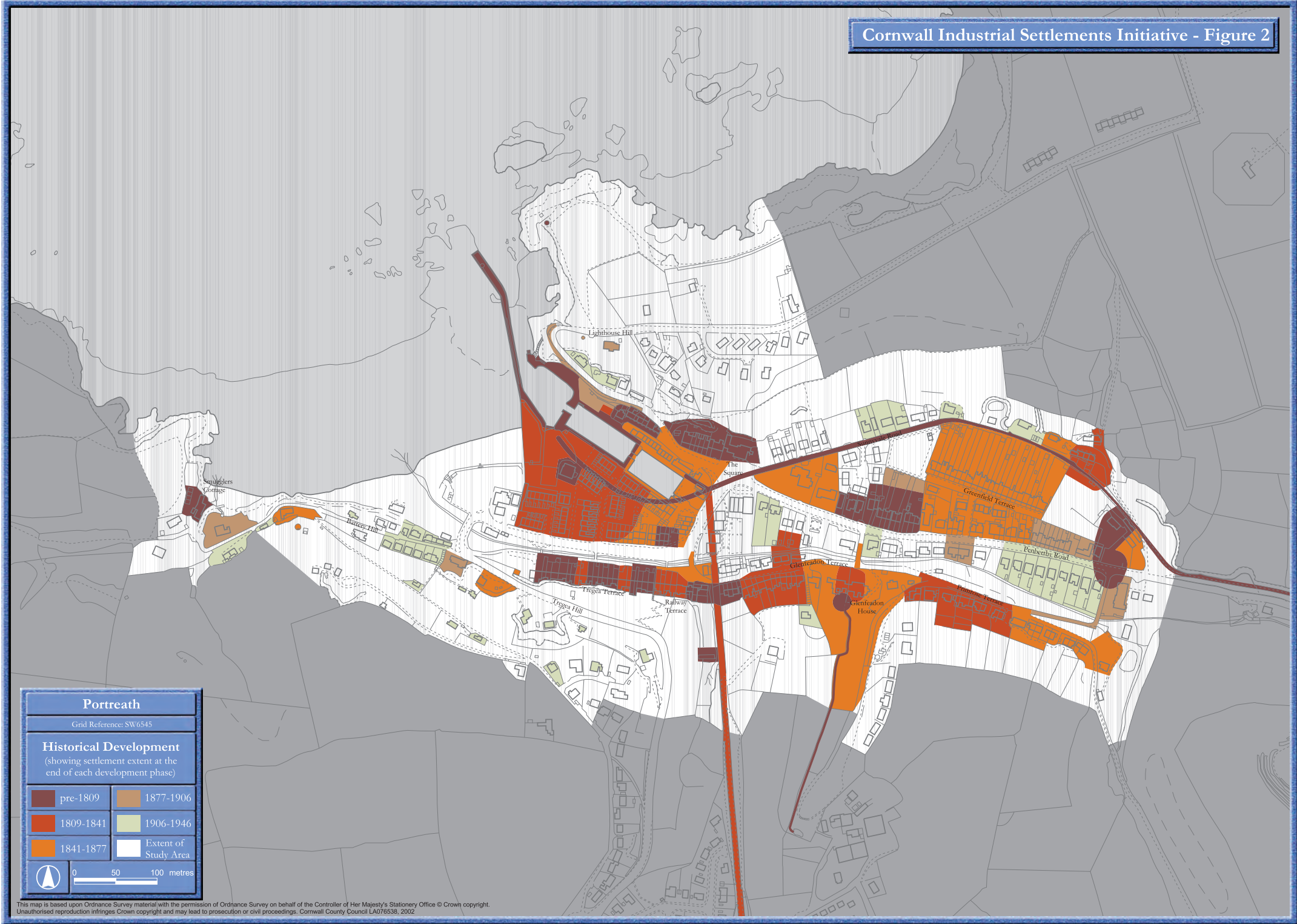
Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
				<i>together with Glenfeadon House who never lived there. Now holiday lets.</i>				
93		La Barraca	Primrose Terrace	House	1809-41;1841-77			
				<i>Two dwellings now. La Barraca is the older.</i>				
94		Seacroft, Warwick House, Fair Winds, Sea Breezes, Primrose, Sunray, Briar Cottage, The Nook	Primrose Terrace	House	1809-41, some alterations early C20			
95		United Methodist Chapel (site of)	Primrose Terrace	Chapel (site of)	1841-77, demolished mid C20			
96		Primrose Nook, Glenmount, Woodside Cottage & no. 4, Myrtle Cottage, Treevue	Primrose Terrace	House	1841-77			
				<i>Primrose house is a fine example of a double fronted villa. Sycamore Lodge should also be included. It was originally two or three semi-detached cottages.</i>				
97		Lamppost base	Primrose Terrace	Lamppost base	mid C19			
98		Walled lane to Feadon	Glenfeadon	Walled lane	Pre-1809 trackway, walls ?1841-77			
99		Leat	Glenfeadon	Leat from spring to former stamping mill & smelter. Goes under the house and road and emerges into the Portreath stream.	C19			
100		Heatherley	Baines Hill	House (bungalow)	1906-46			
101		Church Hall	Penberthy Road	Church Hall	1906-46			

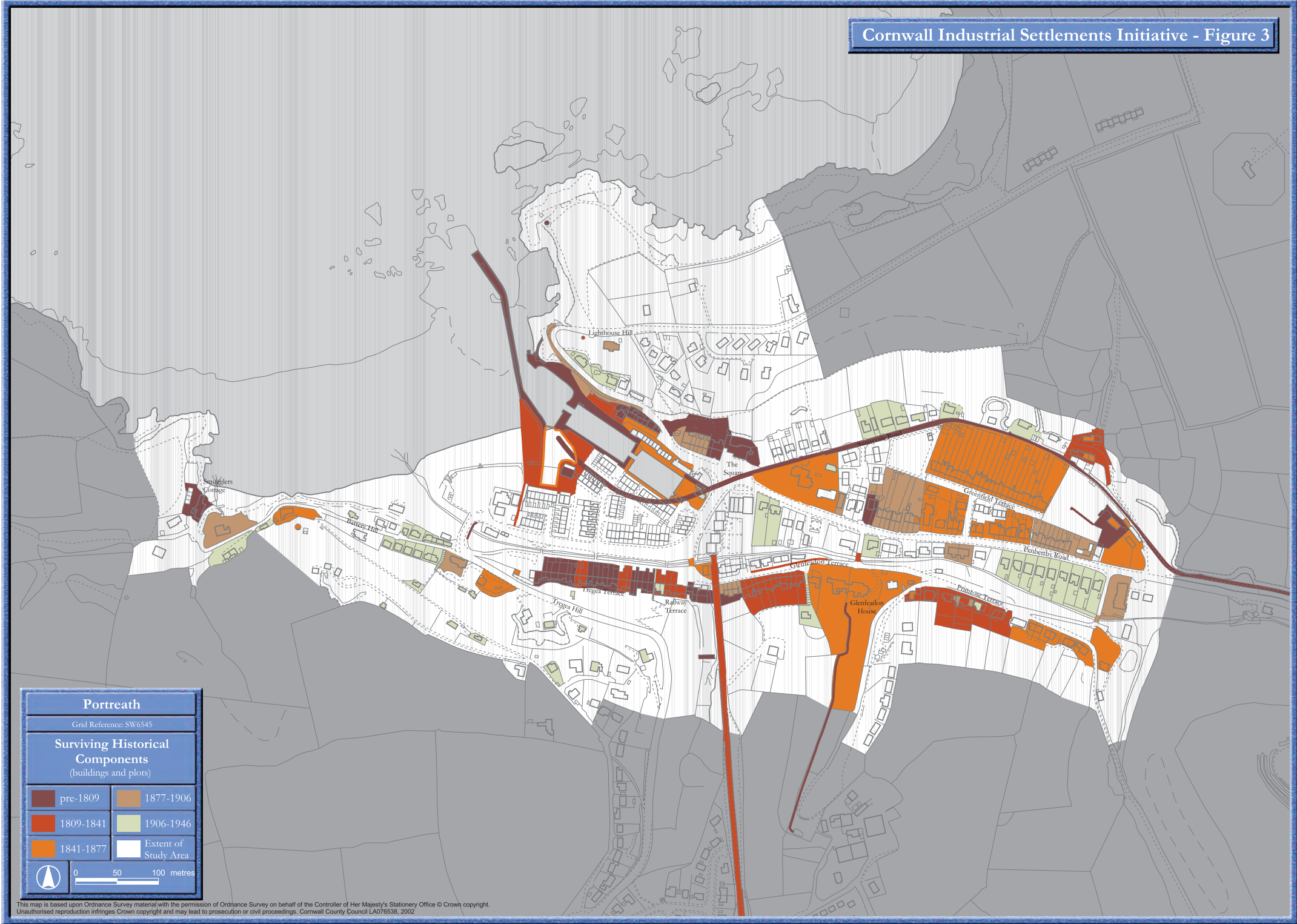
APPENDIX B: Cornwall Industrial Settlements Initiative Portreath

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
102		Waterfront Inn	Portreath Harbour	Public House (former fish cellars and shipyard building)	Pre 1809, altered C19 and mid C20			
103		Seawall and yard wall	Portreath Harbour	Seawall <i>The inland un-butressed section was demolished by storms in 2018 and has been rebuilt in keeping.</i>	1809-41			
104		Anti-tank defences, Hayle Railway Incline	Railway Terrace	Anti-tank defences	1939-41			
105		Hayle Railway Incline (cutting)	Railway Terrace	Railway Incline (cutting)	1838			
106		Machine room	Portreath harbour	Machine room	1877-1906			
107		Cottages (site of)	Sunnyvale Road	Cottage (site of)	1809-41			
108		Cottages (site of)	Penberthy Road	Cottage (site of)	Pre 1809			
109		Adit mouths Wheal Mary	Portreath Beach	Adit mouths <i>The drainage from under Smuggler's Cottage. Probably connected with Wheal Mary. Mid 19<sup>th</sup> century.</i>	Mid C19			
110		The Eyrie, Look-Out, Trungle, Bay Vista	Green Lane	Chalets <i>Abandoned and scheduled for demolition. The look-out was at one time the chief Coastguards residence</i>	Early C20			
111	1-3 (incl)		Railway Terrace	Row	Late C18/early C19			
112		Limekiln (site of)	Portreath Harbour	Limekiln (site of)	Early C19			
113		Cliff Cottage and Cliff House	The Square	House	Pre 1809			

APPENDIX B: Cornwall Industrial Settlements Initiative Portreath

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
114		Bridge over Red River	Tregea Hill	Bridge	Pre 1809, altered mid C20			
115		Cottages (site of), r/o The Gables (PostOffice)	Penberthy Road	Cottage (site of)	Pre 1809			
116		Outbuilding at foot of northern access road	Portreath Harbour	Outbuilding	1877-1906			
117	1	Glendale Villas	Penberthy Road	House	Early-mid C19			





**Portreath**  
Grid Reference: SW6545

**Surviving Historical Components**  
(buildings and plots)

pre-1809	1877-1906
1809-1841	1906-1946
1841-1877	Extent of Study Area

0 50 100 metres

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Figure 4A

Cornwall Industrial Settlements Initiative - Figure 4

Figure 4B

**Portreath**

Grid Reference: SW6545

**Gazetteer Sites,  
Existing Designations  
and Recommendations  
(overview)**

0 50 100 metres

# Cornwall Industrial Settlements Initiative - Figure 4A

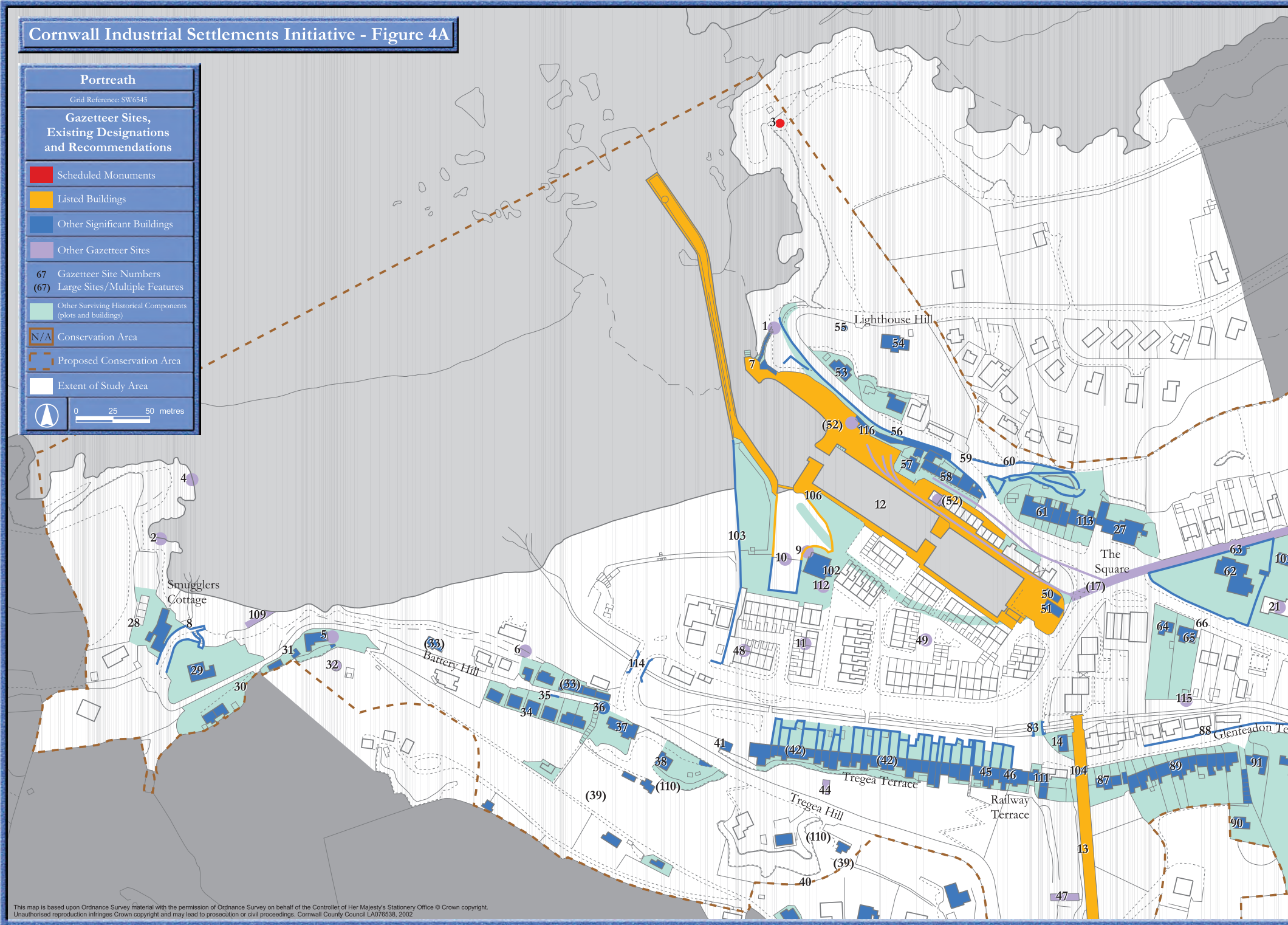
## Portreath

Grid Reference: SW 6545

## Gazetteer Sites, Existing Designations and Recommendations

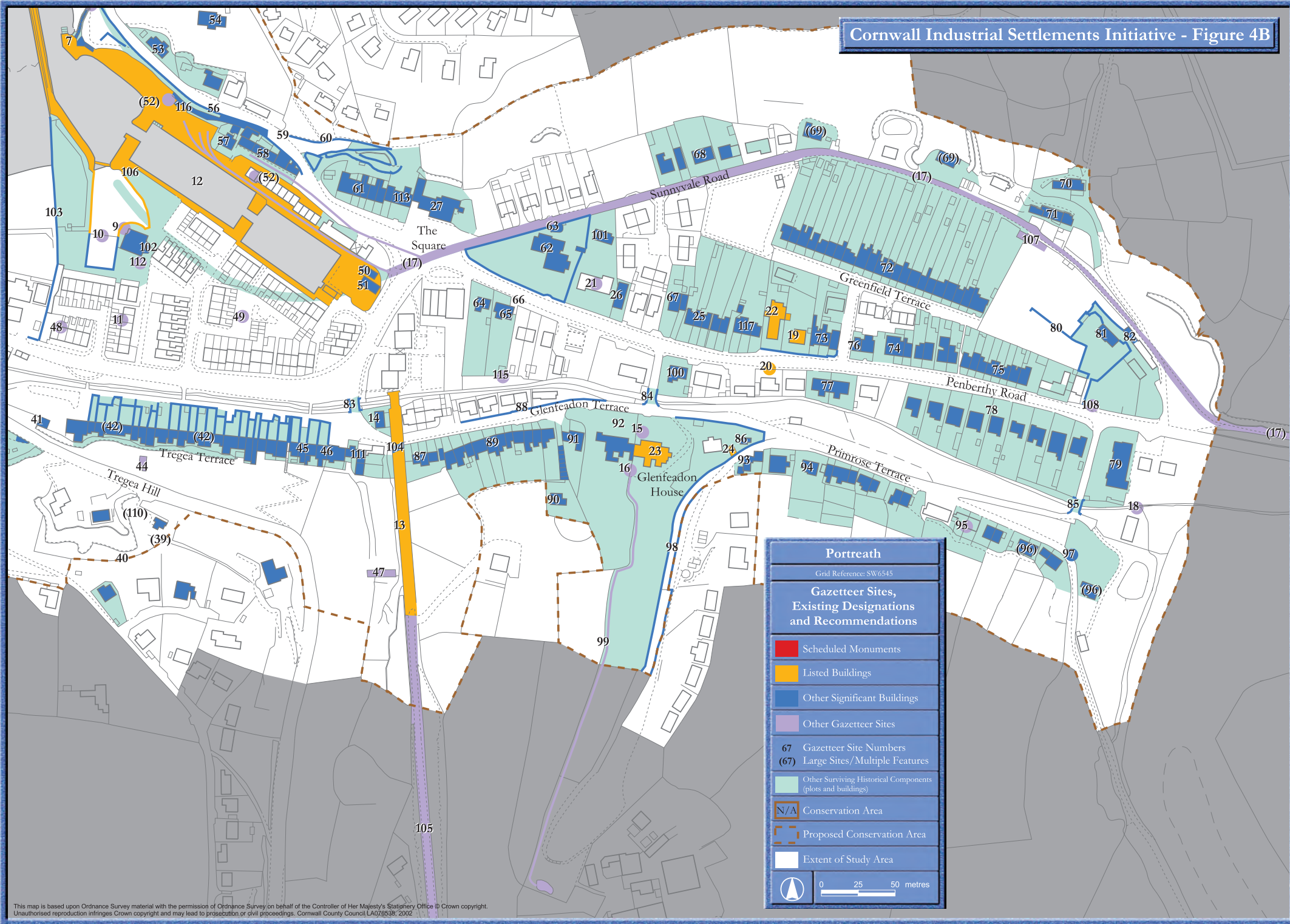
- Scheduled Monuments
- Listed Buildings
- Other Significant Buildings
- Other Gazetteer Sites
- 67 Gazetteer Site Numbers  
(67) Large Sites/Multiple Features
- Other Surviving Historical Components  
(plots and buildings)
- N/A Conservation Area
- Proposed Conservation Area
- Extent of Study Area

0 25 50 metres





Cornwall Industrial Settlements Initiative - Figure 4B



**PORTREATH HARBOUR INDUSTRIAL ARCHAEOLOGY.**

DATE	MAP NUMBER	SITE/ITEM	DESCRIPTION	SIGNIFICANT EVENT/LOST ARCHAEOLOGY	SOURCE
1760	1	Basin of 1760	It constitutes a small basin & short quay with a very dangerous entrance in adverse winds.	<i>Sir Frances Bassett was the principal shareholder. In May 1771 22 vessels discharged coal for Dolcoath alone.</i>	SMR,1
1760	2	The short quay	Originally there was no gap to access the future New Dock. This was a notoriously terrifying narrow harbour entrance in adverse winds because it was so short. It was therefore seasonal.	.	SMR, 1
1760	3	The Daymark	Also known as the Lighthouse, the Signal House and the Pepperpot. It was part of the signalling system to ships seeking to enter the harbour. The white tower of the daymark by day, lights at night.		SMR, 1
	3A	Base of iron pole	Set in concrete adjacent to daymark. Unknown if contemporary with daymark.		6
1769	4	Burrell's quarry	A recess in the cliff near the harbour entrance although at this date it had not yet been worked.	<i>The cliff top land was purchased in 1769 and the quarry was worked over the years probably providing stone for various constructions around the harbour and in the growing village.</i>	SMR, 1
1782	5	Battery platform	Only the rock cut platform remains and the steps leading to it.	<i>This was constructed, together with the one at the top of Battery Hill as a response to an American privateer entering Portreath's off-shore waters in 1871, during England's war with the Americas.</i>	SMR, 1

APPENDIX C: PORTREATH HARBOUR INDUSTRIAL ARCHAEOLOGY.

DATE	MAP NUMBER	SITE/ITEM	DESCRIPTION	SIGNIFICANT EVENT/LOST ARCHAEOLOGY	SOURCE
1782	6	Steps to the battery platform and cliff top from the quay.	These are granite steps, rock cut lower down and walled higher up where it joins the former road at the bend. The steep lower section may have used a ladder as iron fixings are still extant at the base of the cliff. Precipitous and cliff falls have made it dangerous. It is not generally accessible.		6
1801	7	The Outer basin	Built of mainly granite blocks, sides and floor. See Listed Building description for construction materials etc. It could accommodate 25 vessels of 100 tons burden.	Platforms for coal were built on the South side of the harbour and a crane installed for loading and unloading. On the North side ore hutchies were built for the copper ore which arrived by mule and was deposited at the height of Lighthouse Hill and sent through chutes to the hutchies below. Evidence of these chute openings was still visible until fairly recently but major repair works to Lighthouse hill wall has removed them.  <i>Built by the Portreath Company, a partnership between John Williams of Scorrier &amp; the Fox family of Falmouth who leased it from Sir Frances Bassett</i>	SMR, 1
1811	8	The Portreath to Poldice plateway	Original tram walls and sett stones are still visible in the village. See map 2	The first plate of this first surface tramway in Cornwall was laid by Sir Frances Bassett in 1809 in Portreath by the Portreath Tramroad Company, with the same principal partners as those of the Portreath Company. It linked Portreath to the rich copper mines of Treskerby and Gwennap. It heralded a massive growth of the mining industry and the copper/coal trade and for a while	SMR, 1, 6

APPENDIX C: PORTREATH HARBOUR INDUSTRIAL ARCHAEOLOGY.

DATE	MAP NUMBER	SITE/ITEM	DESCRIPTION	SIGNIFICANT EVENT/LOST ARCHAEOLOGY	SOURCE
				Portreath became the busiest port in Cornwall.	
1824	9	The long quay	The short quay was extended providing a much safer, although still seasonal, entrance to the harbour.	Major repairs were undertaken in 2017 after the damaging storms of 2016 which included pumping it full of concrete. <i>In 1836 347 vessels entered Portreath .</i>	SMR, 1
1837	10	The Incline of the Portreath branch line of the Hayle railway.	A massive granite built 1 in 10 incline with both a river and road bridge and a steep rock cutting higher up. It linked Porreath with the extensive mining area of Camborne, Redruth and Illogan. It's principal function was carrying steam coal for the mine engines.		SMR, 1, 6
1839	11	A stationary steam engine was installed to manouver massive timber baulks across the entrance to the outer harbour to protect vessels from heavy seas. When removed when the inner harbour was full of water but with no vessels and the tide out the whole acted like a sluice to prevent the harbour silting up. Several survivals of this operation are still extant.			1,6
1839	11A	Granite and concrete base for the stationary steam engine.	The square concrete base sits within a circular arrangement of granites.		6
	11B	Iron slots either side of the entrance	The timber baulks slotted into these.		1
	11C	Massive granites set into cobbles adjacent to the steam crane base.	The massive timber baulks rested on these when not in use.		1,6
	11D	Depth marks on the South side of the harbour.	These are carved roman numerals to indicate depth of water.		1

## APPENDIX C: PORTREATH HARBOUR INDUSTRIAL ARCHAEOLOGY.

DATE	MAP NUMBER	SITE/ITEM	DESCRIPTION	SIGNIFICANT EVENT/LOST ARCHAEOLOGY	SOURCE
Pre 1846	12	Harbour Master's House	Originally hip roofed and two storied with glass porch extending the full height of the building. The ground floor was the harbour office. The upper floor rented out.	Modern renovation has compromised this important and prominent building.	6
Pre 1846	13	Harbour terrace	A terrace of 6 varying sized dwellings with flying freeholds, shared rear area accessed by a passageway from the front and with intriguing brick lined caves in the cliff against which they stand. The original use of these is unknown.	<i>One of the village stand pipes was situated on this terrace. It was built for harbour workers.</i>	6
1846	14	The inner basin	Similarly constructed as the outer harbour bur smaller giving accommodation for ten extra vessels. Once the use of timber baulks to protect and sluice out the inner and outer harbours was abandoned seaweed was washed in and accumulated together with sand. The local council deposited engineering blocks on the harbour floor to try and alleviate the problem unfortunately only succeeding in aggravating the problem. It is the trapped sand and rotting seaweed which gives rise to the famous Portreath pong. An attempt was made around the turn of this century to remove the blocks but it proved far too expensive.	<i>Portreath was experiencing Increased competition from the Redruth &amp; Chasewater railway and the Hayle Railway leading to the decline of the Portreath to Poldice plateway., together with exhaustion of some of the principal copper mines which exported through Portreath. By reducing the quay duties on all imports and exempting the major copper mines all together , Baroness Basset stimulated the declining trade, especially coal, and the Port grew.</i>	SMR, 1
1851			.	<i>The first steam ship entered Portreath harbour.</i>	1
1862	15	New dock	This dock, again constructed of granite, differs from the other basins in having a very broad slipway suitable for ship-building which is still extant but mostly buried under sand. It accommodated 12 sailing vessels. Later the entrance was widened so	<i>Portreath already had small boat building and shipwright businesses but with the new dock slipway larger vessels could be built. Between</i>	SMR, 1, 6

## APPENDIX C: PORTREATH HARBOUR INDUSTRIAL ARCHAEOLOGY.

DATE	MAP NUMBER	SITE/ITEM	DESCRIPTION	SIGNIFICANT EVENT/LOST ARCHAEOLOGY	SOURCE
			that steam ships could use it as a turning area by reversing in.	1867 and 1878 at least 11 sailing ships were constructed here.	
1888		Harbour improvements	<i>The beginning of a new era for Portreath following the decline of the mineral trade and closure of the Portreath-Poldice tramroad. The end of the Portreath Company, the harbour returned to Gustavus Bassett managed by David Wise Baine as a Freeport emphasising coal and diversifying its cargoes into general trade and agriculture. All former restrictive practices were ended and Baine improved the harbour facilities to further encourage trade.</i>		1
1888	16	Lower Pilots' Look-out	A small round look-out, perched above the harbour entrance with retaining wall with typical Portreath white pebble top into which is set a notch to retain the flag pole. The hut originally had a concrete ball on top. Inside is the attachment for a telescope in the only window. Accessed by steep granite steps. Local myth remembers it as the deadman's hut but it was never used as such.	This was part of the ship signalling system together with the daymark. The flags and lights informed vessels if it was safe to enter the harbour. <i>This was consolidated, including the rock wall on which it stands by Kerrier District Council and MTP in 1993 as it had become unstable and dangerous. Railings were erected up the steps.</i>	1,6
1888	17	Steps down to the Ramparts	A substantial recess in the cliff, the result of the quarrying of Burrall's cliff adjacent to the entrance, caused tricky backwashes and surges making the harbour entrance even more difficult. Massive timbers were built across it so that vessels would 'bounce' off them and realign without damaging themselves. These were called the Ramparts and needed regular maintenance.	These steps were destroyed in the storms of 2016 together with much of the harbour wall to which they were attached. This has all been rebuilt as before but with much more concrete to strengthen them. The unused granite blocks were retrieved from the harbour and lie nearby at the foot of the cliff.	1, 6
1888	18	Protective wall along the long quay	To protect the harbour workers.		1



APPENDIX C: PORTREATH HARBOUR INDUSTRIAL ARCHAEOLOGY.

DATE	MAP NUMBER	SITE/ITEM	DESCRIPTION	SIGNIFICANT EVENT/LOST ARCHAEOLOGY	SOURCE
1888	19	The monkey house	A small round hut at the end of the quay. Probably a shelter and store.	Probably built as a store and shelter. It was washed away by enormous waves during the storm of 2014. This has been rebuilt.	1,6
1888	20	Steam crane track	One short section of track remains leading to the entrance to New Dock. They are almost buried by more recent surfacing of the harbour.	Moving steam cranes on track were installed both sides of the harbour and crossing the entrance to New Dock to the coal storage below the sea wall by a kind of swing bridge. There were three cranes all together to facilitate loading and unloading.	6
19 <sup>th</sup> century	21	The sea wall	A much patched wall with buttresses along the exposed section built of local stone.	The storms of 2018 demolished a large section together with the access steps to the harbour car park. This was rebuilt in 2019.	SMR, 6
19 <sup>th</sup> century	22	Harbour access lane	Two rows of granites, embedded longitudinally, gave access for wheeled vehicles. Partly buried under vegetation etc.		SMR, 6
19 <sup>th</sup> century	23	Fisherman's hut	Built of local stone, probably as a store, and subsequently used by local fishermen.	This was faithfully renovated in 2019.	SMR, 6
	24	Harbour building	Granite built, use unknown.	Now completely renovated as a dwelling.	SMR, 6
	25	Red brick hut	A small square hut red brick hut with pyramidal slate roof, built probably for storage.	It is now derelict and in a dangerous condition, the brickwork badly eroded and the slates falling off.	6
	26	Stepped access path,& lower horizontal path.	This linked the daymark with the lower horizontal path which in turn accessed shelters , harbour entrance & Goodenheane cove. The horizontal path was fenced in part, two corroded iron fence posts remaining .		6

APPENDIX C: PORTREATH HARBOUR INDUSTRIAL ARCHAEOLOGY.

DATE	MAP NUMBER	SITE/ITEM	DESCRIPTION	SIGNIFICANT EVENT/LOST ARCHAEOLOGY	SOURCE
	26A	Remains of small hut below the daymark (Pepperpot.)	Built against the rock wall, three walls remain. Original use unknown. Perhaps a shelter.		SMR
	26B	Rock recess	Where the access path meets the horizontal path. The South side is walled.		6
19 <sup>th</sup> century	26C	Access to harbour entrance	A steep zig-zag path below the Daymark gives access from the cliff top to the harbour entrance. Still in good condition and usable although very exposed.		6
	26D	Access to Goodenheane cove	This very steep rock cut path originally had a handrail.		5,6
	27	Seating area	A wooden bench replaces the original benches which were sheltered by a small roof.	The original shelter was destroyed when the rock wall below the Lower Pilots Look-out was strengthened by Kerrier District Council in 1993	5,6
1941	28	Anti-invasion walls	These were placed around the harbour and across exits from the village and beach when invasion fears ran high as RAF Portreath was established together with barbed wire beach defences.		3,7
	28A	Concrete wall blocking the granite steps down to the harbour from Harbour Terrace.			6,7
	28B	Thickened wall at harbour entrance	The thickening of the section of harbour perimeter wall behind the coastguard shed is clearly visible. This was adjacent to the main harbour entrance.	The harbour perimeter wall originally enclosed the whole harbour between the main road and the harbour.	5,7
	28C	Wall across the incline.	The wall built across the lower part of the incline just above the road bridge can be clearly seen.	It would have been easy for tanks to climb this 1 in 10 incline.	SMR, 6

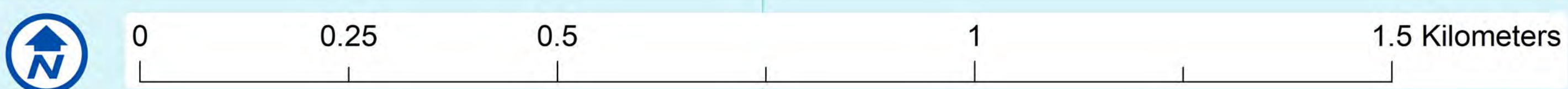
APPENDIX C: PORTREATH HARBOUR INDUSTRIAL ARCHAEOLOGY.

DATE	MAP NUMBER	SITE/ITEM	DESCRIPTION	SIGNIFICANT EVENT/LOST ARCHAEOLOGY	SOURCE
19 <sup>th</sup> century.	30	Waterfront Inn	Part of the wall adjacent to New Dock is original to the joiners/carpenters workshop. Probably built after New Dock was constructed.		1,6





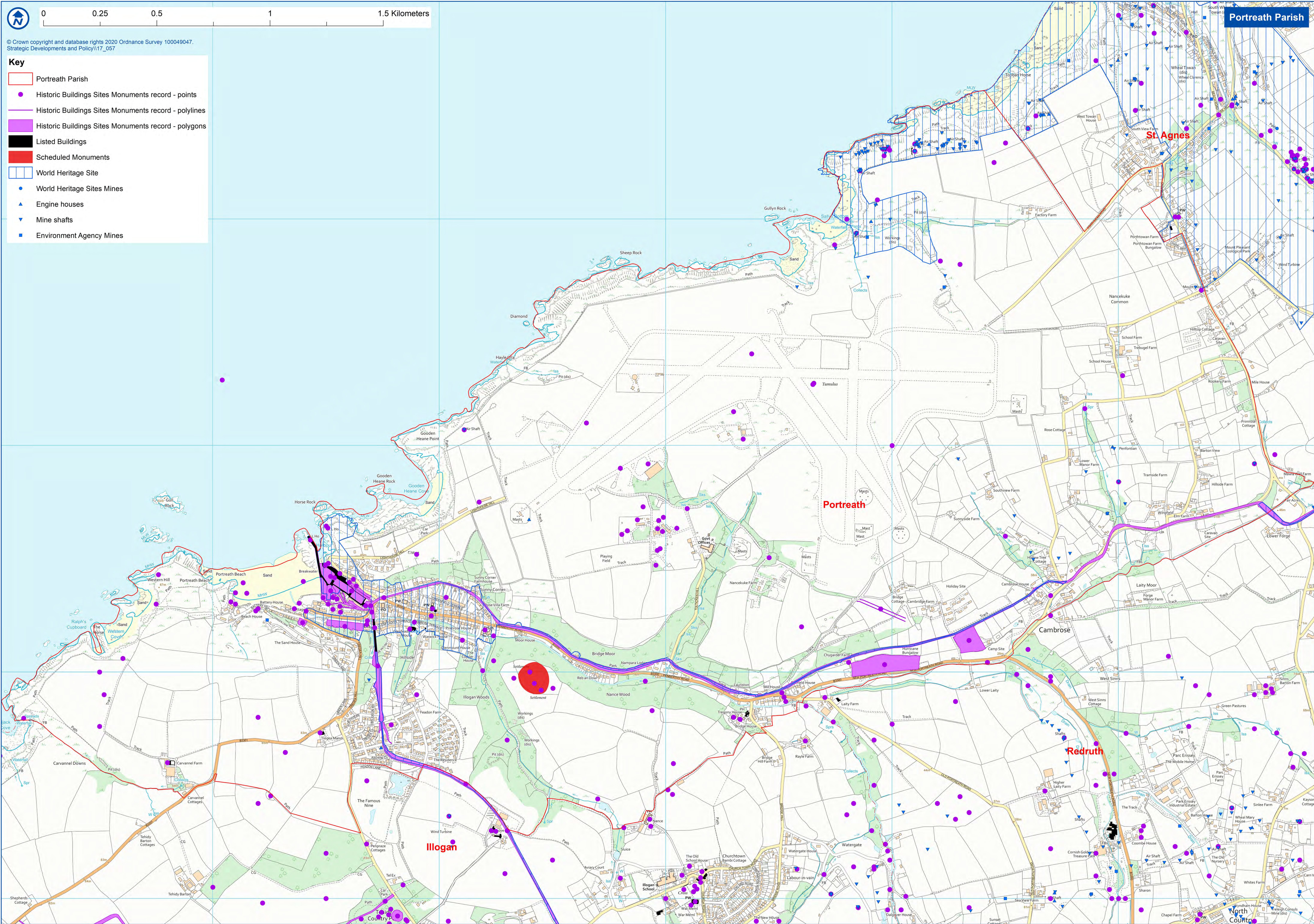




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Strategic Developments and Policy\17\_057

Key

- Portreath Parish
- Historic Buildings Sites Monuments record - points
- Historic Buildings Sites Monuments record - polylines
- Historic Buildings Sites Monuments record - polygons
- Listed Buildings
- Scheduled Monuments
- World Heritage Site
- World Heritage Sites Mines
- Engine houses
- Mine shafts
- Environment Agency Mines





**Cornwall Industrial Settlements Initiative**  
**Portreath**  
**(Camborne/Redruth Area)**



**March 2002**



# CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

## Conservation Area Partnership

<b>Name:</b>	Portreath	<b>Study Area:</b>	Camborne-Redruth
<b>Council:</b>	Kerrier District Council	<b>NGR:</b>	SW 65 45
<b>Location:</b>	North coast of mid-west Cornwall, three miles north of Camborne.	<b>Existing CA?</b>	No
<b>Main period of industrial settlement growth:</b>	18 <sup>th</sup> century – 1910	<b>Main industry:</b>	Port associated with mining

### Industrial history and significance

Portreath was above all a mineral harbour. Its industrial significance is thus bound up with this link to the local copper mines, at first around Scorrier, and later Camborne. As part of the earliest phase of the development of railways, and the parallel development of railways and port development, and through its connections with some of the great Cornish industrialists (the Basset, Fox, and Williams families), Portreath occupies a key place in Cornish industrial history. It also played a role in providing a holiday base for the working populations of the Camborne-Redruth mining districts in the 19<sup>th</sup> and early 20<sup>th</sup> centuries.

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

### Recommendations

#### Historic areas

- Proposed new conservation area
- Survey of archaeological potential



### Historic buildings

- Re-assessment of Statutory List
- Article 4 Directions to control hard standing and loss of boundaries

### Policy and management

- Future developments to the historic grain and development pattern in and around the village
- Restriction of development outside the existing built-up area, particularly in the open hillsides to the north and south of Portreath
- Development or redevelopment of the small commercial area in the centre of Portreath to be actively encouraged
- Incremental improvement and improved access to the quays which respect the historic fabric or character to improve its use as a working harbour
- Management schemes, development briefs and conservation plans for some of the most sensitive historic buildings and areas
- Enhancement schemes for many of the important spaces in the town, especially at The Square, Railway Terrace, and the sea front
- Future road improvements and/or provision of street lighting and furniture to respect the historical building line and reflect differences in the local townscape
- Existing town trails and guides and other promotional initiatives to be integrated further and promoted as a single package, and partnerships developed with bodies like the National Trust, Mineral Tramways Project
- Consider establishing an independent visitor centre
- Further studies to cover adjoining areas outside the existing CISI programme, especially the area of mine remains and the recreational buildings associated with the Bassets to the west of Portreath



**Conservation Area Partnership**

**Cornwall Industrial Settlements Initiative**  
**Portreath**  
**(Camborne/Redruth Area)**

The Cahill Partnership  
and  
Cornwall Archaeological Unit

March 2002

## **Acknowledgements**

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

## **Front cover illustration**

Portreath from the north-west looking over the harbour and Incline

(CAU APR 2288/4/34 F10/151/655 455)

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# Contents

	<i>Page</i>
<b>1 Introduction.....</b>	<b>15</b>
1.1 Background .....	15
1.2 Project aims .....	15
1.3 Project methodology.....	15
1.4 Date of Assessment.....	16
<b>2 Location and setting.....</b>	<b>17</b>
2.1 Geographical location .....	17
2.2 Landscape setting .....	17
<b>3 Summary historical development (fig 2).....</b>	<b>17</b>
3.1 Pre- 1809.....	17
3.1.1 Economic activity.....	17
3.1.2 Extent of settlement .....	17
3.1.3 Settlement function and characteristics.....	18
3.2 1809-41.....	18
3.2.1 Economic activity.....	18
3.2.2 Extent of settlement .....	18
3.2.3 Settlement function and characteristics.....	18
3.3 1841-77.....	18
3.3.1 Economic activity.....	18
3.3.2 Extent of settlement .....	19
3.3.3 Settlement function and characteristics.....	19
3.4 1877-1908 .....	19
3.4.1 Economic activity.....	19
3.4.2 Extent of settlement .....	20
3.4.3 Settlement function and characteristics.....	20

3.5	1906-1946 .....	20
3.5.1	Economic activity.....	20
3.5.2	Extent of settlement .....	20
3.5.3	Settlement function and characteristics.....	20
3.6	Post 1946 .....	21
<b>4</b>	<b>Surviving historical components/extent of loss (Fig 3).....</b>	<b>21</b>
4.1	Pre-1809.....	21
4.2	1809-1841 .....	21
4.3	1841-77.....	22
4.4	1877-1908 .....	22
4.5	1908-1946 .....	22
<b>5</b>	<b>Character .....</b>	<b>23</b>
5.1	Built environment.....	23
5.2	Materials and local details .....	24
5.3	Spaces, views and panoramas .....	24
5.3.1	Spaces.....	24
5.3.2	Views and panoramas .....	25
5.3.3	Landscape.....	25
<b>6</b>	<b>Designations.....</b>	<b>26</b>
6.1	Scheduled monuments (Fig 4).....	26
6.2	Listed Buildings (Fig 4).....	26
6.3	Conservation Areas .....	26
6.4	Other designations .....	26
<b>7</b>	<b>Current uses and forces for change.....</b>	<b>27</b>
<b>8</b>	<b>Industrial significance.....</b>	<b>28</b>



<b>9</b>	<b>Recommendations.....</b>	<b>29</b>
9.1	Historic areas.....	29
9.2	Historic buildings .....	29
9.2.1	Listed buildings.....	29
9.2.2	Local list.....	30
9.2.3	Archaeological remains.....	30
9.3	Policy and management.....	30
9.3.1	General .....	30
9.3.2	Policy Recommendations:.....	30
<b>10</b>	<b>References .....</b>	<b>32</b>
	<b>Appendix 1: Detailed history and physical development .....</b>	<b>34</b>
App 1.1	Pre - 1809 .....	34
App 1.1.1	Economic activity .....	34
App 1.1.2	Extent of settlement.....	34
App 1.1.3	Settlement function and characteristics .....	35
App 1.2	1809-41 .....	35
App 1.2.1	Economic activity .....	35
App 1.2.2	Extent of settlement.....	35
App 1.2.3	Settlement function and characteristics .....	36
App 1.3	1841-77 .....	36
App 1.3.1	Economic activity .....	36
App 1.3.2	Extent of settlement.....	37
App 1.3.3	Settlement function and characteristics .....	37
App 1.4	1877-1908.....	37
App 1.4.1	Economic activity .....	37
App 1.4.2	Extent of settlement.....	38
App 1.4.3	Settlement function and characteristics .....	38
App 1.5	1908-1946.....	39
App 1.5.1	Economic activity .....	39
App 1.5.2	Extent of settlement.....	39
App 1.5.3	Settlement function and characteristics .....	39

App 1.6 Post 1946 .....	39
-------------------------	----

<b>Appendix 2: Gazetteer of archaeological sites and key historic buildings .....</b>	<b>40</b>
---------------------------------------------------------------------------------------	-----------

## **List of figures**

1. Location map
2. Historical development
3. Surviving historic components
4. Gazetteer sites, existing designations and recommendations (Figs 4A and 4B)
5. Portreath Harbour from the south-west
6. Glenfeadon House
7. Penberthy Road –the chapel and old cottage
8. Late 19<sup>th</sup> century holiday homes on the hillsides
9. The Square from the west
10. Tregea Terrace

## **Abbreviations in main text**

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

HERS	Heritage Economic Regeneration Scheme (English Heritage)
HLF	Heritage Lottery Fund (ing)
LB	Listed Building
OALS	Open Areas of Local Significance to Settlement Character
OS	Ordnance Survey
PD	Permitted Development
SPG	Supplementary Planning Guidance
THI	Townscape Heritage Initiative (Heritage Lottery Fund)
[1]	Site number on Figure 4 and in the gazetteer (Appendix 2)

# 1 Introduction

## 1.1 Background

Cornwall's industrial settlements are the subject of a Conservation Area Partnership under the heading Cornwall Industrial Settlements Initiative (CISI). This partnership between English Heritage (with the Heritage Lottery Fund), Cornwall County Council, and the District Councils is intended to assess the character and significance of the County's 112 industrial settlements. These include villages, ports and towns associated with Cornwall's 19<sup>th</sup> century industrial revolution, based on metalliferous mining, slate and granite quarrying, and china clay extraction. The historic importance and distinctive character of such settlements has previously been undervalued, and their existing status does not adequately represent the industrial history of the county. CISI is aimed at redressing this imbalance.

## 1.2 Project aims

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

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

## 1.3 Project methodology

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

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

#### **1.4 Date of Assessment**

Portreath was assessed as part of CISI during November 2000

## 2 Location and setting

### 2.1 Geographical location

Portreath is located on the north Cornish coast approximately three miles to the north of Camborne and a mile north of Illogan Churchtown. It is a parish within Kerrier District; see Figure 1.

### 2.2 Landscape setting

Portreath lies at the point where the Red River Valley meets the sea, forming a relatively broad, sandy cove (for this stretch of coastline); a second, smaller stream and valley enters the main cove from the west. The setting is inevitably dominated by the sea to the north, with an expanse of sandy beach to the west of the village and cliffs rising on either side of the valley. The Red River Valley, which is narrow and steep sided to the east of Portreath, opens out to be relatively broad and flat bottomed at this point, the wooded inland hills providing a contrast to the wild seaward landscape.

## 3 Summary historical development (fig 2)

*This section should be read in conjunction with Figure 2, and summarises the more detailed analysis (Appendix 1), to which reference should be made for further information.*

### 3.1 Pre- 1809

#### 3.1.1 Economic activity

- Tin streaming is recorded in Portreath valley in 1602, with a stamping mill by the late 18<sup>th</sup> century at Glenfeadon. In 1713 a quay was built near Amy's Point. Although never an important mining centre there were small-scale mining in the area, and mines to the west (North Cliffs) and east (Porthtowan) may have been served by the small harbour.
- A new harbour was laid out from 1760 (enlarged 1800) with associated sheds and stores, particularly on the south side of the basin. It was ideally placed to import coal from and export ore to the coalfields and copper smelters of South Wales and service the expanding tin and copper mines around Redruth and Gwennap; it also had an active fishing fleet - the large courtyard of the pilchard palace (fish cellars) was built in 1803.
- The horse-drawn Poldice Plateway was begun 1809; by 1819 it had been extended its full length to Crofthandy (south of Scorrier).

#### 3.1.2 Extent of settlement

- First recorded as a place name in 1485 (meaning sandy cove or beach).
- A series of small rows (Harbour Terrace and Tregea Terrace, and the now-ruinous row south of Railway Terrace) had been built by 1809. Further east was a sizeable hamlet in the floor of the valley and a smaller farm site at Rose Villa Farm. The single cottage on the west side of the beach by the old quay remained an isolated outpost of settlement.

### **3.1.3 Settlement function and characteristics**

- There is little information on function and characteristics at this time beyond inferences from the prevalent economic activities. Farming remained important locally, and the Basset family at least were enjoying the scenic qualities of the area, with rock-cut bathing pools and a number of small summerhouses along the clifftops.

## **3.2 1809-41**

### **3.2.1 Economic activity**

- Described in 1827 as perhaps Cornwall's most important port, by 1830 there were signs of a fall in trade, partly because of competition from the Redruth & Chasewater Railway and Devoran. The Incline was built in 1838 to connect to the Hayle Railway (a mineral line) and the Camborne mines. Now that Portreath was directly linked to both great mining areas (Gwennap and Camborne) the port revitalised and there was limited expansion in extent and provision of facilities (ore hutches, the extension of the sea wall, tramroad and railway sidings, a customhouse store and a coastguard station). Fishing and boat building continued to be important secondary activities.
- There was expansion in other commercial and industrial activity in the settlement – a limekiln was built on the quays, a tin smelting house was established, the stamping mill at Glenfeadon was newly re-built in 1830, copper was being collected from the beach in 1832 and the small and relatively anonymous mine workings continued around Portreath.

### **3.2.2 Extent of settlement**

- There was little room for housing around the harbour, although there was some infill in the line of Tregea Terrace, and some rebuilding of Railway Terrace following the construction of the rail incline. Settlement was confined to continuing the earlier rows, with a few new cottages along the Poldice Plateway track at Sunny Corner.

### **3.2.3 Settlement function and characteristics**

- Increasing variety of activities led to new building types (customs store, coastguard station, tin smelter), and there is evidence of an increasingly prosperous community, with better quality houses (Primrose Terrace), and a chapel of ease to Illogan (1841), although smuggling was rife.

## **3.3 1841-77**

### **3.3.1 Economic activity**

- An inner basin and slip were added to the harbour in 1846, with further extensions in the 1860s. Shipbuilding became important in the 1860s and 1870s; part of the pilchard cellars courtyard was demolished or converted for the new slips and shipyard, although seine fishing for pilchards continued.

- The harbour yards expanded slightly and an extensive system of tramways and rails fed the ore hutches and coalyards. By 1855 as Devoran and Hayle became the preferred outlet for the major mining areas, the Poldice Plateway fell into disrepair, although still occasionally used at least to 1885. Coal importing became the primary activity in the harbour.
- Quarrying took place along the valley, and sand and gravel extraction on the beach; it was used locally and exported, although remained relatively small-scale.
- Tin streaming continued, as did small-scale mining until at least the mid 19th century in the lee of Western (or Tregoa) Hill.

### **3.3.2 Extent of settlement**

- There was little change around the harbour, but along the south side of the valley Primrose Terrace was extended to its present length with large houses built on the old smelter site.
- The established groups of houses and farms in the east of the settlement area remained static, but the existing cluster of buildings in the valley bottom was considerably enlarged by the church (1841) large houses, the Methodist chapel (1858) and Greenfield Terrace.

### **3.3.3 Settlement function and characteristics**

- Portreath became more urban in character with increasing stability and respectability of the population (with more professional and middle class inhabitants) and the development of larger houses, hotels (Portreath Hotel 1856, Basset Arms 1878), churches and chapels.
- Local trades increased slightly in number and range but the limited number of shopkeepers and grocers, blacksmith, carpenter and cabinet maker still derived much of their work from the shipping interest and there was a marked increase in the number of resident master mariners with the growth in the harbour's own fleet of ships. The working farms continued to be an important element in the make-up of the population.

## **3.4 1877-1908**

### **3.4.1 Economic activity**

- The Poldice Plateway was dismantled in the 1880s as the St Day mines failed, although the resurgence of tin mining around Camborne kept the Portreath Branch Railway in operation; the harbour was still busy and the main local employer. The Bain shipping company had turned to steamers by the end of the century, with a consequent decline in the traditional shipbuilding trades.
- The local seine fishery finally ended only in the early 20<sup>th</sup> century when the pilchard shoals deserted the north coast of Cornwall.
- There was an increase in tin streaming operations, which now took place at the beach end of the stream as well as by the school.
- There was some tourism (mostly from local mining towns), but the harbour and tin streaming tainted the sea and beach and Portreath suffered in competition with Porthtowan and Gwitherian.



### **3.4.2 Extent of settlement**

- Portreath scarcely increased in extent, apart from Penberthy Road (developed as far as the School, 1880), and a scatter of houses along both the south and north coastal slopes.
- In the existing built-up area many of the oldest groups of buildings were replaced by terraces of cottages around the turn of the century (the coastguard station in Penberthy Road, cottages in Primrose Terrace, and cottages west of the Portreath Hotel).

### **3.4.3 Settlement function and characteristics**

- Portreath had been developing many characteristics of a small town, and although industrial stagnation in the later 19<sup>th</sup> century stopped that process, the extent of the harbour and yards, the number of good quality houses, the churches, institute, school and police station combined to give the character of something more than a village.
- By the beginning of the 20<sup>th</sup> century, Portreath had begun to develop as a resort, with houses and small chalets already appearing along the sea cliffs and slopes.

## **3.5 1906-1946**

### **3.5.1 Economic activity**

- The harbour and railway continued working up until the Second World War, mostly carrying coal, but with continuing decline in industrial and commercial activity the railway closed during the war.
- The tin streaming works continued to at least 1933, when the Red River was diverted.

### **3.5.2 Extent of settlement**

- Development consisted almost entirely of holiday chalets, particularly on the upper slopes of the valley and the coastal slopes, and more urbane bungalows on land not developed before in the valley bottom, or along the now defunct Poldice Plateway route (Sunnyvale Road).

### **3.5.3 Settlement function and characteristics**

- Portreath was by 1946 essentially a holiday and residential village, with a small vestigial harbour function. As well as the coastguard and Portreath harbour, Kelly's 1931 Directory lists shopkeepers, hotels, refreshment rooms, genteel retired ladies and navy men.
- Recently improved moorland on Nancekuke Common to the north of Portreath was taken over and made into an airfield during WWII, with associated defence batteries and operational buildings built elsewhere around the valley.

### 3.6 Post 1946

- Occasional coasters still used the harbour up to the 1960s but it had ceased to function commercially by the end of the decade, and is now used for leisure and small-scale fishing. The once extensive quays and yards were developed for housing by the end of the 1960s.
- By the 1990s the airbase too had been closed, with only a minimal early-warning radar function retained.

## 4 Surviving historical components/extent of loss (Fig 3)

### 4.1 Pre-1809

There are fragmentary remains of the earliest phases of development in Portreath. Footings of the 1713 harbour survive [4] and Smugglers Cottage [28], while apparently 18<sup>th</sup> century in date, may incorporate earlier fish cellars. The bathing pools [2] and summer houses (outside the area of Figure 4) built by the Bassets also survive in the valley by Western Hill, together with very fragmentary remains of the southern Battery [5][32], now obscured and recently partly built over by a garage attached to Battery House [31] and a new house recently completed above Battery Point.

Of the main harbour, most of the earliest phases still survive, although altered in part by later extensions, with many of the ancillary structures, such as Deadman's Tower [7] and the Daymark [3], and part at least of the fish palace of 1803 incorporated into the current Waterfront Inn [102]. Only the route of the Plateway [17] is traceable, there being no remaining identifiable fabric.

Much of Tregea Terrace [41-45] and Railway Terrace [111] survives from this time, as does the whole of Harbour Terrace [57, 58], which still forms an important group with the harbour itself, although only Cliff Cottage and Cliff House, and perhaps the core of the Portreath Hotel survive of the northern row. The major losses have been the old, probably farming hamlets, in the valley floor to the east of the harbour – the large group in the central area now represented by only a single house (Roselyn [67]), which may be 18<sup>th</sup> rather than early 19<sup>th</sup> century in date – although no. 1 Glendale Villas [117] may be of the same date, and is certainly part of the pre-Coastguard cottage development. Of the farm and cottage group at the east of the site (Rose Villa Farm [81]), no buildings identifiably from this early period remain, although the surviving field boundaries [80] may well be pre-19<sup>th</sup> century.

### 4.2 1809-1841

The principal expansion in the harbour area in this period was associated with the building of the Hayle Railway, and its associated tramways and yards to the south of the docks. Of this relatively large scale development, the only remains are the inclined plane of the railway itself [13][105], together with the bridge over Glenfeadon Terrace, and the extended sea wall [103] running south from the lengthened pier. Nothing else appears to survive of the various buildings in the harbour complex or associated with the rail and tramway sidings. Glenfeadon Terrace [89] and the western half of Primrose Terrace [94] are of this date, as are the principal domestic buildings still surviving in Portreath, Bassets Acre [92] and Glenfeadon House [23]. The small group of cottages [70][71] built at this time to the north of the Plateway at Sunny Corner survives, although the southernmost row was demolished in the later 19<sup>th</sup> century [107].

### **4.3 1841-77**

This period saw the greatest expansion in both the harbour area and settlement as a whole, and most of the structures of this phase still stand. The two major docks added to the harbour, and the widened quays remain despite later redevelopment, while the infilling and completion of the long row on the south side of the valley, from Tregae Terrace east to Primrose Terrace, largely dates from this period. The principal loss in this area has been the demolition of the United Methodist Chapel [95], while amongst the villas and houses along Penberthy Road [74][75], and Greenfield Terrace [72] behind them, all built in this period, the only major loss has similarly been Wightwick's Anglican church of 1841 [21] (the late 20<sup>th</sup> century church stands on the site). Of the stream works [18] that operated south of the present school site nothing above ground now clearly remains, although there may be earthworks and watercourses surviving and, indeed the whole length of the stream appears to have been embanked and bridged at this time, the bridges in particular showing a unity of detail that suggests a single phase of building [83 & 84]. Of the farming hamlet at the east end of Portreath (Rose Villa Farm) the farmhouse [81] and outbuilding [82] survive. The gradually decaying battery, especially that on the south side of the harbour [5] was replaced by the standing Battery House [31] at this time, although some platforms and embankments survive above the house [32], some of which have only recently been destroyed by the building of a house within the site area.

### **4.4 1877-1908**

The few new structures added to the settlement area at this time, not surprisingly, survive well, particularly the road works and walls [56], along Lighthouse Hill, the small brick building [106] and the stone and timber sheds [50] [51] on the quayside (the latter may be early 20<sup>th</sup> century rebuilds). The large cliff-side villas north and south of the harbour which preceded the early 20<sup>th</sup> century spread of bungalows still stand, although altered and extended [29] [37] [54]. At the east end of the settlement, the school [79], Basset Terrace [75] and the bridge [85] over the Red River are all of this period. While responsible for the destruction of much of the earliest parts of the settlement, the new terraces built within the study area at this time survive as one of the most characteristic elements in the make up of the village, especially 1-5 Lighthouse Hill [61], 12-14 Glenfeadon Terrace [87] and above all the coastguard complexes in Penberthy Road [25]. Also of this period is the surviving church institute [26].

### **4.5 1908-1946**

While the 20<sup>th</sup> century was largely a time of decline and loss of industrial buildings, farming and early industrial cottages [47], [107] [108], the considerable expansion of the settlement area is reflected by the survival, largely unaltered, of numbers of small chalets on the valley sides [30] [33][34] [39] [69]. Probably slightly later were the first proper bungalows, some standing together with the chalets along the upper valley slopes [40] [90], most being built as speculative developments within the settlement itself [68] [64] [65] [78]. The gaps in the line of the plots along Penberthy Road show the slow-down in building caused by the Second World War rather than through losses, although some buildings south of the Square do seem to have fallen victim to road-widening schemes in the 1960s redevelopment of the harbour area. The only other significant surviving buildings from this period are the small early 20<sup>th</sup> century church hall [101] and the timber building on the quayside [51].

## 5 Character

### 5.1 Built environment

Although Portreath has never been more than a village in status, and has only a small population, its urban fabric and industrial past has given it something of the character of a small town. The approach along Penberthy Road with the high quality historical fabric of large villas, school, coastguard station, glimpses through parallel streets to the houses behind, all lead to what should be the focal point. Yet The Square is disappointing, lacking definition and historical context; the harbour, which perhaps provided this culmination of the streetscape in earlier days, has now lost meaning amid the 1960s housing estate, which bears little relationship to the historic use, grain, layout, character, materials and detailing of either the harbour buildings themselves, or the surrounding historic streets. Because the original rows were set at such a distance apart to the north and south of the valley, the intervening space begs a scale of activity, if not necessarily buildings, which is now sadly lacking.

Above all, though, is the dramatic coastal and valley setting, especially around the harbour mouth and the intimate and romantically picturesque side cove by Smugglers Cottage.

Portreath's surviving buildings are generally of a high quality. It has a good collection of mid 19<sup>th</sup> century villas, especially on the north side of Penberthy Road. It also has an unusual number of late terraces replacing or partly replacing earlier cottages. There are odd instances of older cottages left apparently in the middle of later terraces, reflecting the piecemeal manner in which the settlement grew as the original hamlets coalesced. This applies particularly to Penberthy Road [25][67][117], 1-5 Lighthouse Hill [61] and Cliff Cottage [61][113] and Tregea Terrace [42] [45] and Railway Terrace [46][111]. The only true early row left is Tregea Terrace [41-45], which has a tremendous variety of buildings and many later insertions; it is colourful, has lots of changes in material and has a seaside character. Given this relatively early origin, therefore, incremental damage to the garden boundaries is particularly regrettable.

Glenfeadon Terrace [89] has pretensions to architecture in its dressed stone and well-detailed voussoirs and arched heads, and may have been built as an architectural set-piece with Bassets Acre [92] and Glenfeadon House [23].

Greenfield Terrace, with its distinctive porches, is of particular interest for its early date (1860s) and may be unique in this respect in Cornwall.

Despite the loss of the United Methodist Chapel and the rebuilding of the church, which took away two of Portreath's most prominent and important buildings, other public buildings make a positive contribution to the townscape: a good chapel, reading room, church hall, good school. These public buildings tend to be quite small scale compared to some of the larger industrial towns which the port served (Camborne, Redruth), a reminder of Portreath's village status.

The chalets and bungalows, many in old quarries on the valley sides, are an important part of the settlement's historic character. These, together with the terraces as detailed above, contribute to Portreath being one of the best places to get a feel for the early 20th century seaside experience in Cornwall, and the legacy of the miners' summer weekends.

Because Portreath was not a truly industrial town, it does not have the number of workshops and outbuildings as, for example, St Just or Camborne. However, those that do exist are, as a result of their relative scarcity, of great significance to such a small place, in historical, townscape and social terms. These include the coastguard

store, the small building at Harbour House, one or two along Tregea Terrace, the Basset Arms, Rose Villa, the smithy, Glenfeadon Castle, the summerhouses, the Lighthouse Tower, the Daymark, Deadman's Hut and other harbour buildings.

Walls are an important feature of Portreath. They are never so tall as to hide the private spaces beyond, but they do fulfil the role of definition well. For example, the harbour sea wall, the Harbour Terrace enclosing walls, the walls to the roads from the harbour to Lighthouse Hill, the Harbour House Wall, the walls along Penberthy Road and the walls to Glenfeadon all make a positive contribution to character. Where the walls that once existed have been lost definition evaporates, such as on the south side of the harbour development, the west side of The Square, Sunnyvale Road, roadside of Tregea Terrace and the south side of Penberthy Road. The occasional loss of front walls on the north side of Penberthy shows the extent to which this loss can adversely affect the historic character of the settlement.

## **5.2 Materials and local details**

Most of the historical buildings in Portreath are consistent in their use of the local killas, a light sandy-coloured, friable stone, used almost always with granite lintels and details. The stone is relatively soft, and some earlier buildings [28][117] have been rendered and painted. Some historical buildings were rendered from the outset to allow for architectural detail (particularly Battery House [31]). Granite figures more prominently in the engineering structures – the harbour, railway incline and bridges for instance. It is also used extensively around the quayside as a surfacing material. Garden and yard walls are generally of rubble-stone construction, and form an important element of streetscape in some areas (for instance Lighthouse Hill and Glenfeadon Terrace).

Roofs are of slate, or modern artificial replacements – the roofscape in Portreath is of great importance given its valley location. Most of the early 20<sup>th</sup> century bungalows which form such an important feature on the valley slopes, are of render with slate roofs and generally the colour tones of slate still predominate.

Modest architectural detail and display are a feature of Portreath – including the use of cut stone details (Glenfeadon Terrace [89]), timber and stained glass storm-porches (Greenfield Terrace [72] and Penberthy Road [75]) and cast iron verandas [73]. More grandly architectural, but still part of this locally distinctive pattern, are Bassets Acre [92] and Glenfeadon House [23], like Battery House making much use of cast and moulded detail. The seaside location and picturesque views led to the building of many follies, gazebos and summerhouses in the settlement [24][55] and in the valley west of Smuggler's Cottage [28] (not mapped), and this was reflected in the decoration and enrichment of many of the houses themselves.

## **5.3 Spaces, views and panoramas**

### **5.3.1 Spaces**

There are precious few spaces left in Portreath of any quality. What should be the principal space is The Square, but this has become nothing more than a badly defined road junction. The harbour side adjacent to this is also no real space, because it lacks definition as to what it is in the sense that it appears to be neither private nor public, in use or derelict. The other parts of the quays have either been built over or very badly restored and there has consequently been loss of all details on the north side.

The formerly open coal wharves and harbour yards were built over in the 1960s and have no sense of place, or creation of space, and again display the problems of private/public conflict. The terraces by the harbour side similarly fail to define or relate to anything and even what should be an historic landscape around the Waterfront Inn is just an empty space left over from development.

The former 'Green' where people used to picnic *en masse* is now a formless and unlovely car park. Play areas are small, tucked away and tacky. By far the best space is the beach, which has an enduring but inevitably ever shifting quality, while the valley with its heath and woods is a permanent reminder of the natural space in which Portreath is located.

However, the public/private lack of definition continues around Smugglers Cottage [28] and at the rear of the Hotel [27] where it is uncertain whether public access is permitted. Footpaths form valuable permeable spaces. For example, there is good footpath access up the side valleys (Glenfeadon/Illogan Woods), although this is not obvious from the central area

### **5.3.2 Views and panoramas**

There is a variety of both long and short views across and through Portreath that are important to its character. Those across the valley from each side and from the tops of the valley down to its bottom all serve to frame the settlement. There are also views out of the village up the valley to Carn Brea and associated landscape in the distance and down the valley, even from Penberthy Road. Views of and into the woods are also important through the cottages and up alleys and rear closes. Good examples of this are at Sunnyvale Road, Railway Cottages and Glenfeadon. From the shore and harbour there are long ranging views to sea and along the coast, with views into Smugglers Bay. More intimate views are provided from the bridge and Battery Hill along Tregea Terrace.

Within the town there are glimpses behind the street frontages to other houses at Greenfield Terrace and Glenfeadon Terrace, giving depth to the townscape. The view of stone terraces set against the steep hillsides along Basset Terrace is of particular note. Similarly, Tregea Terrace is seen against the steep and wild hillside and it is difficult to believe it was once neatly divided into back gardens.

Despite the spread of bungalow development, views of the valley and the wider landscape are dominated by historical features such as the chapel, school, Glenfeadon House and Bassets Acre, the railway incline, Tregea Terrace/Railway Terrace, the harbour, Battery House and Smugglers Cottage.

### **5.3.3 Landscape**

The mature gardens throughout the study area give Portreath a surprisingly good amount of quality private soft landscaping. In contrast, Sunnyvale is bare and the rear gardens do not preserve and much less enhance either the historic character of the settlement, nor its current appearance and amenity.

The stream is now heavily overgrown, and while nominally attractive, this actually detracts from its historical character and use as a canalised, constructed channel with architectural qualities, especially the bridges.

The valley sides provide a constant backdrop of scrub woodland, which is all recent since early 20<sup>th</sup> century photographs show how close cropped the slopes were as a result of industrial and farming activity.

## 6 Designations

### 6.1 Scheduled monuments (Fig 4)

There is one scheduled monument in Portreath, the daymark/coastguard lookout [3] on the cliffs north of the harbour (County no. 914).

### 6.2 Listed Buildings (Fig 4)

Within the Portreath study areas are the following listed buildings, all at Grade II:

Glenfeadon House [23], Glenfeadon Terrace

Glenfeadon Castle (listed as Gazebo)[24], Glenfeadon Terrace

Portreath Harbour [12], including slipway

Portreath Incline [13]

Trecarrel [19], Penberthy Road

Milepost [20], Penberthy Road

Methodist Church 22], Penberthy Road

The few listed buildings in Portreath reflect in a better way than most industrial settlements in Cornwall its industrial origins, including the principal surviving elements - the harbour and the railway incline. The usual concentration on architectural quality has fortunately led to the listing of the surviving chapel, in itself a potent symbol of Cornwall's industrial heritage, together with the home of Portreath's one outstanding figure in the industrial and commercial history of the settlement – Glenfeadon House, although wrongly given as a home of the Bassets and not, as it actually was, David Bain.

### 6.3 Conservation Areas

There are no conservation areas.

### 6.4 Other designations

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

Although the village development envelope for Portreath is bounded by Sites of Special Scientific Interest and Areas of Great Scientific Value (to the north and east), by Areas of Great Landscape Value (to the north, east and south) and by an Area of Outstanding Natural Beauty and a Heritage Coast zone (to the south-west), none of these various national, county and local designations actually apply within the settlement itself.

The upper slopes of the valley, especially on the southern side south of Tregea Hill, are covered by designations, although the most intrusive group of bungalows and houses in the settlement, including one recently built on part of the site of the Battery, lies within the AONB. There are proposals to include the village site within the Area of Great Landscape Value, which would have the effect of limiting inappropriate development that impacted upon the natural environment. The village is within the designated coastal zone in Kerrier, and this does provide some policy restriction on development within and protection for the local built environment, coastal and recreational uses, and the natural environment.

The archaeological interest of the industrial remains in the District are recognised in the local plan, and Portreath is identified (para. 4.35) as one of the settlements within Kerrier where archaeological investigation and recording may be a necessary part of granting permission for development.

Only policies relating to special control of advertisements, and the district-wide policies on use of the county highway network apply to the main part of the settlement.

## **7 Current uses and forces for change**

Portreath is the only settlement on the north coast of Kerrier District. Relatively large by local standards, it is the nearest beach resort to the Camborne-Redruth conurbation, and has a wider holiday base as well, which means that it has more extensive facilities in the way of shops and pubs etc. than villages of a similar size. It is now almost entirely residential with only limited employment outside the tourist industries; the harbour is used by pleasure craft and has a small fishing industry severely hampered by lack of adequate storage space and limited quayside access, largely as a result of the housing scheme in the harbour area.

The greatest change in recent history in Portreath has been the 1960s redevelopment of the harbour area with housing. Judged in terms of its relationship to the historic fabric and character of the harbour and the settlement as a whole, the conclusion that this development fails to preserve or enhance local distinctiveness or the special historic character of Portreath is unavoidable. The lessons to be learnt from this development are legion and, if applied well, should ensure any future development enhances Portreath rather than detracts from its distinctive character.

The quality and historic interest of the surviving structures in Portreath and the often-picturesque townscape, especially once away from the harbour area, are so great that the adverse impact of the harbour development is not insuperable. Even the building of bungalows and summerhouses on the hillsides above the village, although requiring careful monitoring and control, is a legitimate extension of well-established character going back 200 years. The great natural beauty of the valley and coast deserves every effort to improve the built environment so as to complement the outstanding quality of its setting.

The narrow, enclosed nature of the valley, together with the raft of designations protecting the natural environment on the very edges of Portreath, mean that expansion outside the currently developed area is unlikely. In any case, any such development would cause harm to the setting and character of the settlement. There remain rather more development opportunities from a conservation and urban design point of view within the area than the Local Plan would suggest: the constraints to development in this sense being more related to the lack of sewage and other infrastructure facilities.

In many parts of the village, development could seriously improve the fragmentary nature of the townscape, and restore and enhance the character around the re-developed harbour and The Square. Given that Portreath is now above all else a beach resort, it is symptomatic of the problems it faces that what was once an area known as 'The Green', and the scene of mass picnics and tea-treats is now a beach-side car-park. This is insufficient to meet demand in the peak season, and



Portreath is barely able to cope with traffic problems, exacerbated by limited capacity on the small roads leading to the village. Any extra provision of car-parking or more road ‘improvements’ can only be harmful to the character of the settlement since one of the principal spaces within the village around The Square is little more than an oversized road junction, neither pedestrian friendly nor visually satisfying.

Penberthy Road, especially on its south side, suffers from being entirely a piecemeal 20<sup>th</sup> century development, and also from the intrusion of telegraph poles. The main problem is that the frontages of the plots lack the definition and enclosure characteristic of the bungalows at the eastern end.

The new church, whatever its merits in itself, fails to address the plot or the street at all well, and the church yard is the most dispiriting space.

The positive contribution made to the character of Portreath by the informal and piecemeal chalet and bungalow development on the valley sides has been compromised by inappropriate later designs which, on the whole, have been bigger in scale and lacking in detailing. They are generally on the crest of the slopes, with the result that they do not sit well in the landscape, but rather loom over it. Further, they are a denser form of development, with a consequent loss of the wide scatter of small buildings. This has had a particularly intrusive impact to the rear of Glenfeadon.

There are empty plots throughout Portreath, which probably could and should be developed to enhance the sense of place. Careful and informed design, reflecting local distinctiveness in plot layout, use, building type and scale, use of materials and detailing, as required by local plan and national policies, is needed to ensure that development of these plots will enhance the special character of the area – the 1960s developments failed to reflect these matters to the detriment of the historic (and scenic) environment.

## **8 Industrial significance**

Portreath was dominated by its harbour, and this was above all a mineral harbour. Although there was some fishing, and there were other limited economic activities in the valley, especially farming and tin streaming, with some small-scale mining round and about, the principal activities at Portreath were exporting copper ore and importing coal. Even the local shipbuilding businesses were based on this single activity. Portreath’s industrial significance is thus bound up with its link to the local copper mines, at first around Scorrier, and later Camborne.

Portreath occupies a key place in Cornish industrial history as part of the earliest phase of the development of railways, and the parallel development of railways and port infrastructure, and through its connections with some of the great Cornish industrialists: the Basset, Fox and Williams families. It has many important surviving structures, and one at least (the Hayle Railway Incline) unique in its scale and quality. It should never be regarded as just another mining village, and is one of the small and special group of mineral ports that make Cornwall so distinct. In the person of David Wise Bain it produced one of its own local figures of substance, and there is clearly much more to discover about the industrial history of Portreath.

In addition to this is the history of Portreath as a small resort, from at least the late 18<sup>th</sup> century. While this may not be directly linked to the industrial past in Cornwall, its connections with the Bassets and their inevitable industrial links, as well as its role in providing for the working populations of the Camborne-Redruth mining districts in the 19<sup>th</sup> and early 20<sup>th</sup> centuries have scarcely been researched; the assembly of 400 temperance non-conformists from the mining districts at a tea-treat at Portreath in 1837 is as much part of the industrial history of Cornwall as the development of the harbour and railways themselves.

## 9 Recommendations

### 9.1 Historic areas

The designation of a conservation area is recommended that encompasses the area of architectural and historic significance as summarised in the character section (5) above.

There appears to be a considerable surviving landscaped garden with water features and terraces around and to the rear of Glenfeadon House. This should be further investigated with a view to inclusion on the District-wide list of Gardens of Local Interest.

### 9.2 Historic buildings

#### 9.2.1 Listed buildings

The Statutory List of Buildings of Architectural or Historic Interest in Portreath should be revised on the basis of a general thematic survey of industrial remains in the county. This should place more emphasis on historic character and less on purely architectural assessment, but also recognise that certain building types and details are unique to or typical of Cornwall and are not strictly comparable to superficially similar types elsewhere in the country. This is particularly true of the surviving early examples of workers housing, those in Lighthouse Hill [113] and perhaps the Portreath Arms (the core of which is 18<sup>th</sup> century) [27], Harbour Terrace [57] [58], Tregea Terrace [41] [42] and Railway Terrace [111]. Glenfeadon Terrace [89], Penberthy Road [67] [117] and the short rows north of Sunnyvale Road [70] [71] are also worthy of investigation.

Two larger houses are already listed, but there are other exactly contemporary examples in Portreath which have architectural interest in their own right - Bassets Acre in particular [92], Trevennen [73] (adjacent to the listed Trecarrel [19]), Harbour House [62], Glenbracken [91] and some of the best examples in Primrose Terrace [94].

A more contentious issue may be the listing of some of the early 20<sup>th</sup> century chalets. These, once owned in large numbers by the industrial population around the mining districts, form important groups at several points along the north coast, including Hayle, Portreath, and Porthtowan. They are declining in numbers and subject to extensive alterations, and represent an historical movement and building type that is not likely to be seen again. A thematic survey aimed at listing some of the best examples of the type in Cornwall should consider those at Portreath [30] [33] [34] [39] [110].

There are individual structures of historic interest in Portreath that might be considered – Smugglers Cottage [8]; Battery House [31]; the sea wall [103]; the bridges over the Red River [83] [84] [85] [114]; the school [79]; some of the summer houses [55], including those in the slopes and cliffs west of Smugglers Cottage not included within the study area (the Bassets were building these around Bassets Cove to the west of Western Hill in the late 18<sup>th</sup> century as well).

In Portreath, an additional priority is to re-assess the harbour area, which is made up of a number of discrete structures that are currently covered by a blanket designation which leaves scope for arguments that some elements may not be covered by the listing. These structures should be individually identified and listed for clarity. The vexed question of curtilage and the full extent of protection of the quays beyond the harbour walls should also be investigated. Some additional structures not yet listed should be considered for inclusion as part of the overall complex: [7] [10] [50] [51] [56] [102] [103] [116].

### **9.2.2 Local list**

A list of locally significant structures which contribute substantially to the character of the settlement would be a significant additional management tool, based on the combined criteria of both listing and Article 4 Directions, and backed up by a Buildings-at-Risk survey, detailed Article 4 Directions and substantive and enforceable policies in the local plan. This could also back up applications for grant aid.

### **9.2.3 Archaeological remains**

Protection of the archaeological remains in Portreath may be appropriate, especially for some of the structures in Portreath that fall outside the listing criteria, for instance the 18<sup>th</sup> century rock-cut bathing pools [2], the remnants of the 1713 quay [4], or the ship-building slip south of the harbour [10]. The Red River was canalised, embanked and bridged in the 19<sup>th</sup> century, probably as part of the tin-streaming works along its length [6][18], and there may well be further evidence of this industry surviving, especially to the south [18] of the school. There are also adits, chimneys, leats, ponds etc. of undated mining enterprises surviving, especially in the area around Smuggler's Cottage and in Illogan Woods to the south-east of Portreath.

## **9.3 Policy and management**

### **9.3.1 General**

The Local Plan and Structure Plan provide a good number of policies and guidance which could be applied to Portreath, including those dealing with the built environment, coastal planning, natural environment, recreation, housing and infrastructure. At present the various policies, while in aggregate a sound basis for decision making, are haphazard and reactive in their effects, yet the pressures on Portreath, and the need to rediscover its character from the disastrous interventions of the mid-late 20<sup>th</sup> century, demand that the initiative be taken to guide and manage the settlement in a positive way.

Given the confined nature of the settlement, its location within the protected coastal zone, the problems associated with tourist demand in the high season, and inadequate infrastructure (sewerage), combined with the particular historical and landscape qualities of Portreath, an integrated village plan, based heavily on its conservation and heritage value, is highly recommend.

This could be crucial in providing for all-year visitor appeal in Portreath, changing the type of visitor (given the decline in traditional seaside holiday making), providing a new base for development within the village, improving the visual structure and townscape, and preserving and enhancing the outstanding historic interest of Portreath.

This needs to be based on detailed surveys of standing fabric and buried potential, as well as a full assessment of the incremental changes affecting character. Conservation Area status would be an integral step in this process, particularly given the grant aid and external investment this could attract from both national and European sources.

### **9.3.2 Policy Recommendations:**

1. Article 4 Directions to control the demolition of walls for the creation of hard standings and alterations to individual houses, and to prevent demolition of free-standing outbuildings, with particular reference to Penberthy Road and Sunnyvale Road.

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

2. Full survey of archaeological potential in the settlement, and an additional policy requiring proper recording of undesignated archaeologically sensitive sites before development.

Reason: To comply with and strengthen existing Local Plan commitments to prevent proposals that would harm the archaeological heritage of the settlement and industrial remains in general (paragraph 4.35), and thereby preserve the special character of Portreath.

3. Future developments to respect the historic grain and development pattern in and around the village, and incorporate a greater quality of layout, materials, landscaping on the outer fringes of the settlement area, and a more appropriate scale in the central area.

Reason: To provide an appropriate setting and amenity for the historic core.

4. Presumption against development outside the built-up area, particularly in the open hillsides to the north and south of Portreath.

Reason: To retain the discrete identity of Portreath and protect both its setting and the open countryside

5. Development or redevelopment of the small commercial area in the centre of Portreath should be actively encouraged.

Reason: To provide both enhanced facilities and a proper focus to the settlement now that the historical focus of the harbour area has been irreversibly altered in its nature and impact.

6. While a further redevelopment of the housing in the harbour area is not likely, incremental improvement and improved access to the quays which enhanced the historic fabric or character could improve its use as a working harbour.

Reason: To improve the economic and employment base of Portreath and provide added attraction for potential visitors.

7. Management schemes, development briefs and conservation plans for some of the most sensitive historic buildings and areas. Prime examples are the harbour, the Red River, The Square, Railway Terrace (to north and south), Sunnyvale Road, the undeveloped plots in Penberthy Road; the land attached to the school and Rose Villa farm.

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

8. Enhancement schemes for many of the important spaces in the town, especially at The Square, Railway Terrace, and the sea front. These will be dependent on close co-ordination with County Highways engineers in tackling traffic management.

Reason: To reverse the existing detrimental effects of intrusive traffic management schemes and signage on historic fabric and townscape within the town, and to enhance the townscape and the setting of historic buildings.

9. Future road improvements and/or provision of street lighting and furniture to respect the historical building line and reflect differences in the local townscape, and seek to restore the sense of 'street' rather than 'road', particularly in The Square/the Harbour and Penberthy Road.

Reason: To address Portreath's individuality as a settlement and restore a sense of enclosure and scale.

10. Existing town trails and guides and other promotional initiatives to be integrated further and promoted as a single package, and partnerships developed with bodies like the National Trust and the Mineral Tramways Project. This could go beyond promotional activity, and seek to acquire, re-use, enhance and promote sites in Portreath as both an end result of and a stimulus to regeneration investment and, by integration with existing initiatives such as the Mineral Tramways trails, to help develop completely new economic activities, such as specialist tourism. An independent visitor centre should be considered – the display in the Waterfront Inn, while to be fully supported, is not well signposted, and is by its nature limited for access. A series of well-signposted town and industrial heritage trails could be created, which could also help resolve the general problem of a perceived conflict between the private and public access to various sites and routes.

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

11. Further studies of adjoining areas outside the existing CISI programme, especially the area of mine remains and the recreational buildings associated with the Bassets to the west of Portreath.

Reason: To ensure a full and accurate record and understanding of the industrial and historical setting of this area.

## 10 References

### 10.1 Primary Sources

1807 OS drawings

1841 Tithe Map

1880 OS 25 inch map

1908 OS 25 inch map

1946 RAF air photographs

1995 CCC air photographs

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

Listed Building maps and descriptions

Trade Directories (various editions)

### 10.2 Publications

*Cornwall Structure Plan*, 1997, Cornwall County Council

*Kerrier Local Plan Deposit Draft*, 1999, Kerrier District Council

Pearse, R, 1964 edn., *The Ports and Harbours of Cornwall*, H.E.Warne

Thomas, J, 1990, *More than a Village*, Dyllansow Truran

Acton, R, 1997, *Exploring Cornwall's Tramway Trails*, Vol 2, Landfall Publications.

# Appendix 1: Detailed history and physical development

## App 1.1 Pre - 1809

### App 1.1.1 Economic activity

The earliest reference to Portreath is in a now lost document of 1485, the name meaning ‘sandy cove’ or ‘beach cove’. Although Carew described tin streaming in Portreath valley in 1602, little else is recorded before 1713 when a contract was drawn up for a quay near Amy’s Point. In the secondary cove by Smugglers Cottage and sheltered in the lee of Western Hill, the quay was to be 150 feet long and 35 or 40 feet high, its remains being found in 1983 (SMR – PRN 25013). This small harbour was probably served by winches up the adjacent cliffs, just as at Trevaunance Cove, St Agnes. There is limited evidence of mining in the area; there were certainly small and already ancient mines both to the west (North Cliffs) and east (Porthtowan), and these may well have been served by the small harbour.

A new pier and, indeed, a whole new harbour was laid out from 1760, financed by the Bassets, but leased to Fox & co. of Falmouth, who carried out extensions and improvements 1778-81, adding the ‘New Basin’ in 1800. The harbour was ideally placed to import coal from and export ore to the coalfields and copper smelters of South Wales. Although primarily aimed at serving the local mining industry (in which the Bassets owned extensive interests) it was also home to an active fishing fleet from an early period, and the large courtyard of the pilchard palace (fish cellars) was built in 1803. The new harbour was defended by two small batteries built in 1782 on sites to the north and south; these actually saw action once when they captured a French ship in the harbour. By 1800 the ‘Pepperpot’ day-mark on the cliffs north of the harbour had been built, which also served as a coastguard lookout.

Although not clearly shown on the OS survey drawings, there was almost certainly tin streaming activity in the valley floor, and some evidence that a stamping mill already stood at Glenfeadon.

The growing success of the port and the large quantities of goods moved in and out showed up the need to improve on the very poor roads and tracks to and from the great mining areas. A tramway from Dolcoath was proposed in 1806 but not built, and instead one was constructed from the other great copper area around Scorrier and St. Day. The Poldice Plateway, begun 1809 and shown on the OS survey drawings of that year, was the first such to be built in Cornwall. Costing £20,000, it was owned by the Fox and Williams families who owned the mines around North Downs and north Scorrier which were served by the tramway, and also leased the harbour. It was horse-drawn and had the first cast iron rails used in Cornwall; it soon became a major curiosity in its own right in the county, quite apart from its great commercial success. By 1819 it had been extended its full length to Crofthandy (south of Scorrier).

### App 1.1.2 Extent of settlement

Apart from the harbour itself, there were a number of associated sheds and stores buildings, particularly on the south side of the basin. On the north side of the harbour, Harbour Terrace had been built, probably in the late 18<sup>th</sup> century, and already extended as far as the current Portreath Hotel. On the south side, most of Tregea Terrace had been built although it, like the northern group, was composed of a series of small rows rather than the continuous line of development it later became. The short row up the slope to the south of Railway Terrace, now ruinous, was also built by this time. Further east up the valley was a sizeable hamlet, which survived until the construction of the coastguard station and terrace (in Penberthy Road) in the late 19<sup>th</sup> century, and a smaller farm site at Rose Villa Farm. The single cottage on the west side of the beach by the old quay remained an isolated outpost of settlement in the valley.

### **App 1.1.3 Settlement function and characteristics**

There is little information on the people or activities in Portreath at this time, although it is clear that the small settlement depended entirely on the harbour with some fishing as well the mainstay coal and ore trades). The rest of the area was largely farming, but there is also evidence that Portreath was already being used for recreation at least by the Basset family themselves, a number of rock-cut bathing pools having been built in the late 18<sup>th</sup> century by Lord de Dunstanville for his wife. In the valley and small coves to the west of Smugglers Cottage the Bassets built a number of small summer houses, some of the remains of which still stand and are worthy of note, albeit outside the study area.

## **App 1.2 1809-41**

### **App 1.2.1 Economic activity**

Described in 1827 as perhaps Cornwall's most important port, by 1830 there were signs of a fall in trade, partly because the Redruth & Chasewater Railway was taking much of the trade from the Scorrier mines to Devoran, despite continuing efforts to improve the harbour, including extending the pier in 1824.

Connection with the Hayle Railway and the Camborne mines came with the building of the branch line and incline in 1838 (this was purely a mineral line, never carrying fare-paying passengers). This gave a new lease of life to the port; stimulated by the improved communications, the harbour handled ever-increasing quantities of coal and ore. There was limited expansion in the extent of the harbour area, comprising the construction of ore hutches the north side of the dock, and the extension of the main pier. By 1840 100,000 tons of copper ore a year was being shipped through Portreath and vast quantities of coal imported (about 700 shiploads each way per year). The huge dumps of copper ore and even larger dumps of coal awaiting shipment on the quays became a permanent aspect of Portreath, while the population of the mining district served by Portreath – the most highly industrialised region in the west of England - grew from 14000 to 30000 between 1800 and 1840.

Fishing and boat-building continued to be important secondary activities in the harbour, sufficient for a regatta organised in 1828 to have separate races for the local fishing boats and all other boats visiting the harbour. The harbour was sufficiently active to have a customhouse store (the port was subsidiary to St Ives), and a coastguard station by 1830.

During this period there was a degree of expansion in the range of commercial and industrial activity in the settlement, with a limekiln built on the harbour. More importantly, a tin smelting house was established by one Paul Burall in 1813 on the site now occupied by Glenfeadon House, and although it closed in 1825 (a year before Burall's death, by which time he was described as 'Gentleman', and a wealthy man), the buildings were still standing in 1848. The stamping mill at Glenfeadon was extant and possibly newly re-built in 1830, and the tenant also paid dues in 1832 for copper collected from the beach at Portreath.

Although never an important mining centre itself, there were several small and relatively anonymous workings around Portreath, as well links to the more extensive copper mining area around Porthtowan.

### **App 1.2.2 Extent of settlement**

With the land around the harbour already largely allocated to the ore and coal yards, and increasingly to the tramroad and railway sidings, there was no room for housing in this area, although there was some infill in the line of Tregea Terrace, and some rebuilding of Railway Terrace following the construction of the rail incline.



The spread of settlement was almost entirely confined to continuing the row along on the south side of the valley, including the western half of Primrose Terrace, although a few cottages were also built along the Poldice Plateway track at what is now Sunny Corner.

### **App 1.2.3 Settlement function and characteristics**

The increasing variety of activities in the settlement is reflected in the new building types erected (customs store, coastguard station, tin smelter), and there is evidence of an increasingly prosperous community, with better quality houses being built in Primrose Terrace than had been the case in Tregea Terrace. Some idea of the social cohesion of the community can be gained from events such as the regatta/fair organised in 1828 (largely under the auspices of the Basset family), or the Temperance meeting in 1837, when about 400 attended. The fact that Mr Walters of the Hotel lent them his brewing furnace for tea, is some indication of the facilities already available at the village, although the Hotel was probably commercial rather than serving leisured visitors. The culmination of this process of expansion and improvement came with the building of a chapel of ease to the parish church at Illogan. St Mary's was erected in 1841 from designs by one of the most prominent architects in Devon and Cornwall, George Wightwick.

Despite these indications of increasing prosperity and commercial activity, or perhaps because of them, smuggling was rife, with a gunfight taking place in 1830 at the customhouse store by the coastguard station.

## **App 1.3 1841-77**

### **App 1.3.1 Economic activity**

By the 1850s, the harbour was run by Williams and Portreath Co., with an inner basin and slip added in 1846, and further extensions in the 1860s, including the boat-building slipway on the south-west side. Ship building became important in the 1860s and 1870s when David Wise Bain, the harbour company's agent in 1856, set up his own business as general merchant, ship owner and builder. He operated a fleet of 18 schooners, mostly built on the slip south of the harbour, and shipped ore, especially coal. Part of the pilchard cellars courtyard was demolished to make way for the new slips, the remainder (now the Waterfront Inn) becoming part of the shipyard. The seine fishery associated with the pilchards continued throughout the century, despite the loss of the pilchard palace.

Further building took place in the harbour yards, which expanded slightly on the south-east side. An extensive system of tramways and rails fed the ore hutches on the north side of the docks (including shutes dropping down from the clifftop road to the north, removed by later expansion of the quayside), and the coalyards on the south side. By 1855 the Poldice Plateway had begun to fall into disrepair, although still occasionally used at least to 1885 (as reported in *The West Briton* newspaper). The decline of copper, the conversion of Redruth and Chasewater line to steam in the 1850s and the difficulty in using Portreath harbour in rough weather meant that Devoran became the preferred outlet for the Scorrier mines, while the Camborne group had equally direct links to superior harbour facilities at Hayle.

Although ore was still transported to Portreath via the Hayle Railway link, coal became increasingly the primary commodity in the harbour, reflected in the description of Williams and Portreath Co. in 1878 as coal, lime, slate and brick merchants.

The whole of the valley sides show evidence of quarrying (and sand and gravel extraction on the beach)– while each site was on a relatively small scale, and much would have been used locally, there may have been some wider export and use. Streamworks are still shown on the OS 1877 map south-east of the (later) school. The small mines that had operated in the area for decades continued into the mid 19<sup>th</sup> century; there are records of a Wheal Mary, some adits of which probably survive by

Smugglers Cottage, and there are chimneys further up the valley to the west of the cove, and North Wheal Virgin operated in the valley leading to Illogan Churchtown, south from Primrose Terrace. A number of unidentified buildings, ponds and leats are shown on the OS map in the valley behind the western battery and Smugglers Cottage, in the lee of Western (or Tregea) Hill. These may indicate some mining activity in the area.

#### **App 1.3.2      Extent of settlement**

The area of the yards around the harbour expanded only a little during the period and, as with the previous 30 years or so, there was no appreciable expansion in the settlement here. However, along the south side of the valley, Primrose Terrace was extended to its present length, the old smelter site being occupied by David Bain's own large house, Glenfeadon. The established groups of houses and farm buildings at the east end of the valley and along the Plateway on the north side expanded only slightly. In the central area the existing informal cluster of buildings in the valley bottom was considerably increased, to the west by the church (1841) and a large house (current Harbour House), and to the east by the Methodist Chapel (1858) and the associated row of large houses or villas to Penberthy Road, and Greenfield Terrace to the rear of this.

#### **App 1.3.3      Settlement function and characteristics**

The new development in Portreath at this time was more urban in character, with, in particular, the development of the villas and the terrace behind along the main road creating a more urbane approach to the harbour. The increasing stability and respectability of the population already seen in the early 19<sup>th</sup> century was crystallised in the mid century, symbolised by the building of the Anglican church and two Methodist chapels, as well as the large number of substantial houses and, above all, by the splendid house (Glenfeadon) built by the local industrial magnate, David Wise Bain.

Trade directories of the period (1856, 1866 and 1878) give a cross section of the population and an indication of the village's character. The growth in the harbour's own fleet is reflected in the increasing number of resident master mariners (2 in 1856, 11 in 1866), while the mariners, sailors, pilots and coastguards together consistently form the largest group. Although only ever with a limited number of shopkeepers and grocers, a blacksmith, carpenter and cabinet maker (all of whom probably derived most of their work from the shipping interest), the number of these traders did increase slightly over the period, while the single Portreath Hotel of 1856 was augmented by the Basset Arms by 1878. Working farms within the settlement area continued to form an important element in the make up of the population.

The most striking change is the increase in the middle classes – with at least three church ministers, three general and shipping agents, successful businessmen, senior officers and mariners and, above all, D. W. Bain.

At the close of the period *Harrod's Royal County Directory* described Portreath as a 'small but busy seaport and village', in exactly the same year (1878) that a cholera outbreak in the village brought in by foreign sailors is supposed to have wiped out almost the entire population.

### **App 1.4    1877-1908**

#### **App 1.4.1      Economic activity**

The deepening crisis affecting much of the mining hinterland on which the docks at Portreath depended continued to the end of the century, each successive recovery merely prolonging what now appears an inevitable decline. The St Day mines never recovered from the crises of the 1860s and the rails of the Poldice Plateway were

finally lifted in the 1880s. While the harbour came more and more to depend on the coal trade, the resurgence of tin mining in the Camborne area in the second half of the century was sufficient to keep the Portreath branch railway in operation. The Basset family still regarded Portreath as a major source of income, and a series of lease agreements was negotiated with major mines on Basset owned land including the Seton group and Dolcoath, that gained great notoriety at the time, partly because they forced the mines to use only coal imported through Portreath. The harbour continued to be busy and to be the main employer in the village – the 1887 Jubilee celebrations included supper given by Basset and Bain to 115 men at Portreath including 75 porters and others employed in the harbour. The Bains' shipping company had turned to steamers by the end of the century, with a consequent decline in the traditional shipbuilding trades.

Although the local seine fishery had continued throughout the later 19<sup>th</sup> century, it finally ended in the early 20<sup>th</sup> century when the pilchard shoals deserted the north coast of Cornwall.

There was an increase in tin streaming operations, with the Portreath Streamworks Company being founded in 1887; works now took place at the beach end of the stream as well as by the school (OS 1906), and there was at least one resident tin stream owner in the village.

While there was an increasing trend for Portreath's scenic qualities to attract both new residents and visitors, particularly during the traditional summer break of the mining families from Camborne, the village suffered in competition with its neighbours at Porthtowan and Gwithian. As a local newspaper article in 1887 pointed out, the industrial use not only of the harbour but also increasingly of the stream itself, badly tainted the sea and beach.

#### **App 1.4.2      Extent of settlement**

The extent of settlement at Portreath was scarcely increased during this period, the main addition being along Penberthy Road (Basset Terrace) as far as the School (1880), and there was a scatter of houses along both the south and north coastal slopes by 1906 (the latter associated especially with the improvement of the road along the cliff front up to the lighthouse and sea-mark). The major change in the settlement was the replacement of most of the oldest groups of buildings in Portreath by terraces of cottages around the turn of the century, as at the new coastguard station in Penberthy Road, the group of cottages in Primrose Terrace immediately east of the railway incline, and those west of the Portreath Hotel.

#### **App 1.4.3      Settlement function and characteristics**

The mid 19<sup>th</sup> century had seen Portreath developing many characteristics of a small town, but the general industrial stagnation in Cornwall in the later 19<sup>th</sup> century stopped that process. Nevertheless, the extent of the harbour and yards, the number of good quality houses, the churches, institute, school and police station combined to give the character of something more than a village, even though it never attained any greater status than this.

By the beginning of the 20<sup>th</sup> century, Portreath had begun to take on the first vestige of its later role as a resort, with houses and small chalets already appearing along the sea cliffs and slopes.

## **App 1.5 1908-1946**

### **App 1.5.1 Economic activity**

This period saw a continuing decline in industrial and commercial activity. The harbour and railway both continued working up until the Second World War, mostly carrying coal, although the railway closed during the war, when the rails were pulled up and a barricade put over the bottom of the incline as anti-invasion measure.

The tin streaming works continued until at least 1933, when the Red River was diverted to the north of Portreath so as to clean up the beach, leaving only the small stream now running through the village.

### **App 1.5.2 Extent of settlement**

Development consisted almost entirely of bungalows, particularly on the upper slopes of the valley and the coastal slopes. While some of these were quite substantial, most were small timber chalets, typical of those built by the urban population of Camborne-Redruth and Truro all along the north coast at places such as Porthtowan, Portreath, Gwithian Towans and Riviere Towans. More urbane bungalows were built in the valley bottom, on the south side of Penberthy Road, an area not developed before, or along the now defunct Poldice Plateway route (Sunnyvale Road).

### **App 1.5.3 Settlement function and characteristics**

As the spread of bungalows and chalets in this period makes clear, Portreath was by 1946 essentially a holiday and residential village, with a small vestigial harbour function. The diversion of the Red River in 1933 to keep mining waste away from the beach is the clearest indication of the change from industry to tourism as the major economic activity in Portreath. As well as the coastguard and Portreath harbour, now owned by AC Reynolds & sons, Kelly's 1931 Directory lists shopkeepers, hotels, refreshment rooms, genteel retired ladies and navy men. Mariners and sailors no longer formed a significant proportion of the population. It had even become a place for literary reflection - Laurence Binyon wrote the well-known lines 'They shall not grow old as we that are left grow old' at the tower on Lighthouse Hill.

With the coming of the Second World War in 1939, the recently improved moorland on Nancekuke Common to the north of Portreath was taken over and made into an airfield, with associated defence batteries and operational buildings built elsewhere around the valley. While this temporary intrusion of a new use and new population was not unique to Portreath in the war years, the continuing use of the site as an air base well into the later 20<sup>th</sup> century added a permanent element to the character of the area.

## **App 1.6 Post 1946**

Occasional coasters still called with loads of coal up to the 1960s but, by the end of the decade, the harbour had ceased to function commercially, and was used merely for leisure and small-scale fishing. The once extensive yards were developed for housing by the end of the 1960s, and Portreath ceased to have any industrial activity at all. By the 1990s the airbase closed, with only a minimal early-warning radar function retained.

## Appendix 2: Gazetteer of archaeological sites and key historic buildings

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

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
1		Battery (site of)	Lighthouse Hill	Battery (site of)	1782			25000
2		Bathing pool	Amy's Point	Bathing pool	Late C18			25034
3		Daymark	Lighthouse Hill	Daymark & Coastguard Lookout	Circa 1800		(County no. 914)	25002
4		Quay (site of)	Amy's Point	Quay (site of)	1713			25013
5		Battery (site of)	Battery Hill	Battery	1782			25003
				Artefact: cannon	1782			25003.1
6		Streamwork (site of)	Portreath Beach	Streamwork (site of)	1887			40652
7		Deadman's tower and steps	Portreath Harbour	Harbour Watchtower	mid C18			
8		Steps/walls/issues	Portreath Beach	Wall/steps	C18-C19			
9		Fish cellar (Site of)	Portreath Harbour	Fish cellar (site of)	1803			40647
10		Shipyards (site of)	Portreath Harbour	Shipyards (site of)	1860s +			40648
11		Limekiln (site of)	Portreath Harbour	Limekiln (site of)	Early C19 to 1967			25004
12		Harbour	Portreath Harbour	Pier, Harbour walls quays and bollards	1760, 1800-24, 1846, 1860	LB II	SW 64 NE 1/227	25012

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
13		Hayle (Portreath Branch) Railway incline	Railway Terrace	Railway Incline and bridge	1838	LB II	SW 64 NE 1/228	18001.1
14		?? Restaurant	Railway Terrace	Smithy	1841-77			40653
15		Glenfeadon Smelter (site of)	Glenfeadon	Smelting Mill (site of)	1814, closed 1825, still standing 1848			25007
16		Stamping mill (site of)	Glenfeadon	Stamping mill (site of)	Early C19, extant 1832			40649
17		Portreath to Poldice Plateway	Sunnyvale Road	Plateway	1809, closed 1880s			18011.2
18		Streamwork (site of)	Portreath	Streamwork (site of)	1841-77			40651
19		Trecarrel House	Penberthy Road	House	c.1858	LB II	SW 64 NE 1/236	
20		Milestone	Penberthy Road	Milestone	mid C19	LB II	SW 64 NE 1/237	
21		Church (site of)	St. Mary's Church	Church (site of)	1841, restored 1880, demolished 1963			
22		Methodist Chapel	Penberthy Road	Methodist Chapel	1858	LB II	SW 64 NE 1/235	
23		Glenfeadon House	Glenfeadon	House	1850s	LB II	SW 64 NE 1/232	
24		Glenfeadon Castle	Glenfeadon	Gazebo	1841-77, altered early C20	LB II	SW 64 NE 1/233	
25	1 – 8 (incl)	Glendale Villas	Penberthy Road	Coastguard Station (Houses and outbuilding)	1877-1906			
26		Reading Room	Penberthy Road	Reading Room	1877-1906			
27		Portreath Arms (former Portreath Hotel)		Public House	c.1800			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
28		Smuggler's Cottage		House (former fish cellars?)	C18			
29		Beach House		House	1877-1906			
30		1 & 2 Seafield, Sundip		Chalet	Early C20			
31		Battery House and Outbuildings	Battery Hill	House and outbuildings	Mid C19			
32		Battery and gun emplacements (site of)	Battery Hill	Battery and gun emplacements	1782 and 1939-45			
33		Speranza, Cliffdene, Beachside, Shore Edge	Battery Hill	Chalet	Early C20			
34		1 & 2, Mywaye, The Chalet, Gwyn Mergh, Glengariff	Battery Hill	Chalet	1906-46			
35		Recess in retaining wall, Mywaye	Battery Hill	Wall recess	Dated 193?			
36		Lamppost base	Battery Hill	Lamppost base	1841-77			
37		Rockville	Tregea Hill	House	1877-1906			
38		Tahilla House and Railings	Tregea Hill	House and railings	1841-77			
39		Salano, Del Ray, Buena Vista, Windy Ridge	Green Lane	Chalet	1906-46			
40		Cliff Cottage, Demonfort, Cape Horn	Tregea Hill	House (Bungalows)	1906-46			
41		Stable/outbuilding west of Basset Arms	Tregea Terrace	Stable/outbuilding	1841-77			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
42	6-19 (incl), 23-28 (incl) & Basset Arms		Tregea Terrace	Row	Late C18/early C19			
43	20 & 21		Tregea Terrace	House	1841-77			
44		Outbuildings (ruins), rear of nos. 20 & 21	Tregea Terrace	Outbuilding (ruins)	1906-46			
45	1- 4 (incl)		Tregea Terrace	House	Late C19/Early C20			
46	4	The Stores	Railway Terrace	House	1841-77			
47		Ruins of row, rear of nos. 1-3	Railway Terrace	Row (Ruins)	Late C18			
48		Buildings (site of)	Portreath Harbour	Building (site of)	1841-77			
49		Coal Yards (site of)	Portreath Harbour	Coal Yard (site of)	1841-77			
50		Store	Portreath Harbour	Store	1877-1906			
51		Store	Portreath Harbour	Store	1906-46			
52		Ore hutches (site of)	Portreath Harbour	Ore hutch (site of)	Early C19 – early C20			
53		Gull Rock & Penpier	Lighthouse Hill	House (bungalows)	1906-46			
54		Rockaway	Lighthouse Hill	House	1877-1906			
55		Gazebo, Rockaway	Lighthouse Hill	Gazebo	1877-1906			
56		Walls and Roads from harbour to Lighthouse Hill	Portreath Harbour	Wall and roads	1906-46			
57	8 & 9		Harbour Terrace	House (now houses)	Late C18			



Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
58	1-7 (incl)		Harbour Terrace	Row	Late C18			
59		Lamppost base	Lighthouse Hill	Lamppost base	mid C19			
60		Walled lanes and closes to rear nos. 1-5	Lighthouse Hill	Wall	Late C18/early C19			
61	1-5 (incl)		Lighthouse Hill	Terrace	1877-1906			
62		Harbour House	Penberthy Road	House	1841-77			
63		Walls and outbuildings, Harbour House	Penberthy Road	Wall and outbuildings	1841-77			
64		Carryglass	Penberthy Road	House (bungalow)	1841-77			
65		The Gables (Post Office)	Penberthy Road	House (bungalow) /Post Office	1906-46			
66		K6 Telephone Box, Post Office	Penberthy Road	K6 Telephone Box	1906-46			
67		Roselyn	Penberthy Road	House	Pre 1809			
68		Gordon Villa, Moorfield, Bracken, Cliff Haven	Sunnyvale Road	House	1906-46			
69		Bramblemoor, Tralee	Sunnyvale Road	House	1906-46			
70		Dove Cottage and Farmhouse	Sunnyvale Road	House	1809-41;1841-77			
71	1 – 4 (incl)	Sunny Corner	Sunnyvale Road	Row	1809-41;1841-77			
72	1 – 22 (incl)		Greenfield Terrace	Terrace	1841-77			
73		Trevennen	Penberthy Road	House	1841-77			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
74		Lamorna House, Greenfield Villas, Pendeen	Penberthy Road	House	1841-77			
75		1-8, and Greenfield House	Basset Terrace		1877-1906			
76		Kimberley House (with attached shop)	Penberthy Road	House and shop	1841-77			
77		Sea View & Hill View	Penberthy Road	House	1877-1906			
78		The Glen, Catheen, Cotswold, Newstead, Pemberley, Braemar, Homestead, Riverdale, Trelawney	Penberthy Road	House (bungalows)	1906-46			
79		Portreath Junior and Infant School	Penberthy Road	School	1880, enlarged 1896			
80		Field walls, Rose Villa farm	Penberthy Road	Wall	Pre 1809			
81		Rose Villa farmhouse	Penberthy Road	House	1841-77			
82		Outbuilding, Rose Villa farm	Penberthy Road	Outbuilding	1841-77			
83		Bridge over Red River	Railway Terrace	Bridge	1841-77			
84		Bridge over Red River	Baines Hill	Bridge	1809-41			
85		Bridge over Red River	Primrose Terrace	Bridge	1877-1906			
86		Glenfeadon Cottage	Glenfeadon	Lodge, now house	1841-77, altered late C20			
87	12-14 (incl)		Glenfeadon Terrace	Terrace	1877-1906			
88		Retaining wall, north side	Glenfeadon Terrace	Retaining wall	1809-41			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
89	1 – 11 (incl)		Glenfeadon Terrace	Row	1809-41			
90		Holmlea (and steps)	Glenfeadon Terrace	House (bungalow)	1906-46			
91		Glenbracken	Glenfeadon Terrace	House	1841-77			
92		Bassets Acre	Glenfeadon	House	1841-77			
93		La Barraca	Primrose Terrace	House	1809-41;1841-77			
94		Seacroft, Warwick House, Fair Winds, Sea Breezes, Primrose, Sunray, Briar Cottage, The Nook	Primrose Terrace	House	1809-41, some alterations early C20			
95		United Methodist Chapel (site of)	Primrose Terrace	Chapel (site of)	1841-77, demolished mid C20			
96		Primrose Nook, Glenmount, Woodside Cottage & no. 4, Myrtle Cottage, Treevue	Primrose Terrace	House	1841-77			
97		Lamppost base	Primrose Terrace	Lamppost base	mid C19			
98		Walled lane to Feadon	Glenfeadon	Walled lane	Pre-1809 trackway, walls ?1841-77			
99		Leat	Glenfeadon	Leat	C19			
100		Heatherley	Baines Hill	House (bungalow)	1906-46			
101		Church Hall	Penberthy Road	Church Hall	1906-46			
102		Waterfront Inn	Portreath Harbour	Public House (former fish cellars and shipyard building)	Pre 1809, altered C19 and mid C20			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
103		Seawall and yard wall	Portreath Harbour	Seawall	1809-41			
104		Anti-tank defences, Hayle Railway Incline	Railway Terrace	Anti-tank defences	1939-41			
105		Hayle Railway Incline (cutting)	Railway Terrace	Railway Incline (cutting)	1838			
106		Machine room	Portreath harbour	Machine room	1877-1906			
107		Cottages (site of)	Sunnyvale Road	Cottage (site of)	1809-41			
108		Cottages (site of)	Penberthy Road	Cottage (site of)	Pre 1809			
109		Adit mouths Wheal Mary	Portreath Beach	Adit mouths	Mid C19			
110		The Eyrie, Look-Out, Trungle, Bay Vista	Green Lane	Chalets	Early C20			
111	1-3 (incl)		Railway Terrace	Row	Late C18/early C19			
112		Limekiln (site of)	Portreath Harbour	Limekiln (site of)	Early C19			
113		Cliff Cottage and Cliff House	The Square	House	Pre 1809			
114		Bridge over Red River	Tregea Hill	Bridge	Pre 1809, altered mid C20			
115		Cottages (site of), r/o The Gables (PostOffice)	Penberthy Road	Cottage (site of)	Pre 1809			
116		Outbuilding at foot of northern access road	Portreath Harbour	Outbuilding	1877-1906			
117	1	Glendale Villas	Penberthy Road	House	Early-mid C19			





Figure 5 Portreath harbour [12] looking inland to the south west, the Hayle Railway incline [13] in the rear background



Figure 6 Glenfeadon House [23], Glenfeadon Terrace, home of the Bain family, harbour masters, merchants, ship-owners, bankers and philanthropists.



Figure 7 Penberthy Road; as settlement spread along the valley bottom in the mid-late 19<sup>th</sup> century, the houses, chapels [22] and coastguard station were laid out over old farming hamlets, parts of which still survive (centre) [117].



Figure 8 The slopes above Tregea Hill and the earliest industrial housing in Portreath (bottom) [41-42]; late 19<sup>th</sup> century houses [38] and holiday shacks [110] merge into 20<sup>th</sup> century bungalows as tourism develops.



Figure 9 The Square from the west. In the 19<sup>th</sup> century a busy area, with tramroad junctions, coal and ore yards and stores. The settlement core now presents a unique opportunity for enhancement of this extensive, wind blown road junction.





Figure 10      In great contrast is the sense of enclosure, close relation to topographical grain and the interest and quality of the built and natural environment in the historic areas of Portreath: Tregea Terrace [41-46].

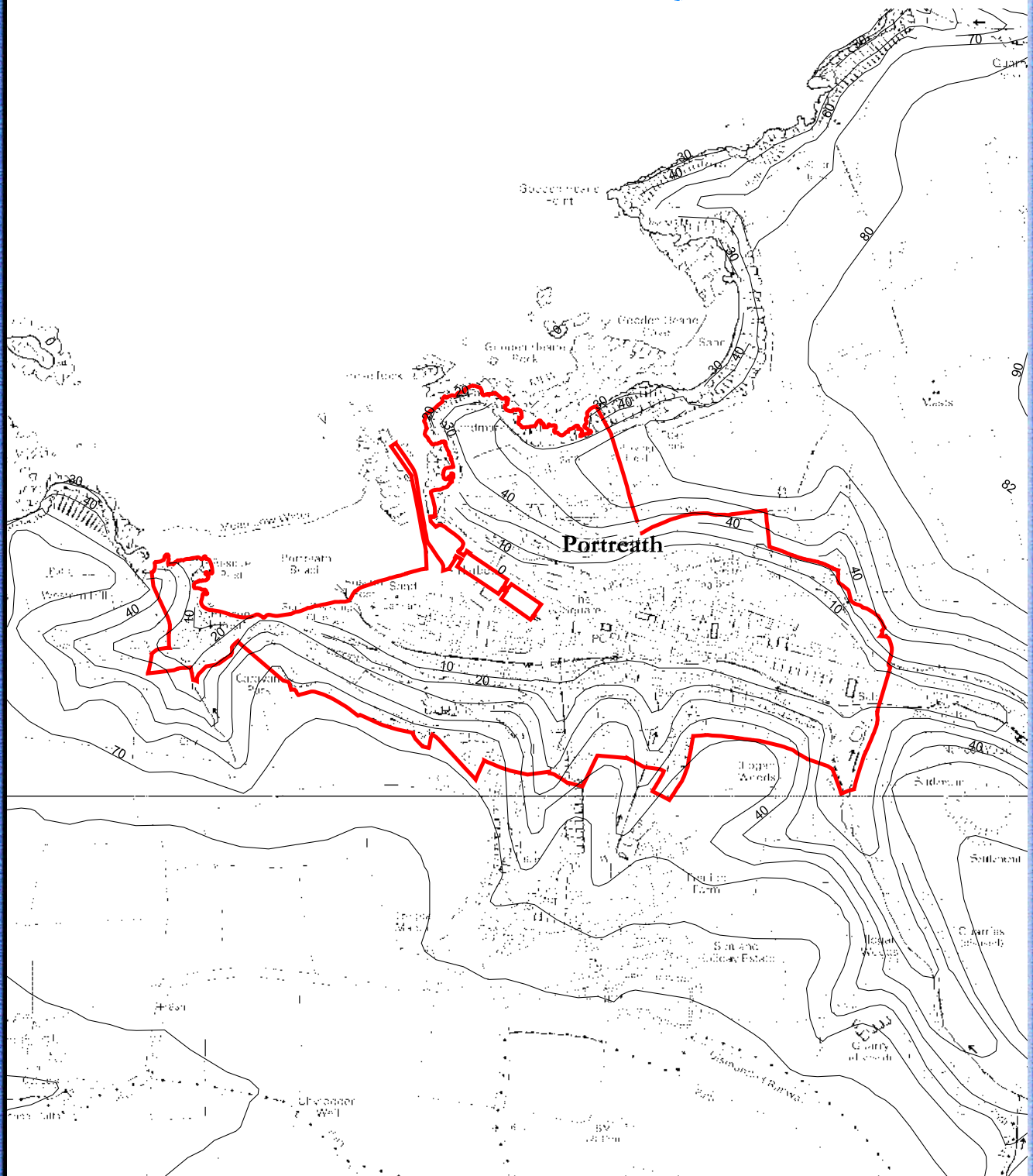
## Cornwall Industrial Settlements Initiative - Figure 1

## Portreath

Grid Reference: SW6545

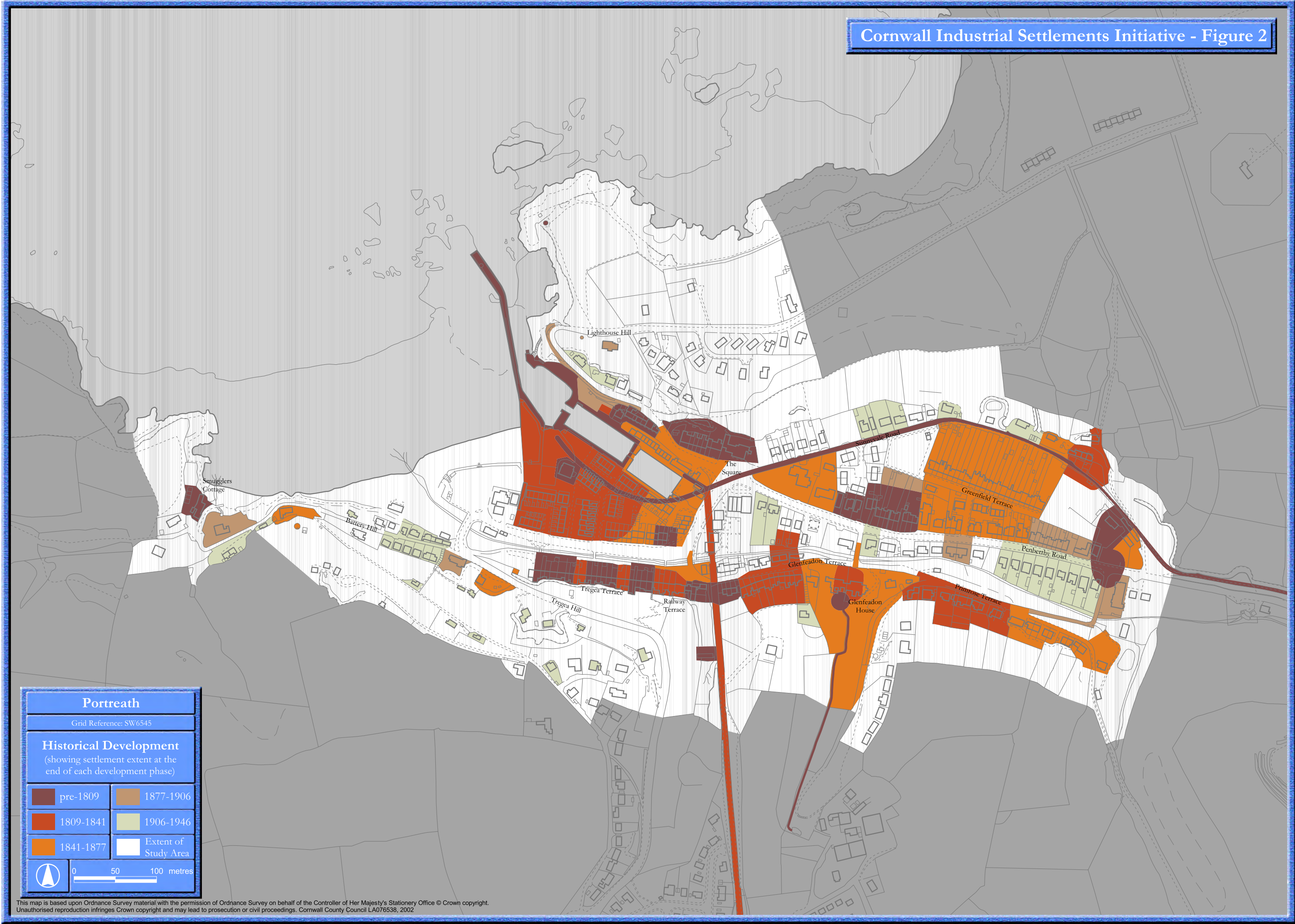
## Location Plan

1:50 000 OS Contour



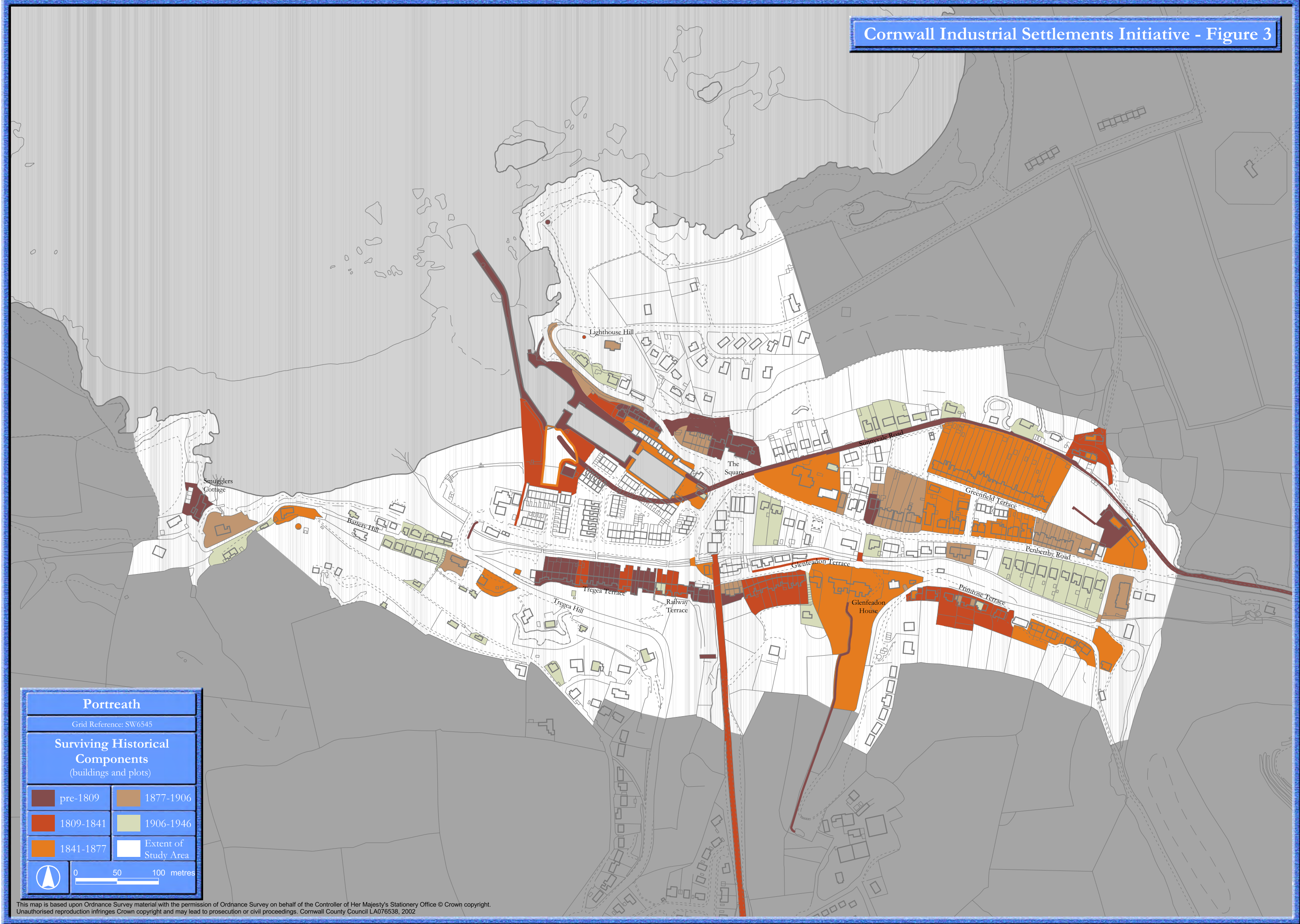
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Cornwall Industrial Settlements Initiative - Figure 2





Cornwall Industrial Settlements Initiative - Figure 3



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Figure 4A

Cornwall Industrial Settlements Initiative - Figure 4

Figure 4B

**Portreath**

Grid Reference: SW6545

**Gazetteer Sites,  
Existing Designations  
and Recommendations  
(overview)**

0 50 100 metres



# Cornwall Industrial Settlements Initiative - Figure 4A

Portreath

Grid Reference: SW6545

Gazetteer Sites,  
Existing Designations  
and Recommendations

Scheduled Monuments

Listed Buildings

Other Significant Buildings

Other Gazetteer Sites

67 Gazetteer Site Numbers

(67) Large Sites/Multiple Features

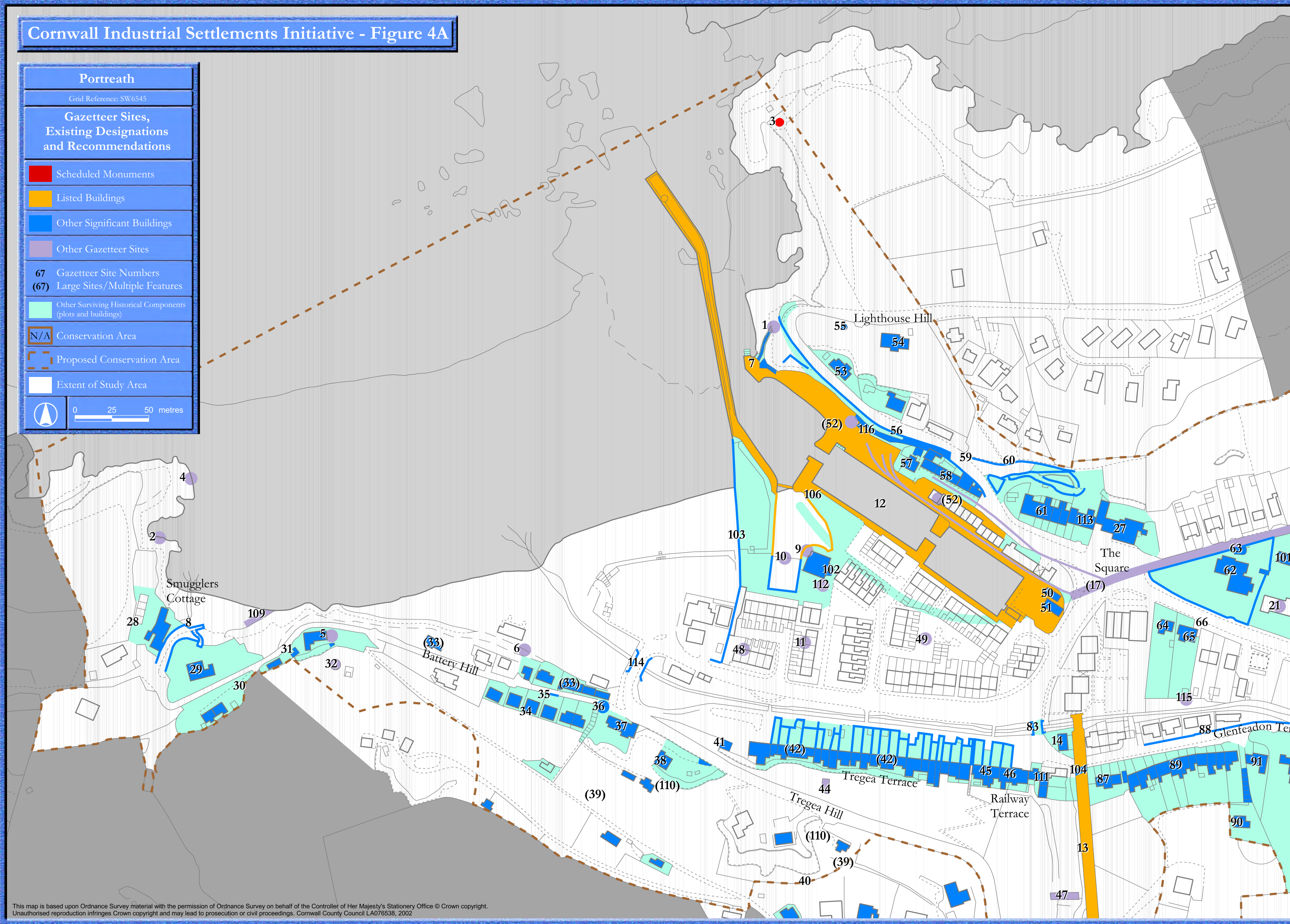
Other Surviving Historical Components  
(plots and buildings)

N/A Conservation Area

Proposed Conservation Area

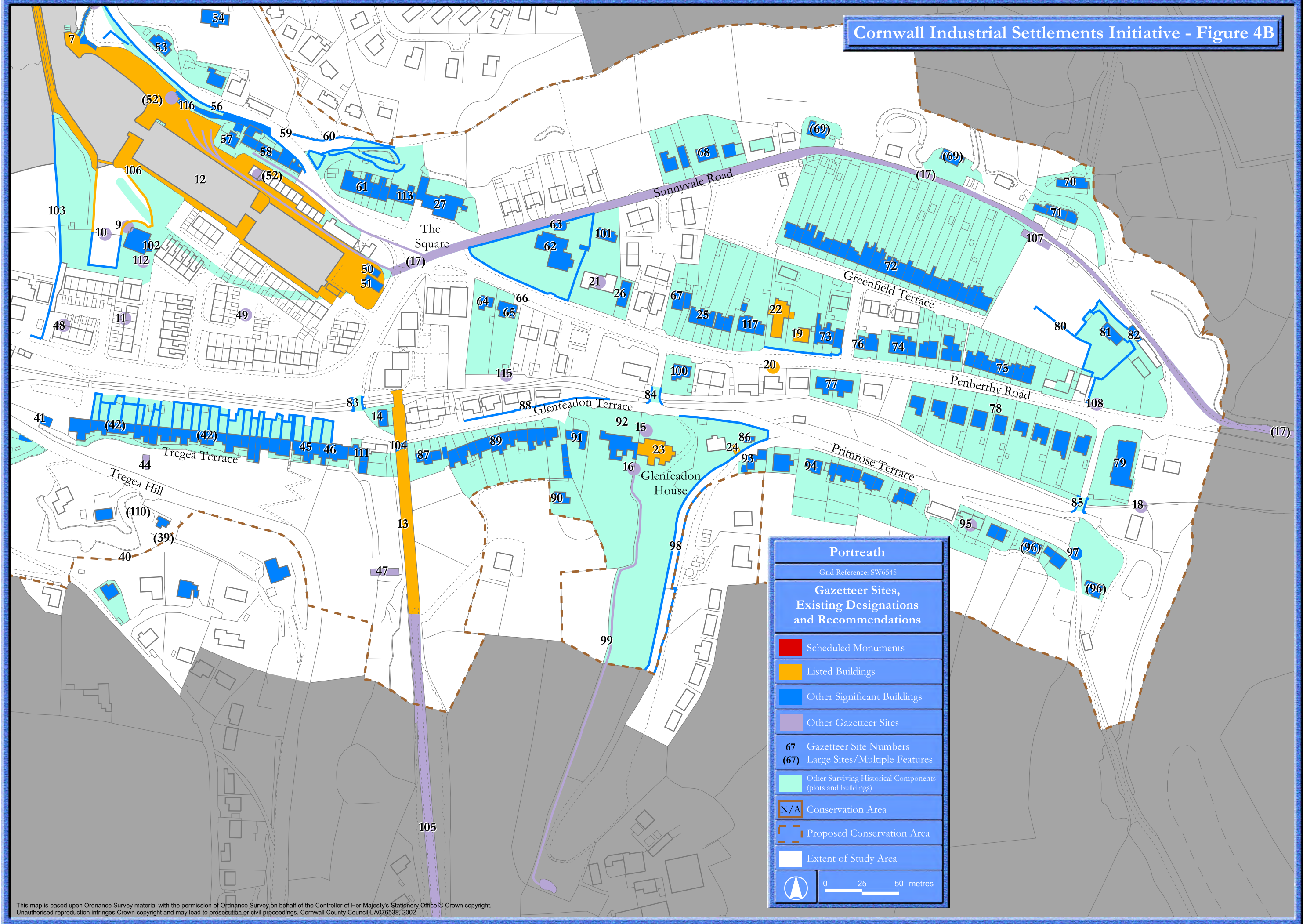
Extent of Study Area

0 25 50 metres





Cornwall Industrial Settlements Initiative - Figure 4B





Appendix F Non Designated heritage Assets Photographic Inventory



1 Track to early quay.png



10-13 Paths around Pepperpot.png



Appendix F Non Designated heritage Assets Photographic Inventory



100 Browns derelict cottage & RRH Portreath fence.JPG



101 Southview cottage.JPG





102 Derelict cottage.JPG



93 Southview farm.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



90a Sunnyside farmhouse & derelict buiuldings.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



90b Sunnyside farmhouse & derelict buildings.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



75a Sunningdale.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



75b Sunningdale.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



75c Sunningdale.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



106 Pill box, MOD Nancecuke.JPG



92 Factory Farm.jpg





10a Steep path from Pepperpot to lower hut.JPG





10b Path below Pepperpot.JPG





10c Path below Pepperpot.JPG





11 Walled recess below Pepperpot.JPG





12a Zig- zag path down to harbour entrance from Pepperpot.JPG





12b Zig- Zag path to harbour entrance.JPG





13 Steps down to Goodenhean Cove.jpg





13Ai Ganite post above Pepperpot.jpg





13Aii Granite post above Pepperpot.jpg





13Aiii Granite post above Pepperpot.jpg





13Aiv Granite post above Pepperpot.jpg





14 Cattle creep under incline.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



15 Marina Court.JPG





16a Steps down to harbour from Harbour Terrace.jpg





16b Steps down to harbour & WW2 barrier.JPG





Appendix F Non Designated heritage Assets Photographic Inventory

16c Harbour Terrace & WW2 barrier above steps to arbour 1813.jpg



17a Colletts Court, former Ops room.JPG



17b Old Ops room Colletts Court.JPG



17c Old Ops room.JPG



18a Glenfeadon pond and spring housing.jpg





18b Spring housing for Glenfeadon leat.jpg



19 i Pump house remains, Illogan woods.JPG





19 ii Pump house remains.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



19A Cast iron pipes, Illogen woods.JPG





20a Cattle grid & Gateposts, Illogan woods.JPG





20b Cattle grid & Gateposts, Illogan woods.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



21 Old Illogan-Portreath track. Edge stones visible..JPG



22a Penpier & other pre-war chalets now demolished copy.jpg





22b Penpier.JPG



23 Water source.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



25a WW2 bunker etc off New walk.png



25b WW2 bunker, track off New walk.JPG



25c WW2 bunker, track off New walk.JPG



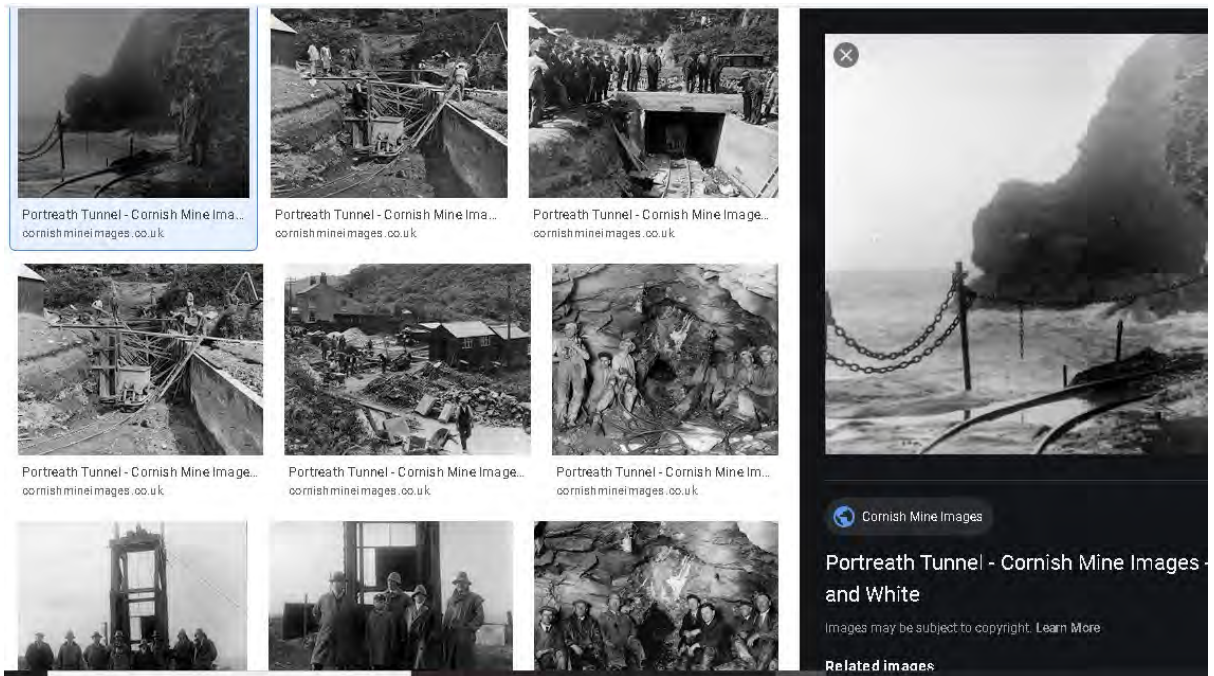
26A Sewage tunnel entrance.png



## Appendix F Non Designated heritage Assets Photographic Inventory



26b Sewage tunnel exit, North Cliffs.png



26c Sewage tunnel construction.png



26d Cast iron chimney for 1931 pumping station.jpg

Appendix F Non Designated heritage Assets Photographic Inventory



26e Replacement steel chimney.jpg



Appendix F Non Designated heritage Assets Photographic Inventory



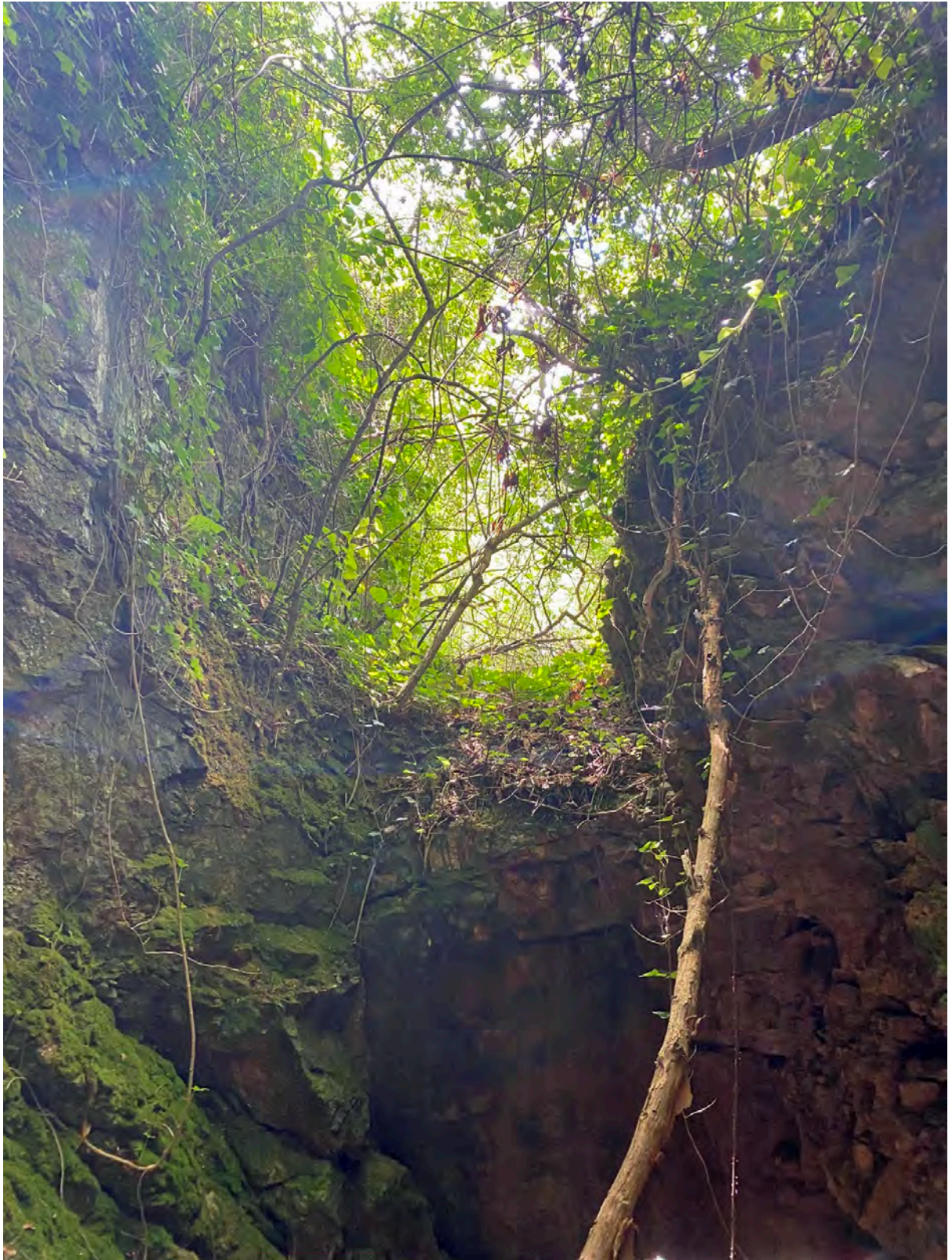
28a Access to old lead vein workings.JPG





28b Access to old lead vein workings (3).jpg





28c Access to old lead vein workings (1).jpg



Appendix F Non Designated heritage Assets Photographic Inventory



29a The Zigzags.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



30b The Zigzags.JPG





30c The Zigzags.JPG

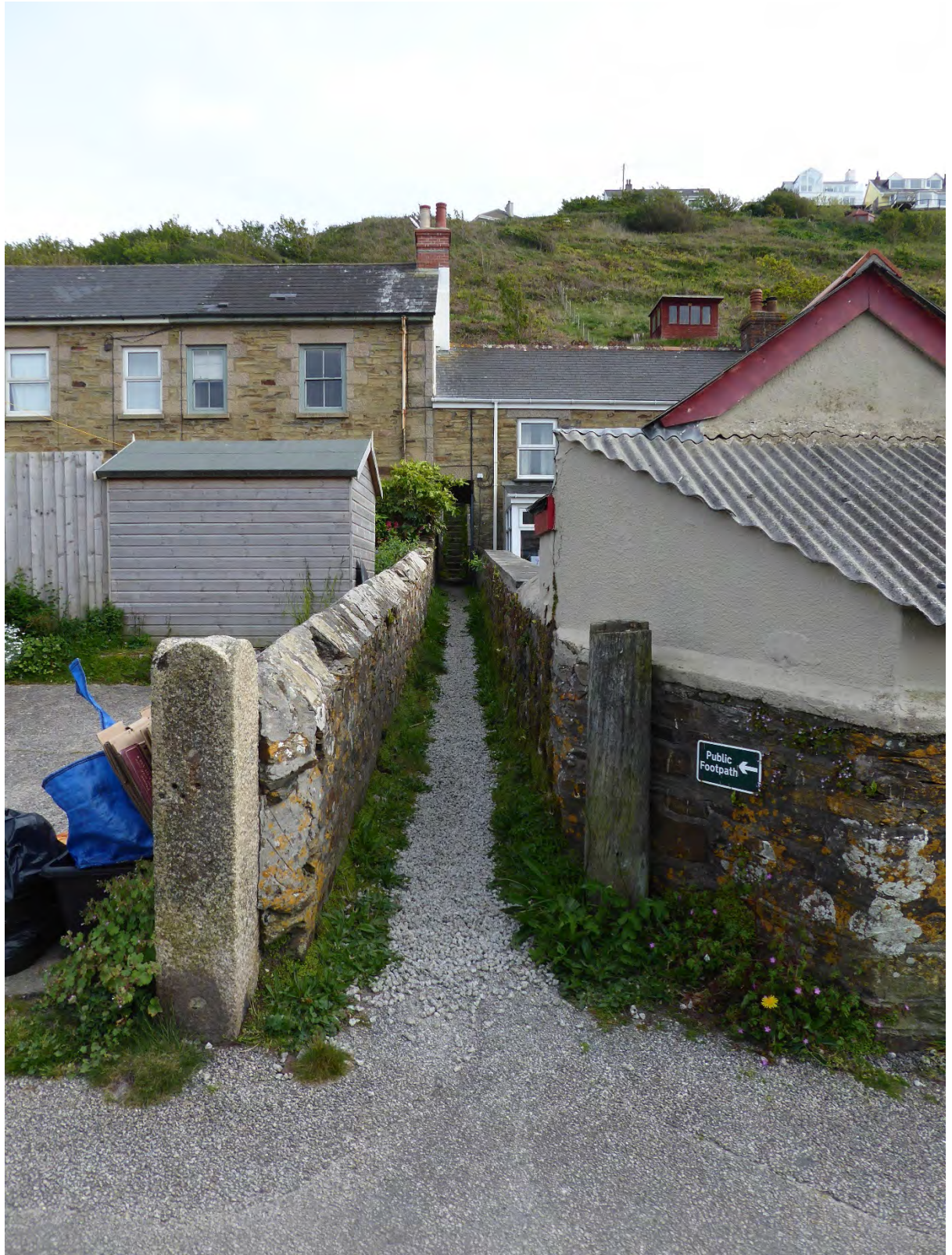




30d The Zigzags.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



30e The Zigzags.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



3&4a Bsasset follies.png



29a Tidal swim pool..jpg





29b Tidal swim pool & access rungs.jpg



Appendix F Non Designated heritage Assets Photographic Inventory



31a Sycamore Lodge, servant quarters on side.JPG



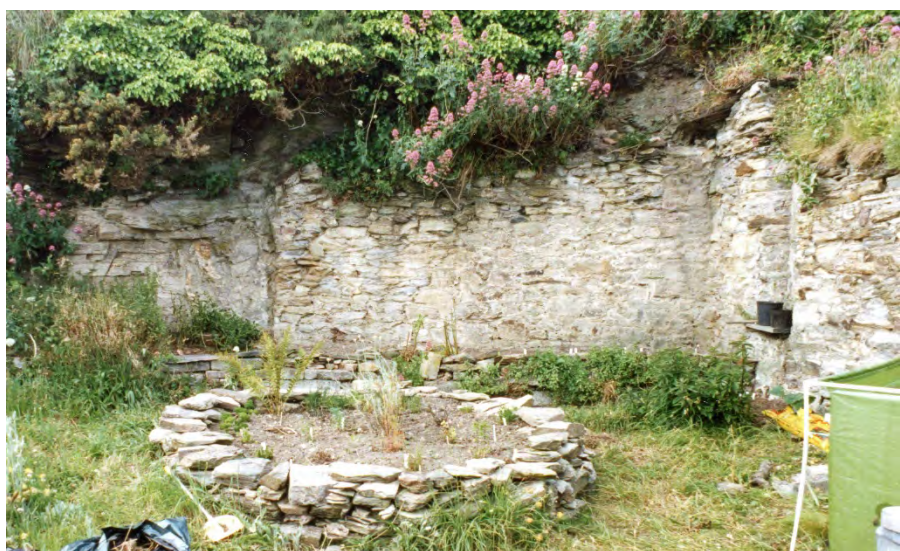
31b Sycamore Lodge, servant quarters on side.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



32a Community garden 2020.JPG



32b Community garden 1814.jpg





32c Former workshop in Community garden visible to right of Harbour terrace.  
1940's.png





33 Granite foot bridge.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



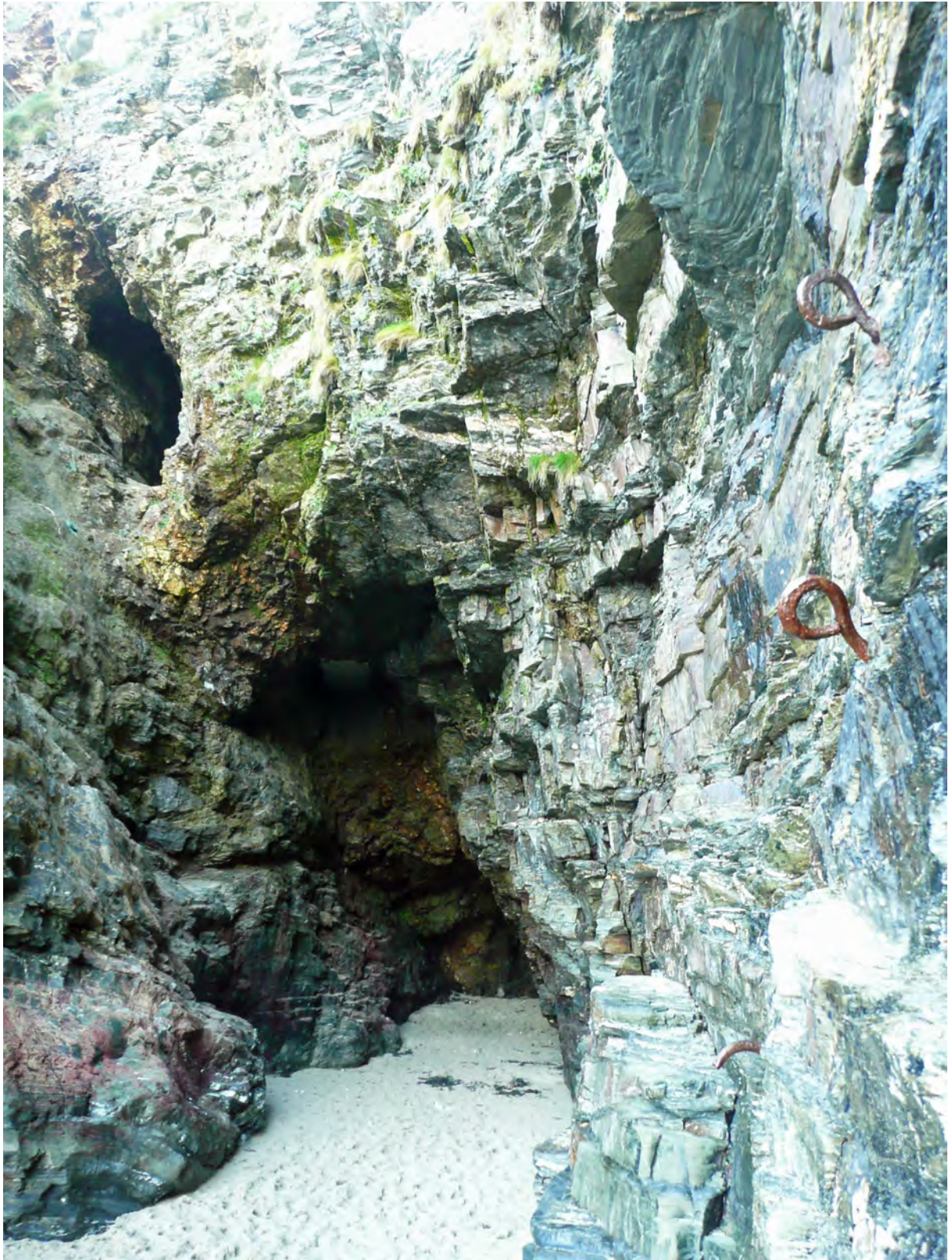
34a Beach quarry under Battery House.JPG





34b Beach quarry under Battery House.JPG





35a Stopes of Wheal Mary.JPG





35b Stopes of Wheal Mary.JPG



36a Concrete base, top Lighthouse hill, parking area.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



36b Concrete base near begin MOD fence.JPG



36c Concrete base between Sall Bottoms and Hayle Ulla.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



37 Shelter on coast path..JPG



38a Ocean View.jpg



Appendix F Non Designated heritage Assets Photographic Inventory



38b The passing loop in 2020, much overgrown.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



38b Ocean View.jpg



39a Tramroad before work.jpg

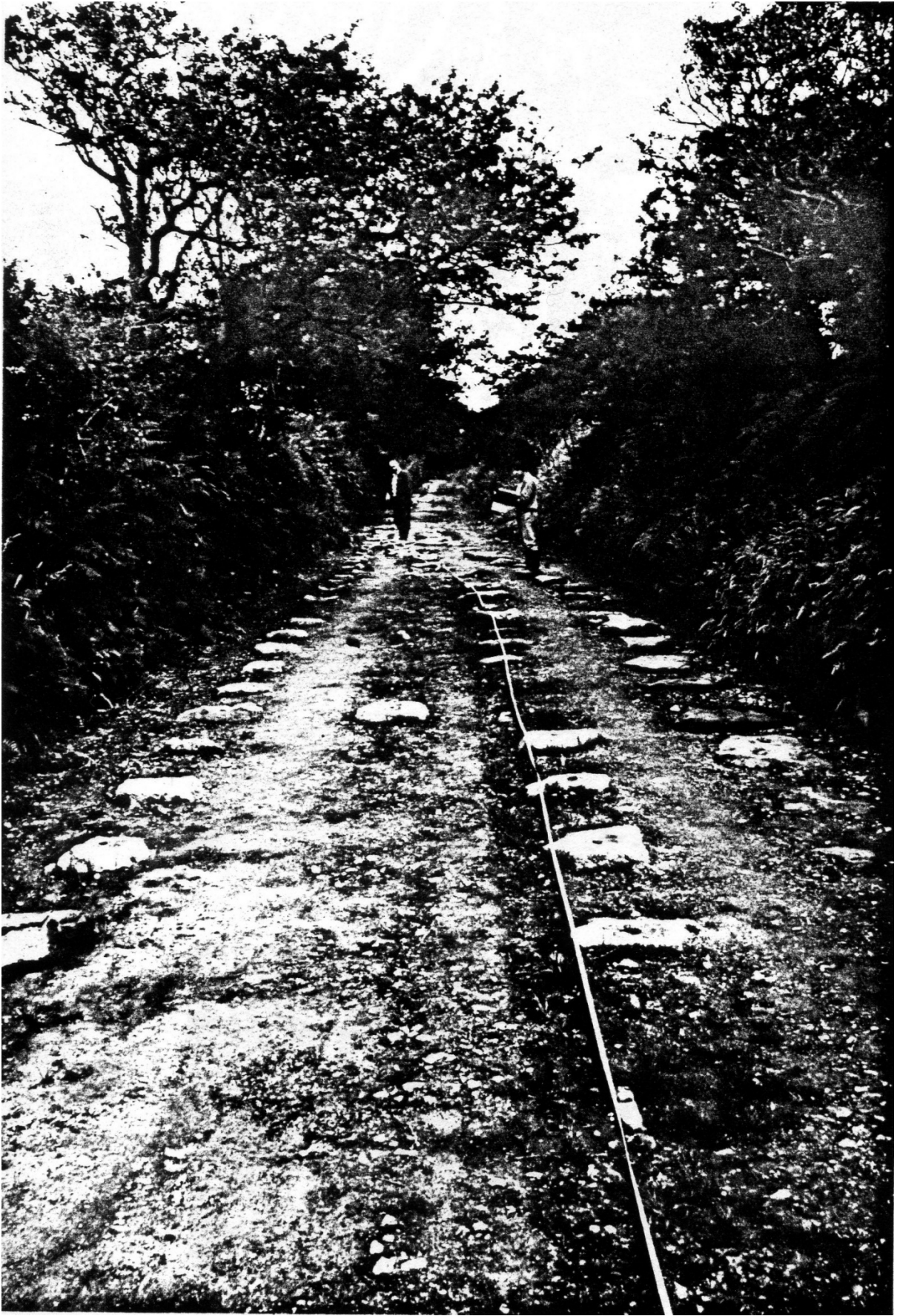


39b Removing 1ft of mud.jpg



39c Exposing the setts tones by hand..jpg





39d Reconstruction of passing loop.jpg





39e Surfaced tram with loop exposed..jpg



39f The passing loop in 2020, much overgrown.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



39g Portreath tramroad passing loop 2020.jpg





3a Bassetts Chimney folly.JPG





3b Bassetts chimney folly.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



4 Basset folly.JPG





40a Garden wall outside Elm Grove & Cottage containing many sett stones..jpg





40b Detail of 40a.JPG





40c Detail of 40a.JPG



40d Settstone in garden wall, dog in situ. Detail of 40a.JPG





40e Settstone in gatepost, detail of 40a.JPG





40f      Sett stone in rebuilt tramroad wall.JPG





40g Sett stone in verge.JPG





40h Settstones lying around in private property.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



40j Sett stone & dog against tram wall.JPG



40k Sett stone & dog against tram wall.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



41a In situ sett stones where tram leaves Sunnyvale rd..JPG



41b Sett stones as Tram leaves Sunnyside rd.jpg





41c In situ set stone as Tram leaves Sunnyside rd..JPG





42 Parapet along the Tramroad at Lower Forge.JPG





43a Steps from Tram down to miner's cottages, Bridge moor.JPG





43b Steps from Tram down to miner's cottages, Bridge moor.JPG





44a Granite steps down from Tram to Bridge village..JPG





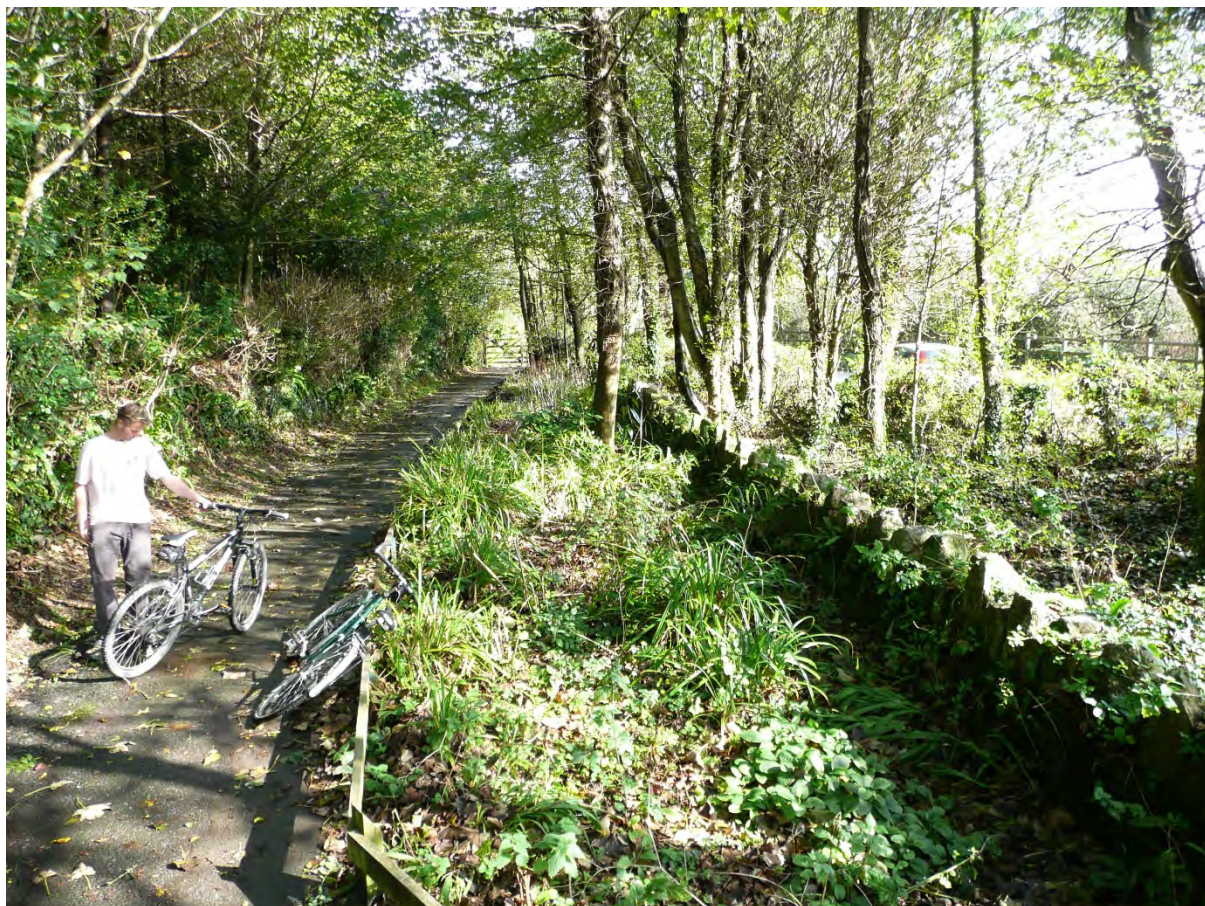
44b Vehicular track down to Bridge.JPG





45 Original line of tramroad below Thresher Cottage.JPG





46a original line of tramroad below Tramroad Cottage.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



46b Original line of tramroad below Tramroad Cottage.JPG



47A Wh Sterran ancient workings.png



Appendix F Non Designated heritage Assets Photographic Inventory



47B Caroline & London shafts area.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



47C Vivian's shaft, Wh Tye.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



47D Structures around Vivian's shaft.JPG





Appendix F Non Designated heritage Assets Photographic Inventory

47Fa Sally Bottoms, rifle range (1).JPG



47Fb Sally Bottoms, rifle range (2).JPG



Appendix F Non Designated heritage Assets Photographic Inventory



47G Sally Bottoms mine building remains.JPG





Appendix F Non Designated heritage Assets Photographic Inventory

47K Sally Bottoms mine boundary stone.JPG



61a Bridge Moor Nos 1-3 from steps up to Tram.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



61b Bridge Moor Nos 1-2.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



61c Bridge Moor N0 2-3.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



61d Bridge Moor No 1interior.JPG



61e Bridge Moor No 1 interior.JPG





49 Caswell.JPG



50 Bridge Hall.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



51 New & Rose Villas, Bridge.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



51 Rose & New Villas, rear. From Tram.,.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



52a Orchardleigh & Orchard Leigh.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



52b Orchard Leigh & Orchard Cottage.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



52aa Tregony workshop.JPG





52ab Tregony workshop, lap pane windows.JPG





53a Lower Nance, Bridge.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



53b Lower Nance, Bridge.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



54a Bridge Row 6-8.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



54b Bridge Row 1-5.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



54c Bridge Row 6.JPG



54d End terrace, 1 Bridge Row.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



54e Bridge row 7&8.JPG



55 Bridge House.JPG





56A Lauriston.JPG



56a Elmsleigh, Bridge.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



56b Elmsleigh.JPG



56c Emsleigh c1820.jpg



Appendix F Non Designated heritage Assets Photographic Inventory



57aAa Shaft & collar.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



57aAb Shaft.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



57ai Hillside.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



57a ii Hillside Cottage.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



59&59 & SMR 29 Mill Row cottages, Bridge.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



59a Mill Row Cottage Bridge.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



59b Mill House, Bridge.JPG



## MILL HOUSE - BRIDGE



59c Mill Row cottage & Mill Cottage.jpg

Appendix F Non Designated heritage Assets Photographic Inventory



5a Battery look-out & Telegraph hut.jpg



5b WW2 communications hut, Battery House grounds.jpg



Appendix F Non Designated heritage Assets Photographic Inventory



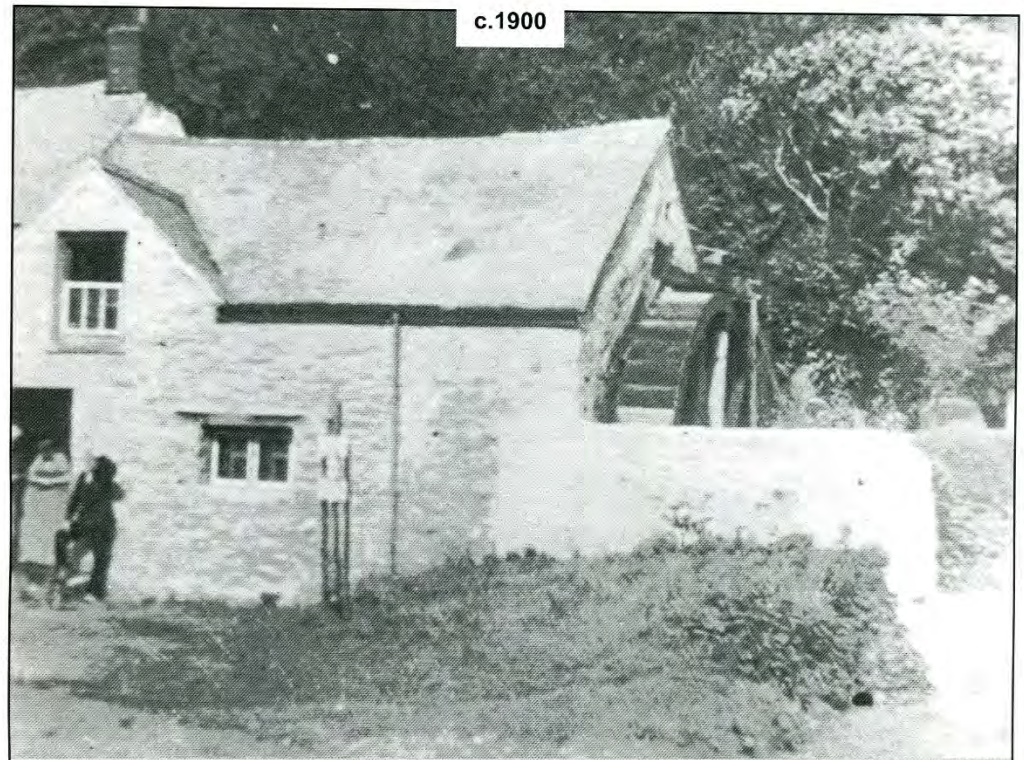
5c WW2 wireless hut before renovation.jpg

Appendix F Non Designated heritage Assets Photographic Inventory



59 i Millvern, former Mill, Bridge.JPG









59 iii Bridge Mill wheel.jpg





59Aa Mill leat remains.JPG





59Ab Mill leat remains.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



60Aa Glen Cottage, Wayside, Apple Blossom Cottage & Fairfield Cottage..JPG



Appendix F Non Designated heritage Assets Photographic Inventory



60Ab Glen Cottage & Wayside.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



60Ac Wayside.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



60Ad Apple Blossom Cottage & Fairfield Cottage.JPG





60Ae Apple Blossom Cottage.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



60Af Fairfield Cottage.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



62a Fairfield House.JPG



62b Fairfield House & Fairfield Cottage before redevelopment & demolition of the cottage.jpg



Appendix F Non Designated heritage Assets Photographic Inventory



63 Kwai Cottage & Riverside.JPG





Appendix F Non Designated heritage Assets Photographic Inventory

62a Mitchell's Garage.JPG

rs.



62b Mitchell's garage & former Blacksmith's shop.jpg





Appendix F Non Designated heritage Assets Photographic Inventory

65a Chygarder Farmhouse.JPG



65b Chygarder Farm outbuildings.JPG





66 Cambridge Farmhouse.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



67a Laity farmyard buildings.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



67b Laity farmyard buildings.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



67c Laity farmyard buildings.JPG





67d Laity farmyard buildings.JPG



67e Laity farmyard buildings.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



6a WW2 defensive wall.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



6b WW2 defensive wall.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



7 Reinforced harbour wall by slipway.JPG





71 Remains of water scheme,Toltiken hill.JPG





71b Remains of water scheme,Toltiken hill.JPG



72 Forges Acre, Daniels Cot etc.JPG





68 Iron gate Cambrose farmhouse.jpg



68 Cambrose farmhouse rear view.jpg





68 Cambrose farmhouse, external fireplace.jpg



Appendix F Non Designated heritage Assets Photographic Inventory



68 Cambrose farmhouse end wall & external fireplace.jpg



68 Cambrose farmhouse front2020.jpg



Appendix F Non Designated heritage Assets Photographic Inventory

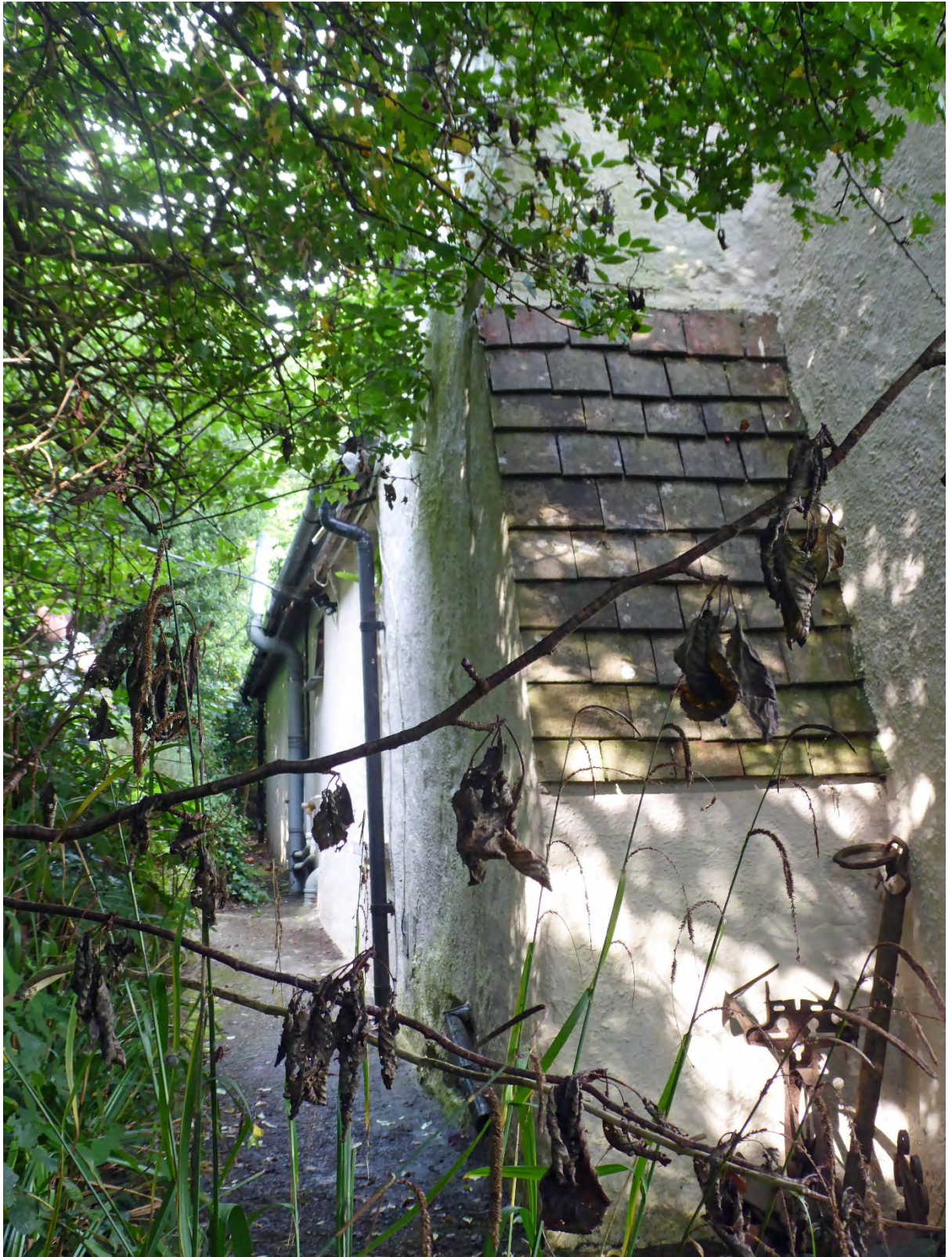


68 Cambrose farmhouse picture 1887.jpg



68 Cambrose farmhouse rear view.jpg





68 Cambrose farmhouse up-slope end.jpg





68 Iron gate hinge detail, Cambrose farmhouse.jpg





68 Iron gate makers plaque, Cambrose farmhouse.jpg





68A Iron gates,detail Cambrose farmhouse.jpg

Appendix F Non Designated heritage Assets Photographic Inventory



69 Laity Vean & Cambrose Farm House.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



75a Cambrose cottages, front.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



75b Cambrose cottages, end..JPG



Appendix F Non Designated heritage Assets Photographic Inventory



75c Cambrose cottages, rear..JPG

Appendix F Non Designated heritage Assets Photographic Inventory



71 Hollowtree Cottage No 1.JPG





71b Hollowtree Cottages No 2.JPG



70 Carn View.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



74 Thresher Cottage.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



72a Elm Grove.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



72b Elm Grove.JPG





8 Defensive wall by Cayforth.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



73a Elm Cottage.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



73b Elm Cottage.JPG



81 Owls Leat.JPG





82 Tramroad cottage.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



83a Tramroad farmhouse.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



83b Tramroad farmhouse.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



84a Wingfield House.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



84b Wingfield House.JPG





85 Kernals & adjacent barn conversions.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



76a Elm Farm.JPG



76b Elm Farm.JPG





76c Elm Farm.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



76d Elm Farm.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



87 Mawla Well farmhouse.JPG



77 Cosy Nook & Hillside farm.png



Appendix F Non Designated heritage Assets Photographic Inventory



81 Halgabron.png



82 Fairview.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



91a Primrose cottage.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



91b Primrose cottage.JPG





92a Rookery House.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



92b Rookery Cottages.JPG





93a Hill Top cottage, rear.JPG



93b Hill Top cottage , end..JPG



Appendix F Non Designated heritage Assets Photographic Inventory



93c Hill Top cottage, front with additions..JPG



94a School Farm House now School Farm & Harefield Cottage.png



Appendix F Non Designated heritage Assets Photographic Inventory



94b School Farm, Harefield Cottage beyond.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



94c School Farm.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



94d Harefield Cottage & massive extensions..JPG



84a Castle View.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



84b Castle View.png



83 School House.png



Appendix F Non Designated heritage Assets Photographic Inventory



87 Penfontian.JPG



88 Rose Cottage.JPG





81a Nance View, Thorne Cottage.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



81b Nance View, Thorne Cottage.JPG



Appendix F Non Designated heritage Assets Photographic Inventory



81c Nance View, Thorne Cottage.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



81d Nance View, Thorne Cottage.JPG





9a Steps up to battery & cliff top.jpg





9b Steps up to Battery & cliff top from L P L.JPG





9c Steps from Lower Pilots Look-out to Battery & cliff top.JPG





9d Steps from Lower Pilots Look-out to Battery & cliff top.JPG





9e Path from top of steps to cliff top.JPG

Appendix F Non Designated heritage Assets Photographic Inventory



F:\TOSHIBA EXT\Portreath NDP\Reg 14\Non d A\Photographic  
inventory\OTHER\SMR 25u Sett stone in wall.JPG