

Cornwall Industrial Settlements Initiative
CAMBORNE
(Camborne/Redruth Area)



April 2002

CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

Conservation Area Partnership

Name:	Camborne	Study Area:	Camborne-Redruth
Council:	Kerrier District Council	NGR:	SW 6440
Location:	Mid-west Cornwall	Existing CA?	No (not within study area)
Main period of industrial settlement growth:	1820 - 1925	Main industry:	Mining and engineering

Industrial history and significance

Camborne is central to understanding the history of Cornish and world metal mining. Despite an underlying pre-industrial base, it is in its present form strongly industrial in character. It is one of the best places in Cornwall to trace the effects of the sudden booms and recessions that characterised Cornish mining, and in particular the rapid recovery of the copper industry in the late 18th/early 19th centuries. It was also home to Trevithick and other leading engineers who had such a profound effect on world mining.

Other comments

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

- Designate CA
- Prepare a full CA Appraisal

Historic buildings

- Review Statutory List
- Prepare list of locally significant buildings

Policy and management

- Article 4 Directions to control the demolition of walls and hedges (especially for the creation of hard standings), alterations to individual houses and to prevent demolition of free-standing outbuildings.
- Full survey of archaeological potential, plus an additional local plan policy requiring proper assessment of (undesigned) archaeologically sensitive sites before permission for development.
- Future developments to respect the historic grain and development pattern.
- Review of local plan policies encouraging larger unit size, continuous ground-floor shopping frontages and single-use shopping zones in the central area.
- Review of the proposed Shopping Opportunity Area on the bus station site.
- Extension of enhancement schemes beyond town centre traffic improvement scheme.

- Investigation of street-tree planting schemes.
- Management schemes, development briefs and conservation plans for some of the most sensitive historic buildings and areas.
- Recognition of the importance of backland areas and rear lanes.
- Further development of town trails and guides.
- Further study of settlements outside CISI study area (especially Treswithian)

Conservation Area Partnership

Cornwall Industrial Settlements Initiative
CAMBORNE
(Camborne-Redruth Area)

N. J. Cahill
and
Cornwall Archaeological Unit

April 2002

Acknowledgements

This report presents the results of an assessment carried out by Nick Cahill 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

Camborne from the south-west (CAU ABP/56/86)

©Cornwall County Council 2002

Cornwall Archaeological Unit, (Historic Environment Section), Planning, Transportation and Estates, Cornwall County Council, Kennall Building, Old County Hall, Station Road, Truro, Cornwall TR1 3AY. All rights reserved. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means without the prior permission of the publisher.

Contents

	<i>Page</i>
1 Introduction	9
1.1 Background	9
1.2 Project Aims.....	9
1.3 Project methodology.....	9
1.4 Date of Assessment.....	9
2 Location and setting	10
2.1 Geographical location.....	10
2.2 Landscape setting	10
3 Summary historical development (Fig 2).....	10
3.1 Pre-1809.....	10
3.2 1809-41.....	11
3.3 1841-77.....	12
3.4 1877-1908	12
3.5 1908-1946	13
3.6 Post 1946	14
4 Surviving historic components (Fig 3).....	14
4.1 Pre-1809.....	14
4.1.1 Settlement	14
4.1.2 Industrial.....	14
4.2 1809-1841	15
4.2.1 Housing.....	15
4.2.2 Commercial.....	15
4.2.3 Ecclesiastical and Public Buildings.....	15
4.2.4 Industrial.....	15
4.3 1841-77.....	15
4.3.1 Housing.....	15
4.3.2 Commercial.....	16
4.3.3 Ecclesiastical and Public Buildings.....	16
4.3.4 Industrial.....	16
4.4 1877-1908	16
4.4.1 Housing.....	16
4.4.2 Commercial.....	16
4.4.3 Ecclesiastical and Public Buildings.....	17
4.4.4 Industrial.....	17
4.5 1908-1946	17
4.5.1 Housing.....	17
4.5.2 Commercial.....	17
4.5.3 Ecclesiastical and Public Buildings.....	17
4.5.4 Industrial.....	17
5 Character	18
5.1 Areas of distinct character within Camborne.....	18
5.1.1 The central core	18
5.1.2 Rosewarne and Weeth.....	18
5.1.3 The Basset Roads/South Terrace.....	18
5.1.4 Camborne Cross	19
5.1.5 The western fringes	19
5.1.6 Beacon Hill/Cadogan Road and Camborne Vean.....	19
5.2 Buildings	20
5.2.1 Housing.....	20
5.2.2 Commercial.....	21
5.2.3 Ecclesiastical.....	21
5.2.4 Public Buildings and Schools	22

5.2.5	Industrial sites and the railway.....	22
5.2.6	Outbuildings.....	22
5.3	Materials and local details.....	22
5.4	Spaces, views and panoramas.....	23
5.4.1	Views across the town and landmark buildings in the landscape.....	23
5.4.2	Vistas and landmark buildings in the streetscape.....	24
5.4.3	Permeability and rear lanes.....	24
5.4.4	Greenery.....	25
5.4.5	Spaces.....	25
6	Designations.....	26
6.1	Scheduled monuments.....	26
6.2	Listed Buildings (Fig 4).....	26
6.3	Conservation Areas.....	26
6.4	Other designations.....	26
7	Current uses and forces for change.....	27
8	Industrial significance.....	29
9	Recommendations.....	29
9.1	Historic areas.....	29
9.1.1	Conservation Area.....	29
9.1.2	Other designations.....	30
9.2	Historic buildings.....	30
9.2.1	Scheduling.....	30
9.2.2	Listed building review.....	30
9.2.3	Local list.....	31
9.3	Policy and management.....	32
9.3.1	General.....	32
9.3.2	Proposals.....	32
10	References.....	34
10.1	Primary Sources.....	34
10.2	Publications.....	34
Appendix 1: Detailed history and physical development.....		37
App 1.1	Pre- 1809.....	37
App 1.1.1	Industry.....	37
App 1.1.2	Extent of settlement.....	37
App 1.1.3	Settlement function and characteristics.....	38
App 1.2	1809-41.....	39
App 1.2.1	Mining.....	39
App 1.2.2	Extent of settlement.....	39
App 1.2.3	Settlement function and characteristics.....	40
App 1.3	1841-77.....	41
App 1.3.1	Mining.....	41
App 1.3.2	Extent of settlement.....	42
App 1.3.3	Settlement function and characteristics.....	42
App 1.4	1877-1908.....	43
App 1.4.1	Mining.....	43
App 1.4.2	Extent of settlement.....	43
App 1.4.3	Settlement function and characteristics.....	44
App 1.5	1908-1946.....	44
App 1.5.1	Mining.....	44
App 1.5.2	Extent of settlement.....	45
App 1.5.3	Settlement function and characteristics.....	45
App 1.6	Post 1946.....	45
Appendix 2: Gazetteer of archaeological sites and key historic buildings.....		47

List of figures

1. Location map
2. Historical development
3. Surviving historic components
4. Gazetteer sites, existing designations and recommendations
5. East Charles Street, workers' housing
6. Camborne Methodist church
7. Trelowarren Street from the west
8. Villas in Basset Road
9. North Parade – inappropriate development
10. St Martin's churchyard

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)

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 19th 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 18th-20th 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

Camborne was assessed as part of CISI during summer 2000

2 Location and setting

2.1 Geographical location

Camborne is located in mid-west Cornwall two miles west of Carn Brea and three miles south of the north coast on the A3047. It is part of the Camborne-Redruth conurbation, the largest urban and industrial area in Cornwall, and is the ecclesiastical centre of a large parish. It has a town council with the status of a parish council, and lies within Kerrier District; see Figure 1.

2.2 Landscape setting

The Camborne-Redruth conurbation spreads along the relatively narrow mineralised shelf sloping northwards to the sea, on the northern side of the Carnmenellis/Carn Brea granite upland. The settlements here are strung out along the old cross-county road (now the A3047), turnpiked in 1839, which follows a slight ridgeline within the plateau. Cutting north-south across this relatively gently sloping landscape are a number of narrow, deeply-cut river valleys, their sides made even more steep by centuries of exploitation for tin streaming and tailing and various other industrial processes.

While later industrial settlements in the area are all focused on these river valleys, the medieval churchtown of Camborne was set on a small spur projecting northwards from the granite uplands, and stands in a relatively elevated position overlooking a wide sweep of land, above the valley-streams. The town is set against the now built-upon Camborne Beacon, which was formerly like the more distant rising moor of Carn Entral and Carn Brea, with small upland fields and unenclosed land, and indeed the immediate surroundings of Camborne in the pre-industrial period seem to have been as much moorland and rough grazing as good agricultural land.

Immediately to the north of Camborne, the A30 forms a man made landscape boundary and serves to separate the area from the richer agricultural land on the other side of the dual carriageway. Mining remains in the form of engine houses and extensive workings are also an important part of the landscape setting.

3 Summary historical development (Fig 2)

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

3.1 Pre-1809

The first record of Camborne churchtown is in 1181, although there is evidence of Romano-British and early Christian sites and occupation in the wider parish (some monuments of which are now within Camborne Church).

Situated off the main cross-county routes, the churchtown was on a small spur projecting northwards from the granite uplands, away from the richer agricultural lands in the more northerly parts of the parish. Its immediate surroundings were as much of moorland and rough grazing as good agricultural land. In 1584, Norden described Camborne as *'A churche standinge among the barrayne hills'*.

By the late Middle Ages it had nonetheless become more than just a local churchtown, with a number of late-developed manorial holdings ringed around it, church paths connecting to outlying hamlets, a medieval playing place, a holy well and a pilgrimage chapel in the churchyard (Camborne was the setting for some of the Cornish medieval mystery plays).

By the 17th century, Camborne was clearly a service and market centre, acquiring market rights and 3 fairs a year by 1708 (the market place was east of the churchyard). Given the relatively

unfavourable agricultural and trading opportunities, this development is likely to be due to the early exploitation of the numerous small local river valleys cutting through the mineralised area for tin streaming and shallow lode-back (tin) mining, first recorded locally from the 1400s, with adit mining being recorded by the 16th century.

The early 18th century development of the local copper mines transformed the area into Cornwall's principal industrial centre. By the 1770s, the Camborne mines were major producers in the county; Dolcoath in particular soon established itself as the most important of them all; virtually the whole area of the later town was peppered by mines, already experiencing the bewildering sequence of closures and re-openings that characterised the Cornish mining industry.

Despite severe crises (especially in the 1780s with the competition from Parys Mountain in Anglesey), the 90 years between 1750 and 1840 was essentially one of ever increasing scale of copper mining in and around Camborne.

Other industries played only a limited role in the pre-1809 period, being restricted to the numerous smithies and small engineering workshops within the built-up area including Richard Trevithick's workshop in Tehidy Road.

While local population doubled between 1768 and 1801, the churchtown and the surrounding hamlets which made up the 'town' were hedged in on all sides by church glebe (to the west and south), active mine workings (to the north and east) and a complex landholding structure that prevented much expansion.

The result was intensification of settlement within the churchtown around the market place and Gurneys Lane, with a few short and scattered cottage rows along College Row (on the north side of the churchyard), Tehidy Road and Weeth Road, Fore Street, the route to Camborne Cross (around the former Basset Hotel), and the western portion of Bakehouse Lane (now Trelowarren Street).

By 1809 Camborne had a developing but not yet overly numerous working population (most of whom were located in the outlying hamlets and smallholdings amongst the mines themselves); a sign of this increasing industrial population is the development of a local Methodist community, founded in 1802, with their first chapel built in 1806.

3.2 1809-41

The decades between 1820 and 1840 saw the re-opening of great copper mines like North Roskear and South Roskear and expansion of Dolcoath, accelerating the local economy. By 1841 Camborne town had expanded to 4377 inhabitants, compared with some 2000 in 1823.

Ancillary industries and infrastructure were developed for the first time on large scale, the Hayle Railway & branches were built (1834-7), a gasworks was built in 1834, and Holman opened a small foundry near Centenary Chapel in 1839. There were 75 smiths recorded in the town in the 1841 census, each of them small-scale enterprises, but creating in aggregate an important industrial section.

The town expanded largely through the development of the Trelowarren estate (much of it old mine workings and rough grazing land) on which in the 1830s a grid of streets of workers' cottages were laid out. The Basset-owned lands by the churchtown were developed more for middle class housing, although College Street and Fore Street also had cottage rows built along them. The two great landowners seem to have vied for a leading role in promoting the dignity and facilities of the town, although the Bassets were the more important patrons of the church, the rectory, the market, local schools and institutes.

Camborne by 1841 was overwhelmingly a mining town, over two thirds of the working population were employed directly by the mines, the rest were mostly dependent shopkeepers and other tradesmen. The middle class and professional population of the town was tiny compared to nearby Redruth, an old-established market, service and general industrial centre with a much broader population range. Camborne's built environment was always more dominated by the classic industrial building types of cottage rows, pubs and chapels.

By 1841, this copper-based boom was coming to a crisis and many mines closed, although the largest like Dolcoath weathered the lean years, in part by turning to tin.

3.3 1841-77

Although Camborne undoubtedly suffered in the mining recession of the 'hungry forties,' it probably did so less than other mining areas – the strength of the great mines, and the switch to tin mining continued to provide large-scale employment (in 1843 North Roskear employed 700, while by 1869 Dolcoath was the largest tin mine in Cornwall, employing 1266 and reputed to be the richest mine in the world). Despite a slump in the 1860s, it was not until the great tin boom of 1870-72 had run its course that permanent decline set in Camborne's mining industry. Foundries and engineering works continued to expand, and became the second major element in the town's industrial base (Holman's; the Railway foundry in Trevu Road; Sara's).

There were two main phases of expansion in the town during this period. The first was the completion of the development of the Vyvyan estate in the 1850s (Centenary Street, Moor Street, Tolcarne Street, Trevenson Street, the western half of Carnarthen Street and Stray Park Road). At the same time, the middle-class housing in Basset Road, Basset Street and South Terrace was extended and largely completed.

The second phase of development is associated with the brief but important revival in the tin industry around 1870, with small groups of cottages and rows being built directly adjacent to the mines (Wheal Gerry, Camborne Vean, Stray Park), and associated with the industrial complexes around Holman's and the railway station (Carnarthen/Trevenson Street). Major new extensions to the town's area were also created by better-class suburban development along Pendarves Road, and Trevu Road/Beacon Hill, where the quality and size of the houses and their spacious grounds contrasted with the mass of the rows down in the town itself.

The construction of public buildings broadly reflected the two phases of housing development. For example, in 1845 the Church of England National School was built in College Street, while in 1846 a new school for 400 children was built at the Centenary Methodist Chapel. The following year the Basset Road British (Methodist) School was opened.

The creation of a Local Board in 1873 was, in effect, Camborne's first independent urban authority. This came on the heels not only of the increased economic activity of the 1870-72 tin boom, but also of the 1870 Education Act which created school boards. With this new status came such buildings as the Working Men's Institute (Josiah Thomas Memorial, Fore Street), founded in 1872. The School of Mines was started at the same time, with chemistry laboratories gifted by Basset.

Despite this seeming stability, Camborne's economy was still fragile and dependent on the changing fortunes of the mining industry (tin now rather than copper). The recession in mining in the mid-late 1870s hit Camborne harder in many ways than had the hungry forties, with mass unemployment, emigration and riots.

3.4 1877-1908

The last years of the 19th century saw a gradual decline in both the tin and particularly the copper industries (although disguised to contemporaries by the boom/bust cycles in the mining

industry). The increasing mechanisation and internationalism of the industry helped move Holman's and the other engineering enterprises into a larger-scale of operation, particularly producing rock-drills.

By 1897, with most Cornish tin mines closed, the Dolcoath group was the only great mine left open locally (and one of the few in the county). It was able to take advantage of the rise in tin prices in 1898 and also to diversify, especially into producing arsenic. The 1906 tin boom saw massive re-investment at Dolcoath where, by 1906, 1400 were employed.

Although the 1880s were generally prosperous years in Camborne, there was relatively little expansion as the mining population continued to fall. The major new developments were of middle class housing along Trelawney Road and Pendarves Road, with small pockets of infilling elsewhere. The recovery in the early 20th century, however, did see a marked expansion in workers' housing. Dolcoath, faced with a shortage of skilled labour locally, built 58 new cottages to attract workers to the Camborne area (Dolcoath Avenue – see Tuckingmill CISI Report), and other new developments were built at Enys Road/Hughville Street, Foundry Lane, Cadogan Road and Redbrooke Road.

Development throughout the period continued along the traditional local pattern, i.e. mostly to the east of the old churchtown, along the roads to the Rosewarnes, and south up Beacon Hill. The main mines worked to the east, south-east and north-east, and the glebe lands still constrained growth to the west.

However, while there was relatively little expansion, there was large-scale redevelopment of the central area, particularly of its commercial and public buildings with both public and private buildings developed on a grand scale. Much of the commercial area was rebuilt from 1885 (Trelowarren Street, Commercial Street and Cross Street), and especially from 1894-1908. New facilities included the tram connection between Camborne and Redruth (1902), the post office in Chapel Street (1899) the Holman Fountain (Chapel Street, 1890), the Smith Methodist Institute (1887), Masonic Hall (1899), Salvation Army Citadel (1890), and a new cemetery at Treswithian Road built 1889. Most of the chapels in the town were expanded and re-ordered; their schools, like the public board schools, were also rebuilt and expanded. Camborne School of Mines developed from 1881, and the patrons, the Bassets, also presented football and rugby grounds and a public park to the town in 1897.

In 1895 Camborne was made an Urban District Council, a new civic centre was created at Camborne Cross, with the Public Rooms (1890), library (1895), the municipal buildings and fire station (1903). Gas street lighting and water mains (1883) bettered living conditions in the town.

An increasing service-based middle class meant that grander pairs and detached houses were the more typical building types of these years; the workers' housing remained largely the old stock of early 19th century cottage rows.

3.5 1908-1946

The boom years of the early 20th century, and the massive investment programmes around 1906, continued until the tin market collapse of 1913-14. After the First World War, when manpower shortages inhibited full or profitable working, one by one the great mines began to close. The closure of Dolcoath in 1921 caused a depression from which the area never really recovered, despite some re-investment in local mines and limited recovery in the later 1920s. Still the largest single employer, the mining industry was all but over in Camborne by the onset of the Second World War.

Holman's industries continued to expand, especially the pneumatic tools division from 1919, taking over the Public Rooms in 1930, and building a new factory in 1939-40, the heyday of the business according to its own history (Hollowood 1951). The turn to wartime munitions and

engineering production of several businesses in and around Camborne maintained some employment levels at the end of the period. Holman's Holbit works were built in 1946, carrying the firm into what was otherwise a period of post-war industrial decline in the town.

Scarcely any development or expansion occurred in Camborne after the first decade of the 20th century. The areas of new workers' housing and middle class housing already started by 1908 (Pendarves Road, Beacon Hill, Enys Road, Foundry Road) were completed by about 1910. Until the new housing estate on the old glebe lands, there were only few isolated houses and bungalows built and a few public or commercial buildings, including the almshouses at Bethany Homes and the cinema. The tram connection with Redruth closed in 1927.

The former Tehidy estate office in South Terrace, once described as the finest building in the town, was converted into a community centre in 1937. When, in 1934, Camborne merged with Redruth to become one Urban District Council something of its independent character was lost.

3.6 Post 1946

The mining industry having ceased in effect to exist in Camborne, the major industrial activity in the town was now Holman's together with whatever remained of retail, service and public employment. Holman's went through a period of expansion in the 1940s, 50s (employing 1 860 in 1951) and 60s, and although now reduced in size, and part of a multi-national corporation, still operates on one of its three sites in the town. Most industrial sites in the town, as with the surrounding mine sites, became vacant, underused or redeveloped by the late 20th century, including Holman's No. 1 works, No. 2 works and Sara's Foundry, while in the 1960s the bus station was built on Rablings (then Harvey's) timber yard site.

4 Surviving historic components (Fig 3)

4.1 Pre-1809

4.1.1 Settlement

The historic settlement pattern of the Camborne area was of a churchtown surrounded closely by a group of manors or ancient tenements. This pattern remains identifiable beneath the spread of the modern town. However, the individual manorial buildings have survived poorly, with the only house and coherent group at Rosewarne Wollas although outbuildings remain at Higher Rosewarne and Crane. Nothing remains at Camborne Veor, Camborne Vean or Camborne Cross. There are important remains of the farming groups at Mount Pleasant and Mount Pleasure up Beacon Hill, in the less densely settled part of the town. The most important pre-industrial group to have been lost is the medieval/early modern almshouses, the last remnants of which were swept away in the 1950s.

In the churchtown itself, the church survives, together with its group of medieval crosses and other early monuments in the churchyard. The ancient street pattern is the main reminder of the pre-industrial phase, especially in and around Gurney's Lane and Cross Street, Church Lane, Commercial Square, Church Street and Fore Street. The glebe, that for so long provided a green and open area on the edge of the town centre, has sadly been lost. A number of 18th century buildings still stand in this central core of Camborne, including the inns on the north side of Church Street, together with their outbuildings, some rear walls and alleys. Similarly, early outbuildings survive in Gurney's Lane, while Fore Street and its extension Tehidy Road preserve many late 18th/early 19th century cottages. A row of shops and cottages of 18th century origin in Church Street stood on the site currently occupied by a supermarket development.

4.1.2 Industrial

Little recognisable survives of industrial activity in the town or its surroundings from this date, although there may well be some archaeological potential in those few areas of mine waste that

have not been redeveloped in the late 20th century, and the leat around Beacon Hill may well be of 18th century origin. The industrial sites within the town area, which in part determined its historic growth and form, have not survived at all well. Although the major (and longest-lived) mining sites lie outside the modern town area, Wheal Kitty, Wheal Chance, Wheal Gerry, Camborne Vean, Camborne Veor and Weeth all lay within it, but their sites have all been, or are currently being, developed for housing. Although there are many remains of outbuildings and workshops with imperfectly known histories which might turn out to be of some early industrial significance, most are probably later 19th century. Of those that have been demolished, the most important loss is Richard Trevithick's workshop in the grounds of Rosewarne House.

4.2 1809-1841

4.2.1 Housing

The vast majority of the robustly built cottages from this period remain more or less unaltered in terms of scale, extensions, elevations, window and door openings, although roofing materials, doors and fenestration have been more frequently altered. The most significant change was the redevelopment of Trelowarren Street and Chapel Street as the main commercial areas of the town, but many examples of the original early 19th century scale and detailing survive in both roads. There has been some loss in Union Street, but the most significant loss has been the northern extensions to the Centenary Rows. Despite this, the tight rectilinear grain of these streets remains, much as described in the 19th century trade directories, and is a major example of speculatively built industrial housing in Cornwall.

While the larger houses built in this period survive well in Camborne, although often altered, a greater alteration and loss has been in the grounds, whether tarmaced over for car parking, or subdivided for development. This subdivision may consist of just one or two houses in the grounds, as with the Rectory or it may be entire housing estates as with Rosewarne (Gladys Holman House) or Mount Pleasant and to a lesser extent the Rectory. Some elements of the extensive grounds still survive at Rosewarne (part was incorporated into the 1960s estate) Parc-bracket, and Trevu, although the process is continuing still here, and there is little evidence of the field where the town's children had their tea treats in the 19th and early 20th centuries at Trevu, or the extensive pleasure grounds built on the site of Wheal Kitty around Rosewarne.

4.2.2 Commercial

There is a good group of early 19th century shops in Commercial Street, although this area has also experienced loss through redevelopment in the later 19th century, with another good group of shops, some of which may date from this period in Cross Street and Basset Road.

4.2.3 Ecclesiastical and Public Buildings

The vestry house, rectory, and new churchyard walls built in the 1820s still stand, as do the two principal Methodist chapels in Chapel Street and Centenary Street, although none of the several schools built at the same time survive, unless the old grammar school dates from the 1830s rather than the 1860s as has previously been assumed.

4.2.4 Industrial

Nothing identifiably from this period survives, although as with the earlier period, close inspection of some of the remaining structures, railway routes and mine wastes around the town will undoubtedly reveal remains of the early 19th century.

4.3 1841-77

4.3.1 Housing

The rows and streets that continued the tight housing pattern of the early 19th century survive to much the same degree as the earlier period. The major different element is the better quality

housing that still dominates the street-scene in Basset Road, and Beacon Hill, where the garden areas remain largely intact despite some infilling in recent years; the only major loss has been the grounds of Mount Pleasant House.

4.3.2 Commercial

The major public building of the time was the rebuilt market house/town hall/assembly room complex built by the Basset family in 1866, which survives, although altered in 1911 and now in different use. Other exceptionally important survivals are the former literary institute building in Chapel Street and the Josiah Thomas Memorial Building, the former working men's club. Good shop fronts of this period are to be found in Trelowarren Street and Cross Street, and the exceptionally good group of public houses in Camborne, while many were actually built slightly earlier, largely owe their current appearance to mid 19th century alterations. Some of the good commercial buildings in Chapel Street date from this period.

4.3.3 Ecclesiastical and Public Buildings

Despite the loss of the Moor Street Police Station, the Trevenson Street Chapel, and the conversion of the Tehidy Road School/mission house to a private residence, a good group of ecclesiastical and educational buildings survives in Camborne from the mid 19th century, including the rebuilt Bible Christian Chapel in Rosewarne Road, the North Parade chapel, schools attached to virtually all the chapels, and the former National School in College Street.

4.3.4 Industrial

If the former Tehidy Estate office (Camborne Community Centre) from which the Bassets' extensive industrial interests in Camborne were run in the 19th century is to be regarded as primarily an industrial building (functioning much as a mine count house did), then this imposing building is probably the most significant industrial survivor of the early 19th century in Camborne. Nearly all the small smithies and workshops that once stood in the town have gone, apart from one important survivor in Stray Park Road, and the group at Camborne Station (mostly now dating from the later 19th/early 20th century). Some of the structures on the former Holman's site by the station are likely to include important remains from this period. The mine sites within the town have been generally regarded as development land in recent years, so that only some small areas of dumps on the very outskirts at Crane and West Stray Park survive. The few remaining structures associated with Stray Park and Camborne Vean mines and the Redbrooke Foundry are of the greatest importance, including a few walls relating to the ropewalk, the engine house at Stray Park, the exceptionally important leat running along the contours of Beacon Hill, together with the small cottage and stable called Pit Pony Cottage, the old smithy and various outbuildings around Redbrooke Road and Stray Park Road.

4.4 1877-1908

4.4.1 Housing

The later 19th century saw little building of housing in the town, but a renewed growth around the turn of the century led to the developments along Trelawney Road and Enys and Hughville Roads. As with contemporary developments around Cadogan Road, these all survive, and retain something of the piecemeal and abrupt way they stopped being built as the early 20th century boom faltered in Camborne.

4.4.2 Commercial

Very good examples of this period of commercial activity survive throughout the length of the main shopping street, particularly around Commercial Street, while Cross Street has a number of good quality surviving shop fronts set in decorative late 19th/early 20th century terraces. There has been an almost complete loss of 19th century buildings around Commercial Square, the most significant break in continuity in the main shopping streets (probably due to the continuing

focus of commercial activity in this area, stimulating re-building in the 1960s in particular, when other parts of Camborne were unlikely to provide sufficient returns to encourage redevelopment).

4.4.3 Ecclesiastical and Public Buildings

All the chapels and mission rooms survive from this period, albeit some in different uses now, particularly the former mission room in Trelowarren Street, now the magistrates' court. The present appearance of the church and churchyard date principally from this period, while the Treswithian Street cemetery contains a very good chapel, and the burial ground at Centenary Chapel has a very good series of memorials.

Most of Camborne's important public buildings, dating almost all from this time, are still prominent in the townscape. An important group stands at Camborne Cross – of the library, the Public Rooms, and the municipal offices/old fire station; only the library is still in its original public use. Other important survivors include the Smith Memorial Building, the post office in Chapel Street, the Salvation Army Citadel and the Masonic Hall. It is sad that the only major loss was of perhaps Camborne's one internationally famous building, the old School of Mines.

Purpose-built schools of extremely good quality survive in Basset Road. The major loss is the College Street School of 1899, although the playground walls still stand.

4.4.4 Industrial

The group of industrial buildings around Camborne Station, in their current form dating mostly from this period, is one of the most important surviving industrial sites in the town, especially since the loss of Holman's No.1 works. Another important survival is the group of structures associated with the railway itself, such an integral part of the history of the town. While little survives of the Hayle Railway and branch lines apart from their course (see also CISI Tuckermill report), the main line retains much of the fabric of a major widening and refit of 1896-7, including the station, the signal box and bridge at Stray Park Road, and the bridge at Foundry Lane.

4.5 1908-1946

4.5.1 Housing

The housing developments of the early and mid 20th century (on the glebe) as well as the scattered individual larger houses stand relatively unaltered, being the most easily adapted to modern requirements and standards.

4.5.2 Commercial

A few good commercial buildings from the early period stand in Trelowarren Street, and elsewhere there are prominent examples, if not always of the best quality, as in Fore Street, Chapel Street and Cross Street.

4.5.3 Ecclesiastical and Public Buildings

Apart from additions to the market complex and the fire station at Camborne Cross, few public buildings were erected in Camborne at this time, although good monuments to past greatness are scattered around the town. Redbrooke Schools and the Trelowarren Street New Connection Chapel are the most notable buildings of the time, both still standing.

4.5.4 Industrial

Although the major sites have been cleared (Holman's No.1 works, Harvey's sawmills, Sara's Redbrooke Foundry and virtually all the mine sites), there were important additions to the Holman's No.3 complex by the station which are still in use, and the large units which today

form the basis of the Compair Holman works at Roskear were built right at the end of the period.

5 Character

5.1 Areas of distinct character within Camborne

Although the central area of Camborne is a recognisable whole, there are various distinct subdivisions of the wider area of the town with varying qualities of character and appearance.

5.1.1 The central core

The central core of ecclesiastical and commercial uses has a strong identity, particularly in the complex of streets in and around Commercial Street, Gurney's Lane, Chapel Street, Commercial Square and Trelowarren Street, with a subsidiary area of great character in Cross Street.

Unfortunately, the very heart of the town around the church has suffered the most devastating and lacklustre changes of the whole town in the late 20th century. Consequently, the church [18] sits now as an almost incidental appendage to the street scene without a meaningful setting, while the 18th century inns [16] [24] are backed by the largest area of derelict and under-used land in Camborne, together with the poor townscape and meanly detailed 1960s buildings on the old School of Mines site [80]. This rear area, underused for a number of years, contains a series of walls and fragmentary remains of buildings as well as potentially important buried archaeology. Since this has been identified as a major redevelopment site detailed archaeological and standing fabric investigation and recording before redevelopment must be a priority.

The great mass of industrial housing is to the east of the central area, set in a tight, urban grid, bounded by commercial streets to the north and west, and railway line and industry to the south and east. The group of streets to the south of Centenary Road/Trevenson Street has a slightly different character, being a little later and due in large part to the length of the cottage rows and the large garden areas between them – one of the historical themes that needs further investigation in Camborne is the way different combinations of landholding, estate-layout and leasing arrangements have affected the physical development of the town, especially its industrial housing.

5.1.2 Rosewarne and Weeth

To the north of Trelowarren Street gardens are more prominent, although this does mean that the rows tend to look out over the open and often rather tatty rear yards of Trelowarren Street and Vyvyan Street. Although now surrounded by mid-late 20th century housing estates, the streets in the north and eastern parts of Camborne, e.g. College Street, Trelawney Road and Enys Road, were originally ribbon developments set within a landscape of mining waste, open moor and parkland. Some vestiges of the latter survive around Gladys Holman House [28], and in the semi-rural character of the roads around the Tehidy Road, Rosewarne and Weeth junction, where the extensive dressing floors and surface buildings of the Weeth/Gustavus/Parkenbown mines once stood. Fore Street and Tehidy Road are perhaps of the most interesting roads in Camborne with one of the earliest of these ribbon-like suburban developments. Amidst the mass of bungalows and road junctions recognisable vestiges of pre-industrial hamlets, miners' small holdings and early cottage rows can be detected, as well as some of the most interesting mid 19th century rows in the town. In addition this area retains many lodges [159] [193], walls [151] [171], landscapes and buildings [237] of the earlier grand houses and manorial sites of Camborne.

5.1.3 The Basset Roads/South Terrace

The triangle of roads on the Basset estate, which housed the emerging middle classes of the mid 19th century, while retaining a large number of private houses, is now an area of mixed public

and private offices, medical and educational uses. The historical buildings survive here generally in a good condition, although parking has in many cases intruded upon the former garden areas.

South Terrace is a terrace of linked pairs, another example of which can be found in Church Lane in Tuckingmill, but otherwise of a type rare in Cornwall. The south side of the street, once the preserve of some of the grandest houses in Camborne, has been almost totally redeveloped, leaving only a much altered hedge line, a few building fragments and the one outstanding building of the Community Centre [27], the former Tehidy estate office. While none of the 20th century rebuilding on this road has particular architectural merit, it has generally preserved the well treed, receding building line.

5.1.4 Camborne Cross

The mixed group of industrial and civic buildings around Camborne Cross stands abruptly next to and larger in scale than its more residential neighbours and the small-scale shops of Cross Street. Its setting has been adversely affected by traffic engineering schemes and associated signage. Despite this, this area is one of the few in Cornwall where something of the appearance of a Midlands or northern English industrial town can still be found, in that an important industrial complex stands cheek by jowl with the railway and a late 19th century civic area (around Camborne Cross). The industrial zone along the railway extends eastwards to Stray Park Road.

5.1.5 The western fringes

Pendarves Road is a half-finished suburb of large houses [532] [566] set in substantial grounds; in the early 20th century the road was extended by bungalows [533], but these too have been encroached upon by late 20th century housing estates, the result being a watering down of the original impression of a gradual build-up in the density of the town. This approach to Camborne continues on the north side of the railway, with an exceptionally good series of large villas and terrace, culminating in Tregenna Villa [378], one of the town's outstanding buildings.

Camborne's western fringes show the same pattern of exclusivity (now slightly eroded by later 20th century infilling) with large trees and mature gardens, large 1920s houses, the bowling green [381], the semi-rural Bethany homes [383], looking like an Arts and Crafts village green, and camellia-girt bungalows giving way to the mantle of playing fields all along this side. Camborne merges into the countryside on this side, as on the south-west side of Cadogan Road to the south of the railway; elsewhere it is bordered to all intents and purposes by the by-pass, or by other settlements. Not surprisingly, this garden-suburb feel was carried on by the large 1940s housing estate centred around The Glebe [102] – it seems perhaps too familiar now, but it marked a significant contrast and improvement in the space, light, size and surroundings of housing in the town for ordinary people, who must have felt they could get a bit of the good life over on this side of town. Here too is the small, but beautifully kept Camborne Park [116].

5.1.6 Beacon Hill/Cadogan Road and Camborne Vean

Beyond the railway Trevu Road is almost immediately of a higher status than the station approaches, and was clearly always intended to be so. Developed for the best part of a century from about 1800 onwards, the Beacon Hill area is a strange mix of working farms [468] [471] [475], large houses in grounds [65] [411] [418], sites of mines [439] [489] and foundries [75] with some rows of cottages nearby [398] [442] [230], with a gradual and very piecemeal spread of housing, particularly from the early 20th century. Some of the fields and waste dumps are only being developed now (2000), and it retains a very different feel from the close and closed-in rows of the town, with virtually every house having views over the landscape to the sea, while the rear gardens of houses along Cadogan Road merge into the open countryside to the south.

5.2 Buildings

5.2.1 Housing

There is a surprisingly large number of substantial, well-detailed and often elegant houses in Camborne, reflecting the wealthy mining and industrial middle classes. While the big landowners in the area were absentees from Camborne, the major industrial figures in the town built large houses often in very substantial grounds, like Rosewarne/Gladys Holman House [28] (Harris, mine-owner and land owner), Tregenna Villa [378] (Holman's), Parc-bracket [79] (Woolfe – engineer), Trevu [65] (a special case – Smith of Bickford Smith fuse works). Not all of these larger houses have survived (Camborne Vean [556], De Dunstanville House [508]).

The mine captains, agents, surgeons and local clergy lived in more modest, but still substantial houses, particularly along Basset Road, Pendarves Road and Trevu Road. Rarely with as much land attached as the largest houses, these are for the most part rendered in a late classical style, some with exuberant decoration (Basset Road [8]). Tregenna Villa was the notable exception, and marked a preference in the 1870s for gothic detailing, often achieved with brick, on both grand domestic, smaller domestic and commercial buildings, which has created some uniquely detailed cottages for this part of Cornwall.

The later 19th/early 20th century houses in the town, especially the slightly larger ones, have a good selection of decorative verandas and porches in cast iron or timber, and glass, which is often stained, seemingly an expression of status as much as architectural taste. Good examples are in Trelawney Road [180], Enys Road [157], and Cadogan Road 461 [462].

Although superficially the workers' housing all looks the same, there are differences, even within the Vyvyan-developed block of the central grid. There is a contrast between the rows of cottages and half-houses directly onto the pavement (Trevenson Street [294]/ Union Street [297] [301]/ Tolcarne Street [290]/ Adelaide Street [285]/ William Street [287]/ Vyvyan Street [244]) and those with small front gardens (North Parade [245], Victoria Street [305], Albert Street [220] [596]), which is linked to both subtle variations in status within the working classes, and to slight differences in the date of construction. The Centenary Rows [268] [276] are unique in Camborne, with large front gardens on the other side of a footpath. They are rear-entranced, and there is some indication that these houses were used as back-to-backs in some of the row.

The grid of residential streets tightly backs the central commercial streets; there is not a great deal of overspill in use between the two. This does mean that some of the residential areas back onto the down-at heel and insalubrious rear areas of some of the commercial properties [257] [298]. A natural and historical contrast in scale and activity has therefore been overlaid by an contemporary decline in amenity.

True terraces (i.e. a row of attached houses designed as a single unit) are rare in Camborne, as they are in Cornwall generally. Those that can be identified are almost all early 20th century (Enys Road [154] [155]), although some of the mid 19th century rows show a marked regularity of construction, Carnarthen Street [269] in particular. It was probably quite rare, certainly after the 1830's, for the miners in Camborne actually to build their own houses as is traditionally said to be the case. This regularity of detailing and structure in the mid-late 19th century cottages indicates the hand of professional builders. However, even when the landlord laid down the plots, probably restricting the heights, frontages and materials of the cottages, and leasing out whole rows to builders, the individual house occupiers often personalised the cottages with subtle differences, usually in the form of moulded stucco surrounds to the doors and windows, making terraces look like disparate rows [284].

5.2.2 Commercial

The commercial centre of Camborne has experienced much decline in the later 20th century, and it therefore retains much of the fabric and character it had at its peak up to WWI; alterations since that date have almost universally been detrimental. There are very good shop fronts from every quarter of the 19th century, particularly in Cross Street, Commercial Street [322] [323] and Trelowarren Street, and a number of very fine late 19th/early 20th century commercial buildings (the largest and one of the best, Vivian's Store in Basset Road, sadly now demolished). The best of these show the same Arts and Crafts [214] or Art Nouveau [326] tendencies as the contemporary public buildings in the town.

There is an exceptionally good series of often early public houses, from the 18th century onwards (Unicorn [16], Tyacks [24], White Hart Hotel [324], former Basset Hotel [1], Wagoner's Arms [207], Vyvyan Arms [248], Regal Hotel [122] The Red Jackets [544]).

The major loss has been in and around Commercial Square. What should be the main focus of the shopping centre is surrounded by a series of lacklustre and down-at heel 1950s commercial buildings [330], hardly a fitting conclusion to Chapel Street, which by contrast has one of the finest collections of mid-late 19th century domestic and office buildings in the county [332] [333], as well as the prominent 1930s cinema building [329], which could be a considerable enhancement to the street scene with a sympathetic scheme of refurbishment.

One of Camborne's notable features is the increasing height and scale of buildings, virtually from all directions, on the approach to the central core around Commercial Street and Commercial Square, made more notable by local topography (with a gentle rise in slope to the centre).

The use of bay windows is a notable local feature on commercial properties both on smaller properties (Cross Street/Trelowarren Street) and on the larger mid 19th century buildings in Commercial Street.

5.2.3 Ecclesiastical

The Church

As a group, the ecclesiastical buildings in Camborne are amongst the most significant in Cornwall. The parish church [18] is one of the major town churches in the county, with good interior fittings.

The Chapels

The two principal remaining Methodist chapels (Chapel Street [9] and Centenary Chapel [34]) are both major examples of their type, and the other buildings that survive, although often in other uses, are also of high historical and architectural value. These include the North Parade Chapel [83] and School [223], the Indoor Market (former Bible Christian Chapel)[84], the Trelowarren Street Chapel [82], the former Mission Church (magistrates' court) [252], the Roman Catholic Church [77] and the probable Quaker Meeting House [43]. The only notable loss has been the Trevenson Street Chapel [550].

The Dead

Camborne has a good series of graveyards. The churchyard [118] [119] has a good group of early medieval crosses and later tombstones [19-23], a war monument [565] and the vestry house [15]. The Treswithian Road Cemetery [87] has fewer good monuments and tombstones, but does have a really good chapel [507] and an important street frontage [506]. The most tucked away graveyard is at the Centenary Chapel [264], yet this is as important historically as the churchyard, with the tombs of the great industrial families of Camborne, the Holmans [266], the Smiths and the Thomas's [265].

5.2.4 Public Buildings and Schools

Mid-19th century public and commercial buildings echoed the classical domestic styles, although utilising more Italianate detailing as was felt appropriate for public buildings at the time (Market Halls [17]/Josiah Thomas Building [81]). The eclectic mix of styles of the later 19th century, followed by prominent local architects like Sylvanus Trevail and James Hicks, is seen to good effect in the public buildings at Camborne Cross [32] [33] [86], with a group of buildings showing strong Arts and Crafts and even Art Nouveau tendencies, particularly the Treswithian Road Cemetery Chapel, the Trelowarren Street Chapel and Basset Road School [5]. Redbrooke School [459] is an exuberant but well-detailed Edwardian baroque piece of a type rare in Camborne, and indeed Cornwall as a whole.

5.2.5 Industrial sites and the railway

There are too few remains of the industrial period to give coherent character to any one part of Camborne, with the notable exception of the good group of buildings around the railway station [39] [48] [366][367]. Unfortunately, the industrial buildings in Holman's No.3 works [364] [365] are run-down, underused or boarded up, the station [368] is of rather insignificant character and, despite recent improvements to the approaches, uninviting and poorly maintained, while Camborne Cross is dominated by road traffic management and engineering.

The railway [49] is an important historical feature in its own right as one of the earliest commercial and passenger railways in Britain (and therefore the world). With its branch line to Roskear [273], it was both a response to the growth of Camborne and a defining influence on the shape and spread of the town. It maintains a presence, even now the town has spread well beyond the line itself, being both a physical barrier, with a bridge and level crossings, and with a series of good surviving railway buildings and structures forming a cohesive group (station, bridge [552], signal box [437], goods shed [387], the tracks and embankments themselves). The main industrial complexes in the town were, and still are, along the side of the railway [47] [48] [261].

5.2.6 Outbuildings

While fewer outbuildings stand in Camborne than some other mining towns, those that do survive are of considerable interest, and are often quite early [337-339] [540]. Many were converted to or replaced by cottages, a process reaching its culmination in the creation of Albert Place [218] [221] in the later 19th century, a unique courtyard development in Camborne. A number of ruinous outbuildings that show signs of domestic use suggest that this was a process stifled by the declining fortunes of the town in the later 19th century/early 20th century. Many of the surviving outbuildings are now ruinous or have been demolished since 1946.

5.3 Materials and local details

Camborne is almost entirely a stone-built town, largely of the local hard killas, but with extensive use of local granite for dressings, and many buildings are built purely of granite. All roofs are of Cornish slate, or modern artificial replacement.

There are a number of other materials used, sometimes to striking effect. Brick, used universally for chimneys, is used as a decorative material in a group of mid-late 19th century buildings with sometimes crude gothic detailing (Tehidy Road Cottages [170] [191], Vyvyan Street [204]/Trelowarren Street [250]). Terracotta is the most obvious other material, much used in the principal shopping streets, especially Trelowarren Street [326] [212]. Plymouth limestone is likewise used on a number of prestigious buildings in the central area, notably in Commercial Street [323], Chapel Street [333] and Cross Street [319]. These materials give variety to the street scene.

Render is widespread, although not so much used here as in some contemporary Cornish towns (Hayle/Truro/Falmouth). It is used mostly on mid 19th century commercial properties and the villas of Basset Road [4] [6-8] – where its use was probably a matter of fashion - and in early and mid 20th century terraces [152], concrete already having begun to replace stone as the main local building material by this time. Later 20th century use of render has rarely reflected traditional detailing or surfaces, and lack of understanding of its traditional use has led to both inappropriate removal of original render to expose stonework that was not intended to be seen or, by ironic contrast, the rendering of buildings that were intended to be left as exposed stonework.

A unique instance of the use of scoria blocks for building in Camborne can be seen at Rosewarne Wollas [141] [142]. These are probably the product of the copper smelter set up at Weeth in 1763 by Sampson Swaine – other examples are in local hedgerows.

Relatively little old paving exists in the town, no doubt reflecting the poor state of its highways, water and sanitation provision throughout the 19th century compared with towns like Truro or Penzance. The best remaining example is a small area associated with the group of late 19th century civic buildings at Camborne Cross, where there are well cut granite paving slabs with cast iron drainage channels and fittings [296]. Elsewhere in the town are restricted areas of granite kerbs, especially in the central grid of streets, and very occasional areas of setts and stable blocks leading to individual yards (Carnarthen Street [271], Rosewarne Wollas [144], and small areas of cobble paving (College Street [95]).

Although many of the rows in the town lack front gardens, those that were built and remain often have very good cut granite posts [526].

The walled gardens of the larger middle class housing are a particular feature of Camborne, as along Pendarves Road [566]. In Tehidy Road, the surviving much altered walls of Rosewarne Park [171] and Parc-bracket with their lodges and gateways [193] [194], are echoed on the south side of the road by the good series of walls and gates to the more modest housing. Elsewhere walls tend to be modest, except where they close off culs-de-sac (Parc-bracket Street [235], East Charles Street), but can still be as important to the street scene as the buildings themselves, this is particularly so in North Parade and Albert Street.

Given the very hard nature of the townscape within the main housing streets, the rear lanes and alleyways often present a very informal and non-urban appearance, usually gravel surfaced, with a partial survival of often large enclosing stone walls, most cut through to provide garages and hard-standings, but with the remains of a large number of older outbuildings. These are a particular feature along the back of Vyvyan Street [238] and Trelowarren Street (both north [213] and south [249] [298]).

5.4 Spaces, views and panoramas

5.4.1 Views across the town and landmark buildings in the landscape

Being set on a narrow plateau below the outcropping granite moorlands, but still higher up than much of the surrounding countryside, there are important distant views into and over Camborne from all directions. From Beacon Hill and Carn Entral the whole town can be seen, with the view taking in the entire surrounding landscape, showing just how close Camborne actually is to the sea, with St Agnes Beacon and ships on the horizon; St Ives Bay and views westwards over the Penwith Moors also form the wider setting of Camborne. Return views into Camborne from the north and west especially, while they have Carn Brea as a background, show how closely the town relates to Camborne Beacon, which dominates the low, flattish plain to the west.

The A30 has opened up a series of views, vistas and glimpses of the whole area that are amongst the best known in Cornwall, and which probably reveal the local topography better than at any

time in the past. The result is that the whole town can be seen within the landscape, and the taller buildings in and around the centre have a much greater impact than they often do in the street scene. The tall terracotta building in Trelowarren Street [212], for instance, stands high above its neighbours and is a prominent landmark from the south, and especially up Beacon Hill, while the old market halls [17], and the clock tower in particular, are viewed over the roofs of the town from many directions, as is the hump-back roof of the Salvation Army Citadel [245].

5.4.2 Vistas and landmark buildings in the streetscape

The local topography of the town creates a number of good vistas of sloping and often curving streets – the church and market area occupy a small plateau or spur leading down from Camborne Beacon. Even from this higher ground to the south, however, there is a slight dip before rising up again to the churchtown. The increasing height and scale of buildings in the central core around Commercial Street and Commercial Square is made more notable by this local topography, all roads sloping up to the core from the north and west, and long vistas and sweeping streetscapes drawing the eye to the core from the south and east.

The glimpses into and from the side streets and Trelowarren Street are an important element in the character of the area, with the change in scale between the surrounding residential streets and the commercial buildings quite marked. Elsewhere in the town, the same change of scale is made by the surviving industrial buildings and the chapels and schools standing like beacons above a sea of housing.

There are several instances of this topography being exploited in the 19th century by the siting of buildings (The Clock Tower, North Parade Chapel, above all the Centenary Chapel), by the layout of new main roads (College Street/Trelowarren Street) and even in the streets of workers' housing – Carnarthen Street in particular curves unnecessarily, and has a group of grander, symmetrical buildings acting as a gateway at the main, western end of the street [272]. Much the same inspiration was shown in the development of the mid 20th century estate on the old glebe lands, where the formal entrance walls and gateways [103] [104] [558] are still recognisable despite lack of maintenance and care.

One of the features of Trelowarren Street is that there are often gateway buildings at the junctions with its side streets – Commercial Square [326], Union Street [255] and Adelaide Street [252], for instance - and the street itself terminates in major buildings (Centenary Chapel at the east end and the Berkeley Centre at the west end). Chapel Street was clearly laid out with a vista into Commercial Square and with grand buildings strategically placed to close off the various viewpoints – an effect now sadly reduced by poor mid-late 20th century buildings.

5.4.3 Permeability and rear lanes

Particularly in the central area, the loose grid of streets and back lanes allows a tremendous amount of permeability and pedestrian access, while vehicular through-traffic is often prevented. A side effect is that the usually small rear yards and gardens, too often overlooked by other properties or inappropriately opened up by hard standings for parking, become even more precious in terms of amenity and privacy where they survive intact.

The back-lanes and alleys are an important part of the character of Camborne, nearly always with rough gravel surfaces – sometimes short, some, like along the back of Trelowarren Street, seeming to disappear into the distance. They are always well used; always seem to have people walking along them, cars parked, small outbuildings, and sometimes small businesses.

The junction between the commercial streets and the residential streets is again an important zone typified by this type of back-lane buildings and use, as shown in the rear lanes around Gurney's Lane, Chapel Street and Trelowarren Street. Many views in this area, and around the

engineering complexes along the railway line, are still terminated by industrial buildings, acting as an important reminder of the historical appearance and character of much of the town.

Between the old farming sites and giving access to the 19th century villas and houses on Beacon Hill, is a series of lanes and footpaths [414], enclosed by high walls [416], with gates, stiles [452] and lampposts [500] remaining in some cases, to some extent ignored by the housing estates now being built on former fields and mine wastes in the area.

The full recording and protection of the surviving outbuildings, lanes and ephemera is an essential requirement towards understanding and protecting the special character of Camborne.

5.4.4 Greenery

While the remnant areas of pleasure grounds and parks around the bigger houses tend to be well screened and inaccessible, the mature planting, high walls and occasional glimpses into the landscapes around Rosewarne and Parc-bracket, the Rectory [26] and Trevu Road create a sense of a private, enclosed and green world at odds with most of the town, but this contrast is again an essential element of the character of Camborne. Given the small size of most of the gardens in Camborne, the mature trees and large-scale planting associated with the larger houses has a critical role in providing both trees in the streetscape, and in longer views, in some cases, as at Trevu Road/Beacon Hill in particular, being the most important element defining the character of the street scene.

5.4.5 Spaces

What could and should be the principal urban spaces in Camborne are sadly given over largely to traffic engineering, such as at Camborne Cross, Commercial Street and at the Roskear junction, or have been decimated by demolition and inadequate re-development of important buildings, as in Commercial Square. It is still possible, just, to recognise the potential of these spaces. For example, Treveson Street widens, with increased scale of buildings and gardens, to meet the civic complex at Camborne Cross, which is in direct relationship to the grand buildings and tree-lined vista of South Terrace (albeit partly obscured by over-large traffic signs). The recent and laudable landscaping scheme at Commercial Square unfortunately does little to re-integrate the square with the important buildings and streetscape of Chapel Street and is only a sideline to Trelowarren Street.

There are some small-scale spaces and streetscapes that show what quality could be achieved in Camborne, such as at the junction of Gustavus and Trelawney Roads where, again, the mix of mature planting, boundaries and good buildings creates a space that is more than just a simple road junction, the poor quality landscaping around the recent block of flats in Gustavus Road being the only detraction. Nearby Wellington Road has the only recognisable group of street trees, a scheme initiated by the Chamber of Commerce in 1908, but sadly not followed to any great degree in the late, crisis-hit years of the 20th century. At the northern end of Trelawney Street, the former hamlets and scattered buildings at Weeth, Parkenbowen and Lower Rosewarne are set in what appears almost to be a rural fringe. The spaces here are based on shared greens and mine dumps, which have been levelled or gardened, or more pertinently made into roads, creating a complex road junction framed by houses; not now an interesting space, but one that could be landscaped to advantage.

Cross Street is one of the most intimate and interesting streets in Camborne, and the area to the rear of the former Basset Hotel, where the street changes direction and widens, although currently given over to fire escapes, advertising hoardings, car parking and security cameras, is still potentially a uniquely inviting and picturesque small space within the town.

Just as the remnant park areas create interest in the streetscape, so they provide some good green spaces in the centre of the town, especially around Rosewarne. Within the housing estate on the

old park, large areas of open ground, mature trees and the avenue to the old main entrance to the house still exist, and the gates [259] and walls to the house, home farm [237] and immediate grounds still give a surprisingly rural and seigniorial feel. However, all of these areas – including the Rectory, Trevu House and other smaller pockets - remain largely private and inaccessible to most of the town.

One of the most surprising spaces in Camborne, perhaps unique in such a context, is the car park made from the former walled garden at Rosewarne [242], which contrasts with the adjacent, looser space of the car park by Parc-bracket. Quite apart from its historical and architectural importance, the churchyard has great spatial and amenity value, set with mature trees and bounded by tall walls and hedges. It is an important green oasis in the middle of town, with much the same quality as some of the old pleasure gardens but, crucially, accessible to all.

Although there are extensive areas of sports grounds, with some landscaping, and the well-maintained Camborne Park on the western fringes of the town, they are too far removed from the main streets and residential areas to have much impact on the spatial character of Camborne.

6 Designations

6.1 Scheduled monuments

There are four scheduled monuments in Camborne. Apart from a 10th century inscribed altar front inside the church (SAM 529), all of them are early medieval stone crosses or cross fragments – one in the churchyard (SAM 518), one in the forecourt of the Donald Thomas Centre in Chapel Street (SAM 137), and one in Camborne Recreation Ground (SAM 527). None are in their original sites.

6.2 Listed Buildings (Fig 4)

There are 38 listed buildings in Camborne. While it is inevitable that many of the listings cover buildings that are important to the town's industrial history, this is in most cases incidental, and the selection reflects the well-established approach to listing focusing on age and (polite) architectural character, and not fully reflecting local historical factors, or local or regional building types and development. Thus the church, tombstones and medieval crosses account for nine listings, villas and larger houses for fourteen, with two 18th century inns, and one milepost. Public buildings, which better reflect the town's growth, include one school, five municipal or civic buildings, two chapels and three public memorials. In all these cases, though, the listings are as much for architectural quality as any recognition of the industrial heritage of the town. No overtly industrial structure within the town is listed apart from the Stray Park Engine House [66].

The assessment of architectural merit in the listings is very biased toward the late Regency classical tradition of the early-mid 19th century (or earlier) and, with notable exceptions ([5], [33], [85]), many later 19th/early 20th century buildings of quality are not listed. No examples of more modest housing are listed and while the two 18th century inns are listed, the several very good examples of the more humble early 19th century public house are not.

6.3 Conservation Areas

There is no conservation area in the Camborne CISI study area (those in Tuckingmill and Roskear, although in Camborne parish, are in the Tuckingmill CISI Report).

6.4 Other designations

There are no other statutory designations within the Camborne study area, although there are several site-specific policies in the Kerrier District Local Plan relating to Camborne, and particularly to shopping polices and designated housing sites. These are explored more fully in

the Policy and Management Proposals (section 9.3). Camborne is included in the list of towns of historic origin based on its industrial heritage, a local extension of the County Council Historic Settlements designation. The grounds of Gladys Holman House are proposed as a Garden of Local Historic Interest, protected by Policy B.EN7 (site HG556) of the Plan.

7 Current uses and forces for change

Camborne is part of the Camborne-Redruth conurbation, the largest area of urban and industrial development in Cornwall. It has expanded rapidly in recent years with consequent merging of surrounding settlements. Traditional employers such as mining and engineering have declined or ceased altogether, although Compair Holman remains a major employer in the town, and the District Council and other public services are the largest employers. The major industrial estates are not located in Camborne, but are further to the east around Pool. Camborne remains a market and service centre for a wide area, with a relatively good range of shopping (particularly smaller specialist shops concentrated around Cross Street) and community facilities. Most recent development in the town has been housing, as the local authority seeks to concentrate housing provision within the district to existing urban areas.

It is unlikely that Camborne will regain any industrial significance in the future. Apart from the continuing site at Compair Holman, there is no site large enough to contain such activity that is not otherwise allocated –the two central sites being proposed for shopping (School of Mines site and bus station). Small units in use at Holman’s no. 3 site and nearby are not capable of expansion or large-scale adaptation. Camborne seems set to become almost entirely a residential and service centre. This is a complete change to its historic character and use. The industrial past, the reasons for Camborne’s development, and the monuments to that process are thus more precious because no longer part of an ongoing tradition. The tight urban framework, and the very limited room for expansion around the town mean that pressure on existing urban spaces and buildings, as well as the few remaining areas of undeveloped land, will inevitably increase. This has particularly serious implications for some of the major buildings in the town – the old market/town hall complex, former chapels, former industrial buildings, magistrates’ court in Trelowarren Street, underused or redundant municipal buildings and the myriad unrecorded outbuildings throughout the town are all under pressure for conversion or redevelopment. While demand is limited at the present time, the allocation of two major sites in the town centre as prime shopping areas has the potential to radically alter the character and appearance of the core of the town, and recent developments and permissions suggest that this will not be for the better in terms of townscape, conservation or amenity.

In a town with very little recreational or open space within its boundaries, the lack of substantial allocation for this use, and the proposed development of parts of existing areas (Roskear Fields) can only be detrimental to the amenity of the settlement. Such allocated open areas as do exist or are proposed are very small, and all outside the Camborne town area. While the Red River, and the parks in and around Tuckingmill may formally be part of the town’s facilities, they are in practice too remote and inaccessible from the core area of Camborne to add to its quality, character or amenity. Opportunities to provide interesting and much-needed open space have been missed since WWII with the development of the glebe, The Weeth, Rosewarne, the rectory grounds and Mount Pleasant.

The proposals to allocate much land in the town centre (adjacent to the old Camborne School of Mines) for prime shopping are currently under review; ideally this review should recognise the importance of the history of this area, its role in the tight urban framework of the town centre and its potential contribution to reconstructing a locally distinctive sense of place. The area would be better suited either for open space, or for housing to relieve pressure elsewhere, both of which would be more appropriate to the adjoining residential areas, and provide a better setting for surviving historic fabric.

While the policies controlling design and alteration to historic shopfronts and buildings are good, in this area of shopping development allocation, the existing local plan policies actually pose a threat in some measure to the historic fabric and appearance and individual character of Camborne. The core shopping area, where 'a vibrant ground floor level shopping frontage' is encouraged, includes the area to the rear of the inns and on the former site of the School of Mines and the current car-park, an area that was not historically core shopping (notwithstanding the brief presence here for a few years of a supermarket). Given the loss of the most sensitive streetscape in front of the church, and one of the most important buildings in Camborne (the School of Mines), the application of such policies threatens the archaeological and historical setting of what remains. Insensitive future application of the policy could result in the destruction of the important Josiah Thomas Memorial and the former public dispensary building (both recommended for listing in this report) as well as the interesting and vital mix of uses that the central core of an historic town should have. This would be in conflict with statutory conservation guidance that should seek to preserve or enhance character, including the historic pattern and variety of uses.

The Town Centre Shopping Opportunity Area based on the bus station also includes buildings of real quality and part of the important townscape of Chapel Street, and any future development of the area should preserve these frontage buildings. Policy (S6) allows the 'comprehensive redevelopment' of the site - this proposal is potentially destructive of the streetscape and could be mitigated by excluding the frontage buildings from the site; this would affect no current or immediately likely proposals. As Camborne becomes a place where fewer residents work in the town, an inevitable result of declining employment within the urban area, despite laudable local policies to encourage sustainability, the problems of access and traffic management will become more acute, as will the demands for car-parking should the envisaged shopping developments take place in the central area. The negative impact of car-parking requirements on historic fabric and townscape are already to be seen at the two supermarkets that frame the town at the east and the west.

Despite otherwise strong local plan archaeology policies, there is little requirement for investigating or recording archaeological potential of development sites to determine whether planning permission should be given or to inform the nature and scope of the development proposals and any required archaeological mitigation.

Although Policy B.EN1 requires recording of archaeological sites before development, that assumes the historic potential of the site has already been established, and in most cases that is not so. It cannot be assumed that such sites have already been identified (for instance in the County SMR), and there needs to be a general awareness and acceptance that much of the area of the town might have archaeological potential. An adequate and effective means of notification and cross-referencing to other bodies likely to be involved (County Council) should ideally be established, together with policies based on broad-brush designation of archaeologically sensitive areas allowing for watching briefs or recording as part of planning permission on sites not already identified as archaeologically sensitive.

In Camborne, there is scarcely any instance of a potentially historic or archaeologically sensitive site being recorded before development; this is still true at the time of writing - the sites of Camborne Veian and Wheal Gerry have recently been developed for housing. The latter site is perhaps the oldest recorded mining site in Camborne (at least 17th century), and was potentially one of the most important archaeologically. There was no recording exercise undertaken before development.

There are potentially large funding sources becoming available with the current interest in this area by the Regional Development Agency, the Objective One programme, and the possible World Heritage status of much of the mining district in west and central Cornwall. These could

be directed towards Camborne, bringing about a great deal of investment and much-needed enhancement that could raise the status of the town as a district centre. These initiatives are, however, based to a very large extent on the quality of the historic environment, and the local infrastructure and policies available to manage this successfully.

8 Industrial significance

It is hard to overstate Camborne's historic industrial importance. It has a central place not only in the history of Cornish mining, but in the wider national and international context of the Industrial Revolution, symbolised by the trials here in 1801 of Trevithick's steam-powered road engine. An additional layer of significance stems from the discernible remains of the older churchtown and market centre with its important early Christian and medieval legacy, from which the industrial town grew so suddenly, especially in the second quarter of the 19th century.

Camborne is one of the best places in Cornwall to trace the explosive effects of the sudden booms and recessions that characterised Cornish mining, and in particular of the rapid recovery of the copper industry in that period. The town now appears to be entirely industrial in character, with some of the largest collections of industrial housing in the county, and some of the finest middle-class houses, often built by the great names of the 19th century, such as Arthur Woolfe, the Thomas family, the Holman family and the Bickford-Smiths. The growth of the settlement into a fully fledged industrial town can still be traced by a few, increasingly rare, industrial buildings, but more clearly by good surviving groups of municipal buildings and non-conformist chapels.

As industrial activity continues to decline in Camborne, and the remnants of past industry are increasingly threatened, and now scarcely remain within the urban area, the settlement itself becomes a more poignant monument to its industrial past.

9 Recommendations

9.1 Historic areas

9.1.1 Conservation Area

Conservation area designation for most of the historic area of Camborne is appropriate, nearly all of it meeting the strict requirements of the Planning Acts and PPG 15, as well as the criteria set out in the draft local plan. The proposed area shown on Figure 4 is a single area around the historic core, although there may well be scope to subdivide the proposal into separate conservation areas; the mid 20th century Crane (Glebe) and Beacon Fields estates have strong enough characters to warrant consideration too.

The former grounds of Rosewarne (Gladys Holman House), although developed in the 1960s and 70s for housing, retain much of the mature planting of the park and boundary walls, and the area is in itself another interesting housing estate with its own special character, meriting consideration on these various criteria for consideration as a conservation area. Extensive Tree Preservation Order designation should take place if CA status is not pursued.

Conservation area status is more than a mere academic exercise, and is essential to the efficient and effective management of change in Camborne, and is a major vehicle for attracting funds, investment and enhancement in the town. The local plan has many policies, particularly those covering shopping and housing that have important caveats based on conservation issues. Camborne is not currently covered by a conservation area and, without this status, nearly all of the controls over quality, scale, design, and conservation within these policies will not apply.

9.1.2 Other designations

The local plan imaginatively extends the County Council's Historic Settlement designation to include industrial settlements like Camborne. There is recognition of the importance of historic industrial buildings, and of the importance of religious buildings, with special policy requirements covering their conversion and loss. Since most such buildings remain unlisted, conservation area status is required together with strong policies to manage development.

Further designations of Historic Gardens of Local Interest (Policy B.Env 7 of the Kerrier District Local Plan) could be made to cover sites other than Gladys Holman House – the grounds of Parc-bracket, Trevu House, Lower Rosewarne, and some of the larger walled gardens of the villas in Trevu Road/beacon Hill, could be investigated in this respect.

Existing Open Areas of Local Significance to the south and west of Camborne (sites EL322 and EL323) could be extended to include all agricultural land or areas of natural or semi-natural vegetation on the fringes of the town on these sides. The relict areas of former mining activity and waste in these areas that remain as recognisable features in the landscape form part of this semi-natural landscape, and are essential elements of the landscape setting, providing access into the countryside, preserving views into and out of the settlement, and certainly providing a green gap between settlements. Use of the OALS designations will have at least the side effect of potentially protecting some of the important relict industrial landscapes around Camborne. The Kerrier District Local Plan has already applied this in, for instance, the designation of the Red River OALS in Tuckingmill (EL324).

9.2 Historic buildings

9.2.1 Scheduling

Some of the structures and sites in Camborne may be eligible for scheduling – this applies to early medieval remains (there is inconsistency in the scheduling of cross fragments for instance) as well as industrial remains – for instance the Camborne Beacon leat [400-401].

9.2.2 Listed building review

The Statutory List of Buildings of Historic and Architectural Interest requires revision as a matter of urgency in the light of recent studies and more detailed investigation into the structures themselves. A thematic approach would help in recognising the national and international significance of Camborne's industrial heritage, and some of the unique building types that the Cornish industrial age produced. Historical association is likely to be a more significant factor than in the current list, which is based almost entirely on visual architectural qualities.

A broader understanding of the stock of historic structures in Camborne as elsewhere in Cornwall, is urgently required – local list surveys, thematic surveys, detailed recording as part of Article 4 Directions should all be viewed not necessarily as a first stage to listing, but as an end in themselves, as critically important elements in the creation of policies, in prioritising action, in targeting funding strategies, and as a means of successfully managing change and promoting opportunities.

The following list puts forward a range of structures that might be considered for listing - there are others not given here which on closer inspection might also be included; the intention is not to provide a definitive list.

The earliest remains in and around Camborne are inconsistent in their listing – some of the various cross fragments are listed, others not. The very fine group of buildings around the Rosewarne Wollas manorial site [141-145] should be listed, and other surviving early manorial and farm sites retain buildings of interest [50] [115] [146] [468] [470] [493].

The workers' housing throughout Camborne is of great interest. While most of it is probably not practicable to list, the best examples should be, and the early cottages and rows especially, such as some of those in Fore Street [188] [190] and Tehidy Road [173] [515]. The small group [206] adjacent to the Bible Christian Chapel in Rosewarne Road, which dates from about 1828, should also be considered. Some set-piece rows and terraces of the mid-late 19th century might also be considered, such as those in Tehidy Road, [170] [191], Centenary Rows [268] or Carnarthen Street [272].

Of the better quality housing in Camborne, it is sometimes hard to see why some examples have been listed while others, as good if not better, have not. There are several houses of real merit in Basset Road, South Terrace, Trevu Road and Beacon Hill that should be considered. Although much altered, Parc-bracket [79] is historically important for its association with Arthur Woolfe. Tregenna Villa has both architectural and historic importance [378].

There are too many excellent commercial buildings and surviving shopfronts of quality to set down here, but individual examples are to be found in Treloar Warren Street [326], [217], Commercial Street [322], [323] and Cross Street [319], while the group of houses and shops [315] at the north end of Basset Road is interesting not only for its date, but for also for its excellent shopfronts. The office buildings in Chapel Street form a self-contained group of 19th century commercial architecture of great interest; many individual examples are of great character [331-335]. The excellent series of public houses in the town centre has importance not only as a group, but also as individual buildings [96] [207] [248] [324].

While many public buildings in the town are already listed, there are some very prominent and of high quality which are not included – the Passmore Edwards Library [85] the most prominent of them, but also including the Public Rooms [86], Redbrooke School [459], the Josiah Thomas Memorial [81], the Smith Memorial Building [334] and the magistrates' courts [252].

Additions to the listed ecclesiastical buildings in the town might include North Parade Chapel [83] and School [223], the New Connection Chapel [82], the former Bible Christian Chapel [84], the former Quaker Meeting House [43], Treswithian Road Cemetery Chapel [507] and the Roman Catholic Chapel [77], as well as many more monuments in the churchyard, and particularly those in Centenary Chapel burial ground, where the great industrial families of Camborne are buried.

The increasingly rare industrial remains in Camborne need perhaps the most urgent review of all [38] [39] [47] [48] [363-7] [368] [387] [400] [401] [427] [428] [433] [434] [446-9]. Many, in particular some of those around the station and railway, include structures with architectural and streetscape qualities in addition to their historical or archaeological importance.

There are many other buildings and structures which should be considered in a review of listing in Camborne, but the foregoing should be sufficient to give an idea of the scale of any potential listing exercise.

9.2.3 Local list

A list of locally significant structures which contribute substantially to the character of the settlement would supplement both the statutory list and conservation area status, and could include most of the items in the attached gazetteer as a starting point. The Kerrier District Local Plan recognises the importance of historic industrial buildings, and of such groups as the non-conformist chapels (usually associated with industrial settlements in Cornwall), with special policy requirements covering their conversion and loss. Since most such buildings remain unlisted, the creation of a list of locally significant buildings and strong policies to manage development in these cases is required.

9.3 Policy and management

9.3.1 General

Kerrier District Council has successful experience of working in partnerships in town centre regeneration and management schemes. Management structures are already in place, and potentially large funding sources are becoming available with the current interest in this area by the Regional Development Agency, the Objective One programme, and the possible World Heritage Site status of much of the mining district in west and central Cornwall. The combination of existing skills and experience and new initiatives is a tremendous opportunity for Camborne. It must clearly be based on a balance of the economic needs of a deprived area and the importance of its surviving conservation, archaeological and historical character. The enhancement of this character is the most sustainable and promising way to secure the various regeneration and investment packages available. The Kerrier District Local Plan recognises this, and the potential World Heritage Site status of the area is a repeated theme throughout the document. In the local plan, and in the County Structure Plan, there is already a more than adequate policy framework with which to manage regeneration and development in Camborne effectively and sensitively. What is required is directed action based on thorough understanding of the distinct and important conservation value of the town, and a willingness to put into practice policies that already exist and show imagination in their execution.

9.3.2 Proposals

1. Article 4 Directions to control the demolition of walls and hedges, especially for the creation of hard standings, and alterations to individual houses, and to prevent demolition of free-standing outbuildings.

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

2. A full survey of archaeological potential in the town. It cannot be assumed that such sites have already been identified (for instance in the County SMR), and there needs to be a general awareness and acceptance that much of the area of the town might have archaeological potential.

Reason: To comply with and strengthen existing Local Plan commitments to prevent proposals that would harm the archaeological heritage of the town and mining remains in general (policies B.EN 1, B.EN 4 and B.EN 5 and paragraph 4.38), and thereby preserve the special character of Camborne.

3. An adequate and effective means of notification and consultation on proposals to develop potentially sensitive sites to other bodies (e.g. County Council), to inform the scale and scope of those developments before permission is given, together with policies based on broad-brush designation of archaeologically sensitive areas allowing for watching briefs or recording as part of planning permission on sites not already identified as archaeologically sensitive.

Reason: To comply with and strengthen existing Local Plan commitments to prevent proposals that would harm the archaeological heritage of the town and mining remains in general (policies B.EN 1, B.EN 4 and B.EN 5 and paragraph 4.38), and thereby preserve the special character of Camborne.

4. With a limited area in which to expand and meet housing requirements, it is inevitable that derelict mine sites, and small areas of relict farmland within the urban area and on its borders will be allocated for development. However, future development needs to respect the historic grain and development pattern in and around the town, and insist on a greater quality of landscaping, especially on the outer fringes of Camborne.

Reason: To prevent the spread of formless developments in bare, exposed upland settings, gradually eroding the separation of the main built up areas from surrounding historic villages like Beacon, Pengegon, Treswithian, and to mitigate against the loss of open land, and the effects on the setting of historic areas.

5. Review existing town-centre use proposals. In particular, re-consider the inclusion of the area to the north of Commercial Street as a core shopping area.

Reason. To allow a review of existing designated areas in the town, to provide alternative sites for housing or provision of public open space or amenities, thereby relieving pressure from redevelopment on other sensitive historic areas within Camborne and providing an appropriate setting and amenity for the historic core.

6. Proposals encouraging larger unit size, continuous ground-floor shopping frontages and single-use shopping zones in the central area (Kerrier District Local Plan paras. 9.17-9.19) should be reviewed, in favour of an historically more appropriate mix of uses, scale of units and appearance.

Reason. To allow a greater variety of use and scale of business more appropriate to the historic character of the town, and prevent wholesale re-development of historic sites and blocks of properties.

7. Review the area of the proposed Shopping Opportunity Area on the bus station site to exclude the Chapel Street buildings, which currently form part of the allocation.

Reason: To avoid the harmful alteration or demolition of historic buildings in Chapel Street and the destruction of a townscape of outstanding importance in the town.

8. Enhancement schemes in Camborne to be extended beyond the Town Centre Traffic Improvement Scheme. Proposals should be made for many of the important urban and suburban spaces in the town, especially at Camborne Cross, Cross Street, and Tehidy Road. 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 signs on historic fabric and townscape within the town, and to enhance that townscape and the setting of historic buildings.

9. Street-tree planting schemes should be investigated in a wider context with appropriate species and detailing. Inspiration should be gained from the schemes that the Chamber of Commerce began in 1908 (Wellington Road) and the recent appropriate urban tree planting scheme in Commercial Square.

Reason: To enhance the character and appearance of the townscape and the setting of historic buildings, and to promote an improved environment.

10. Management schemes, development briefs and conservation plans to be drawn up for some of the most sensitive historic buildings and areas. Prime examples are the Camborne Cross, Trevu Road/Holmans no. 3 complex, the Rosewarne Road/walled garden car-parking area, the Camborne School of Mines area, and area of the bus station and Gas Lane.

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

11. The backland areas and rear lanes of Camborne to be recognised as an important aspect of the character of the town, and their informal qualities enhanced, while at the same time preserving the often very important buildings that survive.

Reason: To preserve and enhance the special character of Camborne, especially in areas unlikely to attract private investment and attention.

- Existing town trails and guides, events such as Trevithick Day, and other promotional initiatives to be integrated further and promoted as a single package, and partnerships developed with bodies like the National Trust, Trevithick Society, the railway operators etc. These should go beyond promotional activity, and seek to acquire, re-use, enhance and promote sites in Camborne as has been done in Pool and Redruth, 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.

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

- Further study to include adjoining areas outside the existing CISI programme, especially Treswithian.

Reason: To ensure a full and accurate record, and understanding of, the industrial settlements in this area and the county as a whole.

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 County Council, 1997, *Cornwall Structure Plan*

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

Acton, B, 1996, *Exploring Cornwall's Tramway Trails*, Vol. I, Landfall Publications

Barton, D.B, 1978 edn., *A history of Copper Mining in Cornwall and Devon*, D. Bradford Barton

Barton, D.B, 1989 edn., *Tin Mining and Smelting in Cornwall*, D. Bradford Barton

Carter, C, 1998, *Early Engineers around Camborne*, Journal of the Trevithick Society, no. 25

Ferguson, J, 2000, *Forged and Founded in Cornwall*, Cornish Hillside Publications.

Hamilton-Jenkin, A K, 1964. *Mines and Miners of Cornwall Vol. 10*. Truro Bookshop

Hollowood, B, 1951, *Cornish Engineers*, Holman's

Morrison, T. A., 1980, *Cornwall's Central Mines, The Northern District, 1810-1895*, Alison Hodge

- Morrison, T. A., 1983, *Cornwall's Central Mines, The Southern District, 1810-1895*, Alison Hodge
- Osborne, J. A., and Thomas, D, 1986, *Victorian and Edwardian Camborne*, Osborne and Thomas
- Thomas, C, 1976, *The Christian Antiquities of Camborne*, H.E.Warne
- Thomas, D, 1997, *Camborne*, Chalford
- Thomas, J, 1987, *The Wheels Went Around – The story of Camborne Town*, Dyllansow Truran

Appendix 1: Detailed history and physical development

App 1.1 Pre- 1809

App 1.1.1 Industry

Tin streaming in the Camborne area is recorded from the 1400s. Some shallow lode-back mining was also carried out in the parish and neighbourhood, with adit mining being recorded by the 16th century, although Norden (1584) only noted Tolcarne mine in the immediate neighbourhood of Camborne. By the late 17th/early 18th centuries, there was some surface-working in the area of the modern town, for instance at Wheal Gerry (or Gurry) already abandoned by the 1660s, and along the lines of the present Roskear Road and Treloar Warren Street.

There was significant development of copper mining at Camborne in the early 18th century, especially the line of mines along the Roskear lodes. In 1727 Roskear and Wheal Kitty were said to have 2,300 tons of ore standing waiting sale, Wheal Kitty was described by Borlase as *'among the 1st & greatest copper mines'*, and a grant had been given to search for copper on the Weeth (Wheal an Royal).

The first records of Dolcoath Mine are from 1731; its success, together with Roskear, and the major programme of associated adit-digging enterprises of the 1730s and 1750s, stimulated further development westward on extensions of the same lodes. These straddled the churchtown to the north and south.

By the mid 18th century, virtually the whole area of the later town was peppered by mines, already experiencing the often bewildering sequence of closures, re-openings, amalgamations and renaming that characterised the Cornish mining industry. By the 1770s, many of the specifically Camborne mines were major producers in the county; Dolcoath in particular soon established itself as the most important of them all. However, the 1780s saw the virtual collapse of copper mining in Cornwall as a consequence of the exploitation of the vast reserves at Parys Mountain in Wales. Even some of the greatest mines closed, including Dolcoath and Wheal Kitty. However, with the eventual failure of Parys Mountain, recovery in the Cornish copper mines from 1791 was quicker and bigger than anyone expected: even at its height, before its temporary closure in 1787 Dolcoath employed only 595, but was employing 1600 by 1806.

The deep adit mining and extensive exploratory works associated with the reopening of the major sites stimulated a whole series of new or reopened mines. While many of these proved unprofitable and closed within a few years, in the short term they provided employment for miners, and profits for merchants that helped speed the development of the new town at Camborne.

There is little evidence of other activity in the area apart from agriculture and mining, except for some poorly recorded attempts at copper smelting, often localised to the product of individual mines. Sampson Swaine is well known as one of the founders of the Cornish Copper Company, setting up his first smelter at Entral (see Tuckingmill CISI Report), although he set up another smelter at Weeth in 1763 which closed in 1771, and there are records of a copper smelter set up in 1759 on Rosewarne Downs by Prince William Henry Shaft on the Wheal Chance lode.

App 1.1.2 Extent of settlement

The parish contains evidence of Romano-British activity (a probable villa site north of Camborne at Magor, stray coin finds in Camborne itself), but the placename 'Camborne' is first recorded in a Pipe Roll of 1181. There is literary evidence at least for a medieval playing place, a holy well and a pilgrimage chapel in the

churtyard separate from the main church (Camborne was the setting for some of the Cornish medieval mystery plays). However, having acquired market rights and 3 fairs a year by 1708 (the market place was east of the churchyard), its supposed isolation from main east-west cross-county routes is illusory - a detour of only a few hundred yards was required to reach the churchtown, and it was served by a network of roads, lanes and church paths from the surrounding manorial sites, showing its importance as a local centre.

The increase in the number of mines after 1791, together with its continuing function as the local market, ecclesiastical and administrative centre served to make Camborne's growth distinctly different from neighbouring mining settlements.

The parish's population doubled between 1768 and 1801 and, while during this period the churchtown and the surrounding hamlets which made up the 'town' housed an increasing proportion of that population, there were only relatively modest extensions to the size of the settlement area. The churchtown was constrained to the west and south by land belonging to the parish church and rectory (the glebe) that was not available for development (and indeed its presence may explain the relatively unusual location of the market place on the east side of the churchyard). Active mine workings were on most of the surrounding moor to the north and east, and there was a complex pattern of land holding in the surrounding agricultural land.

The result was intensification of settlement within the churchtown around the market place and Gurneys Lane, with only the modest development of College Row on the north side of the churchyard in the early 18th century. Along what are now Tehidy Road and Weeth Road to the west and north-west of Rosewarne (Gladys Holman House) was a number of buildings, mostly the surface buildings of the Weeth/Wheal Kitty/Parkenbowen mines, but including short rows of cottages. Those along Fore Street probably date from the recovery of 1791 onwards. There was further development along the route to Camborne Cross (around the former Basset Hotel), and the western portion of Bakehouse Lane (now Treloar Warren Street).

App 1.1.3 Settlement function and characteristics

By 1800 there had been some modest provision of urban facilities in Camborne. Lord de Dunstanville applied (unsuccessfully) to make Camborne a post town; he also erected the first purpose-built market hall in 1802 in the Market Square, reflecting growing commercial and population pressures. However, Camborne was still regarded as essentially an ecclesiastical and market centre, as shown by contemporary descriptions: '*The buildings of Camborne display both uniformity and elegance, the town has the finest land and sea prospect in the County, and is surrounded by many inclosures of rich and fertile pastures*' (1791 British Directory). The cattle market and 3 fairs are noted, while only a few inhabitants are named in the directory, including 1 gentleman, 1 clergyman, 2 surgeon apothecaries, 3 mercers, 2 tavern keepers, 1 grocer, and Andrew Vivian & Co., maltsters; the local seats of gentlemen were confined to the three Rosewarne & Pendarves. In 1794 a visitor described Camborne as '*above the common order of Cornish villages, with a tolerable inn and a good church*' (quoted in Thomas 1987, p. 91).

Some hint of the growth of a larger industrial population is to be found, however, especially in the development of a Methodist community. Their first chapel was built in 1806 on the site of the later Literary Institute (Donald Thomas Centre), the congregation having used before then a converted Dame School since 1802 in Gas Lane, known in the early 19th century as Old Chapel Street.

There were also industrial or workshop buildings within the built-up area - many of the buildings in Tehidy and Weeth Roads were connected to mining (Weeth, Parkenbowen and Wheal Kitty), and certainly included Richard Trevithick's workshop on the east (park) side of the road.

App 1.2 1809-41

App 1.2.1 Mining

It was when North Roskear and South Roskear both re-opened after 1816, combined with the expansion of Dolcoath, that the local economy really accelerated. The exploitation of the Roskear lodes continued with the easternmost setts (Wheal Wellington with Park-an-bowen) coming back into production in the 1820s. The numbers employed can be judged by the size of the largest mines - in 1818 Dolcoath employed 1600 while, in 1838, North Roskear employed 640.

The course of the Hayle Railway & branches (1834-7) shows the mining areas considered important at the time, since it passed through Dolcoath and had a branch to North Roskear.

However, even at the height of the copper boom in Camborne, there were already signs of the problems that would lead to the crises of the mid-19th century. In the 1820s there was some slowing down in copper production in the Camborne area, even at Dolcoath. By 1835 Dolcoath paid its last dividend on copper and began to shift towards exploiting new-found tin reserves. Other local mines failed altogether, such as the de Dunstanville mines (Wheal Wellington, Park-an-Bowen and Crane) that closed in 1841. Camborne, while it undoubtedly suffered in the late 1830s, fared better than many parts of Cornwall; the greatest local mines (Dolcoath and North and South Roskear) carried on working, with North Roskear even making a profit.

This period also saw the first moves to create new industries in Camborne. A gasworks had been built in 1834, and Holman opened a small foundry near Centenary Chapel in 1839, while there were 75 smiths recorded in the town in the 1841 census, each of them small-scale enterprises, but creating in aggregate an important industrial section.

App 1.2.2 Extent of settlement

By 1841 Camborne town had expanded to 4377 inhabitants, compared with some 2000 in 1823. The 1841 Census shows there were 832 houses, with 25 uninhabited and only eight being built, suggesting that the population expansion was already coming to a close. The contemporary (1841) Tithe map shows the extent of this settlement, although it was probably surveyed in about 1839 (see fig 2), since although the Centenary Chapel of 1838-9 is shown, both the adjacent Holman's No. 1 Works founded in 1839 and the contemporary Centenary Rows are not shown.

Much of the land owned by the Bassets remained unavailable – the glebe was still set aside for the benefit of the church, and the moors to the north were still being actively mined. Some of their estate was developed during this period, however, in part for miners' housing, particularly Wellington Street (c.1829) and College Street (c. 1839). The Bassets were also responsible for the regular development of the west side of Fore Street and Basset Road and Basset Street.

Other old mining areas north (Rosewarne) and east of the churchtown were not re-opened, the land being used for the creation of pleasure grounds and parks around the old (Lower) Rosewarne, the new Rosewarne House (Gladys Holman House) in around 1815, and the neighbouring Parc-bracket built at about the same time by Arthur Woolfe.

While, therefore, it is the Basset family that is usually credited with being the creators of Camborne as a town, and they certainly owned and developed the central religious and market core, it was actually the Vyvyans who provided the vast majority of new housing. The block of fields and moorland east of the churchtown owned by Sir Richard Rawlings Vyvyan of Trelowarren, already partially ruined by mine waste, was conveniently on the right side of the town for the principal local

mines. Of little agricultural or mineral value to this most distant of Camborne's land-owning families, the land was laid out in an irregular grid of streets that to some extent reflected the old field pattern, and may also have taken into account the existence of abandoned mine wastes. These old linear dumps also influenced the line of the new turnpike road here to the east (past the present Roskear school). The names of several streets are associated with both local and national figures and occasions, which helps date the process of development. William Street and Adelaide Street were named for William IV and his queen (1830), the gasworks (Gas Lane/Union Street) were built in 1834 – the same date as the passing of the Poor Law Union Act that probably gave Union Street its name.

Street names in other parts of the town, and individual dateable buildings, give some idea of the progress of the town's expansion outside the Vyvyan estate as well. Chapel Street and Rosewarne Street have chapels dated 1828 and 1829. Trelowarren Street was so called in 1818, but this may simply represent a renaming of Bakehouse Lane – it was only extended to its present length in 1833. Rose Lane further east has a house dated 1826.

The opening of the Hayle Railway in 1837 and the turnpiking of the principal roads through Camborne in 1839 came at the end of this expansion phase, stimulated by it rather than creating it.

App 1.2.3 Settlement function and characteristics

The 1823 Pigot's Directory notes: *'The town has, of late years, risen into much consideration, and being situated in the heart of a mining district, its population and trade may be expected to increase in proportion to the prosperity of the mines. As a growing rival to Redruth, it is already become a post, and a market, town.'* This character was expressed through the growth of both working and middle class housing, public buildings and supporting services.

Alongside the increasing number of miners a small middle class was developing, consisting mostly of senior mine captains, agents, pursers, surgeons, engineers and clergymen, who lived for the most part in new houses on the Basset estate, especially in Basset Road and Basset Street, South Terrace and Trevu Road/Camborne Hill. The Bassets saw themselves as leaders of the town and this leading section of society; they came to dominate patronage and the sponsoring of public buildings in Camborne. They owned the living of the church; a vestry and lock-up was built in 1820, a new rectory built in the same year and, although little was done to the church itself, the churchyard was enlarged in 1816, and again in 1839, a belated response to the growth of non-conformism. The Market Hall was replaced by the Bassets in the late 1830s.

There is some evidence of competition by the Vyvyans for civic patronage (despite a reputation as absentee landlords and speculators). For example, Chapel Street may be a deliberate attempt at town planning of a public space, with a better standard of housing than neighbouring streets. The Chapel (1828) and Literary Institute (1842) were grand public buildings and the Commercial Hotel was probably planned from the outset to be a public showcase as much as a private venture.

Other new facilities included the first bank (set up in 1815 by Andrew Vivian, Richard Trevithick's cousin and partner), followed by a branch of the Miners' Bank (1834), while the town also became a staging and post-town. A workhouse was built in 1835 (Trevu – converted in 1837 to a private house).

Camborne's rapid growth coincided with a boom in nonconformism and education. The first Methodist chapel was founded in 1806 replaced by the larger present day chapel in 1828. Other chapels followed in 1829 and 1839; all had schoolrooms attached. By 1834 a hired room was in use as a Quaker meeting house. By 1841 there were 27 schools in the parish, compared to just 1 in 1779.

Retail and service provision also expanded, forming the biggest economic activity outside (but still dependent upon) mining interests. With as many inns as shops (in 1830), Camborne was renowned as a rough mining town, so much so that in 1841 a policeman was hired from London. The 1841 Census returns show just how much Camborne had become dependent upon a single enterprise – copper mining. Over two thirds of the working population, a quarter of the whole population of the town, depended directly on the mines; most of the shopkeepers and traders were dependent upon this population, and there was no other significant trade or industry. Of the 75 smiths recorded a few were employed in the newly-founded Holman's Foundry, but this was a very small business at this stage, and most were undoubtedly employed by or depended on the mines. Camborne was, apart from its local market and administrative functions, almost entirely a mining town at this time (in contrast with Redruth, which had a much more varied economic base and class mix – see Redruth CISI Report).

App 1.3 1841-77

App 1.3.1 Mining

Many mines in Camborne suffered in the recession of the so-called 'hungry forties', and with them much of its population - emigrations was recorded from this parish as elsewhere in Cornwall. However, Dolcoath continued working throughout the 1830s and 1840s, and the unusual profitability of the North and South Roskear mines was noted at the time. In 1843 North Roskear employed 700 and the Seton mines were opened in 1844, soon becoming amongst the most successful in the area with West Seton as the fifth biggest copper mine in Cornwall, at a time when most other Camborne mines had already turned to tin. The 1840s were probably less hungry in Camborne than in many other parts of the county.

The switch to tin was undoubtedly the major development of the period locally. Although the last dividend paid on copper at Dolcoath was in 1835, and the first on tin not until 1853, Dolcoath continued working, a remarkable testimony to the scale of investment, confidence and importance of the mine, and to the benefits to the local economy from employment and merchandise that made it a worthwhile venture. The more speculative lesser mines came and went while other great copper producers in the area followed Dolcoath in turning to tin, especially North Roskear (1855).

Dolcoath alone continued relatively healthily throughout the mixed fortunes of the 1860s; by 1863 it was the largest tin mine in Cornwall; by 1864, it had 10 engines, 7 waterwheels, and employed 1266 and, by 1869, was reputed to be the richest mine in the world.

The tin boom years of 1870-72 saw the re-opening of many Camborne mines (Camborne Vean, South Roskear, Wheal Gerry, the Seton mines re-opened in part). Local employment reached new levels –Dolcoath, 950 employed, Stray Park, 120, West Seton, 600, Wheal Seton, 509. However, exceptionally productive as the boom was, it was short-lived and by the end of 1872 there was a further series of major closures.

The principal alternative industries in the town remained the foundries and engineering works. Holman's, although very successful and expanding, still only employed 150 workers. The large number of small smithies was supplemented by other firms opening up, in Camborne itself the Railway foundry in Trevu Road was started by Edward Burges in 1857, and taken over by Edward Trevaskis Sara in 1874, while there were other foundries in Tuckingmill and Pool. A sawmill was built close by the railway off Stray Park Road, probably in the 1870s.

App 1.3.2 Extent of settlement

There appear to have been two main phases of expansion during this period. The first was the continuation and completion of the development of the Vyvyan estate in the 1830s and 1840s, with Centenary Street, Moor Street, Tolcarne Street, Trevenson Street, the western half of Carnarthen Street and Stray Park Road all being built in the 1850s (evidence of dated buildings such as the Police Station in Moor Street, 1858, and the now demolished Chapel in Trevenson Street of 1850), and Albert Road and Roskear Road being developed to the east. At the same time, the middle-class housing in Basset Road, Basset Street and South Terrace was extended and largely completed.

The next phase of development is associated with the brief but important revival in the tin industry around 1870, with small groups of cottages and rows being built directly adjacent to the mines (Wheal Gerry, Camborne Vean, Stray Park), and more rows added to the Carnarthen/Trevenson Street area; the latter may be associated with the expanding non-mining industrial complexes around Holman's and the railway station. Major new extensions to the town's area were created by better-class suburban development along Pendarves Road, and especially up Trevu Road/Beacon Hill, with both the quality and size of the houses and their spacious grounds in great contrast to the mass of the rows down in the town itself.

App 1.3.3 Settlement function and characteristics

In 1865 Camborne was thus described:... *'Along the roads and in the houses one finds old women and little children.... long rows of houses all uniform and looking at a distance like barracks extend in all directions...these houses, as an englishman said to me, are the mushrooms of the mines; they have grown solely through the vicinity of the works'* (quoted in Thomas 1987, p.94). The Post Office Directory of 1856 presents a picture of continuity, stability and of a mature urban settlement, describing Camborne as a market town, with railway station, post office, Willyams & Co. Miners' Bank, with at least two other banks set up in the 1860s (but not lasting more than a few years), a number of insurance agents, the Literary Institute, and a stamp office.

Other new facilities included the police station built in 1858 in Moor Street. A public dispensary had been established in Fore Street by 1842 (the building still stands), with a small mortuary later added to the rear.

The construction of public buildings begun in the early 19th century continued into this period with chapels and schools reflecting the divisions and sub-divisions of sects as new groups settled in Camborne. For example, in 1845 the Church of England National School was built in College Street, while in 1846 a new school for 400 children was built at the Centenary Methodist Chapel. The following year the Basset Road British (Methodist) School was opened. As far as religious institutions were concerned, Quakers, Roman Catholics at least five different Methodist sects were accounted for by new chapels between 1856 and 1871.

The rebuilding of the market and town hall complex by the Bassets in 1866 was on a grand scale, befitting the town's growth. A crucial event, but one that seems now be relatively little known locally, researched, recorded or celebrated occurred in 1873: a Local Board was created for Camborne, in effect its first independent urban authority. This came on the heels not only of the increased economic activity of the 1870-72 tin boom, but also of the 1870 Education Act which created school boards, replacing the domination of schooling both nationally and locally by the religious denominations. This was the real emergence of Camborne from the Middle Ages into a fully-fledged independent town. With this new status came such buildings as the Literary Institute (Donald Thomas Centre) in Chapel Street (1842), and the Working Men's Institute (Josiah Thomas Memorial, Fore Street), founded in 1872. The School of Mines was started at the same time, with chemistry laboratories gifted by Basset.

Despite this seeming stability, Camborne's economy was still fragile and dependent on the changing fortunes of the mining industry (tin now rather than copper). The recession in mining in the mid-late 1870s hit Camborne harder in many ways than had the hungry forties, with mass unemployment, emigration and riots.

App 1.4 1877-1908

App 1.4.1 Mining

After the collapses of the 1870s, the local mining industry recovered in the 1880s, but continued to be characterised by a cycle of boom and bust. Rising prices in copper and especially tin after 1880 saw the re-opening and expansion of many mines closed in the crises of the previous decade (Carn Camborne, South Roskear, Gustavus). The highest ever annual dividend paid at Dolcoath was in 1881, and West Seton had become one of the biggest tin mines in the county. Continuing technical improvements, and particularly the spread of the rock drill significantly reduced employment, time and costs and helped move Holman's into a larger-scale of operation that employed around 250 by the 1890s, although 7/8 of their product was exported at this time.

In the 1890s, though, came a series of major mine closures, starting with West Seton (1891). Dolcoath had survived by restructuring, becoming a limited company in 1895. It absorbed many of the neighbouring mines that did not weather the failures of the 1890s, including Stray Park, Camborne Vean and Carn Camborne. Other local mines survived by merger (Tincroft and Carn Brea) or by joint action, such as in 1896 when a group of neighbouring mines combined to refinance and keep South Crofty open so as to prevent flooding of their own workings. By 1897, with most Cornish tin mines closed, Camborne-Illogan had become the last citadel of Cornish tin with Basset, Grenville, Dolcoath and Tincroft/Carn Brea the only great mines left open. These were able to take advantage of the rise in tin prices in 1898 and also to diversify, especially into producing arsenic that, compared with earlier in the 19th century, was now worth producing on an industrial scale in its own right. For example, between 1897-1911 arsenic was the main product at North Crofty.

By these means, the few super-mines left managed to survive to the 1906 tin boom. This saw massive re-investment in all the major mines, none more so than Dolcoath where, by 1906, 1400 were employed. There was even some attempt at re-processing waste dumps as tin prices made lower grade ores profitable, as at West Seton. Again, the boom proved transitory, and the 1908 OS map shows most of the local mine sites abandoned. With regard to other industries, from about 1875 rock drills started to be used in Cornwall (again at Dolcoath), their use spreading in the 1880s, significantly reducing time and costs in mining. Holman's and the other engineering enterprises in the area must have taken up some of the employment slack caused by the switch from copper to tin and the decline of tin itself. In 1889 Holman's bought Sara's Railway Foundry and developed it into a rock-drill plant. Sara's relocated to Redbrooke Road, building a larger foundry that lasted into the 1970s. Few other industries developed, although in addition to that already established in Stray Park Road another sawmill was built (Rablings, in Gas Street).

App 1.4.2 Extent of settlement

Although the 1880s were generally prosperous years in Camborne, there was relatively little expansion as the mining population continued to fall. The major new developments were of middle class housing along Trelawney Road, and Pendarves Road, with small pockets of infilling elsewhere. The recovery in the early 20th century, however, did see a marked expansion in workers housing. Dolcoath, faced with a shortage of skilled labour locally, built 58 new cottages to attract workers to the Camborne area (Dolcoath Avenue – see Tuckingmill CISI Report), and other new developments were built at Enys Road/Hughville Street, Foundry Lane, Cadogan Road and Redbrooke Road, – the latter connected as much to the expanding Sara's Foundry as to the re-investment in the nearby Camborne Vean and Carn Camborne Mines. Development throughout the period continued along the traditional local pattern, i.e. mostly to the east of the old churchtown, along the roads to

the Rosewarnes, and south up Beacon Hill. The main mines worked to the east, south-east and north-east, and the glebe lands still constrained expansion to the west. However, while there was relatively little expansion, there was large-scale redevelopment of the central area, particularly of its commercial and public buildings.

App 1.4.3 Settlement function and characteristics

Both public and private buildings were developed on a grand scale, reflecting another upward move in Camborne's status, with continuing development of urban functions and services. In the commercial areas, much of Trelowarren Street, Commercial Street and Cross Street were rebuilt from 1885, and especially from 1894-1908. This commercial growth was reflected not only in the scale of new stores, but also in the new tram connection between Camborne and Redruth (1902), and the founding of a chamber of commerce (1908). A new post office was built in Chapel Street in 1899, the Holman Fountain erected in Chapel Street in 1890 and the town also saw the building of the Smith Methodist Institute (1887), a Masonic Hall (1899), a Salvation Army Citadel (1890), while the church was renovated and extended in 1879, the churchyard extended by an acre of glebe in 1907-8, and a new cemetery at Treswithian Road built 1889. Most of the chapels in the town were expanded and re-ordered, their schools, like the public board schools, were also rebuilt and expanded. Camborne School of Mines developed from 1881 out of earlier donations, particularly from the Bassets, who also presented football and rugby grounds and a public park in 1897. De Dunstanville house was made into an isolation hospital between 1880 and 1908. This intensified activity again coincided with a change in the town's status: in 1895 it was made an Urban District Council, while a new civic centre was created at Camborne Cross, with the Public Rooms (1890), Library (1895), the municipal buildings and fire station (1903). Gas street lighting and water mains (1883) bettered living conditions in the town.

The overall reduction in the number of miners, but an increasing service-based middle class, meant the type of housing being built was not workers rows as had previously been the case, but rather grander pairs and detached houses for the middle classes. Indeed, the town's character was becoming a disparate one at this time; despite the grandeur of both public and private buildings, Camborne continued to have a reputation for insanitariness, fighting and riot, as in 1882, when the West Briton newspaper complained that *'more miserable, squalid-looking cottages can rarely be found of modern erection....'* This was said at a time when Camborne was *'the largest churchtown in the county'*. In one 'half-house', consisting of 4 rooms there were 3 families – of seven, eight and five persons respectively.

App 1.5 1908-1946

App 1.5.1 Mining

The boom years of the early 20th century, and the massive investment programmes around 1906, continued to pay dividends until the tin market collapse of 1913-14. Following mixed fortunes during and immediately after the First World War, when manpower shortages inhibited full or profitable working, one by one the great mines began to close. The closure of Dolcoath in 1921 caused a depression from which the area never really recovered; 1 215 miners in Camborne were unemployed, with at least one man in every household out of work. In 1922, unemployment was so bad the rates could scarcely be collected, and the UDC had to abandon various services including street lighting, while soup kitchens were set up in the town. Despite some re-investment in local mines, such as the new shaft sunk at South Roskear in 1923, and limited recovery in the later 1920s, in 1930-31 there was another collapse, with 1343 miners out of work in Camborne. Still the largest single employer, the mining industry was all but over in Camborne by the onset of the Second World War. The strength of the Holman's industries, especially the development of pneumatic tools from 1919 onwards, meant expansion for the firm, taking over the Public Rooms in 1930, and building a new factory in 1939-40, the heyday of the business according to its own history (Hollowood 1951). The turn to wartime munitions and engineering production of several business in and around

Camborne maintained some employment levels at the end of the period. Holman's Holbit works were built in 1946, carrying the successful expansion of the firm into what was otherwise a period of post-war industrial decline in the town.

App 1.5.2 Extent of settlement

Scarcely any development or expansion occurred in Camborne after the first decade of the 20th century. The areas of new workers housing and middle class housing already started by 1908 (Pendarves Road, Beacon Hill, Enys Road, Foundry Road) were completed by about 1910. Until the new housing estate on the old glebe lands, there were only the almshouses at Bethany Homes and a few isolated houses and bungalows built, and only a few public or commercial buildings after the first war, the cinema being the most notable. The tram connection with Redruth closed in 1927.

App 1.5.3 Settlement function and characteristics

The grand building schemes of the 19th century over, and with massive waves of unemployment, Camborne was a town in mourning for its past greatness. In 1919 the Trevithick Memorial was set into the wall in Tehidy Road and in 1932 the Trevithick Monument was erected outside the library. The former Tehidy estate office in South Terrace, once described as the finest building in the town, was converted into a Community Centre in 1937. When, in 1934, Camborne merged with Redruth to become one Urban District Council something of its independent character was lost.

App 1.6 Post 1946

The mining industry having ceased in effect to exist in Camborne, the major industrial activity in the town was now Holman's together with whatever remained of retail, service and public employment. Holman's went through a period of expansion in the 1940s, 50s (employing 1 860 in 1951) and 60s and, although now reduced in size, and part of a multi-national corporation, still operates on one of its three sites in the town. Most industrial sites in the town, as with the surrounding mine sites, became vacant, underused or redeveloped by the late 20th century, including Holman's No. 1 works, No. 2 works and Sara's Foundry, while in the 1960s the bus station was built on Rablings (then Harvey's) timber yard site.

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	11	SWRPA (former Basset Arms Hotel)	Basset Road	House, sometime Hotel, now offices	Pre 1809, altered mid C19	LB II	SW 63 NW 10/12	
2	12		Basset Road	House	c.1850	LB II	SW 63 NW 10/13	
3	18		Basset Road	House	1809-41	LB II	SW 63 NW 10/14	
4	24		Basset Road	House	1809-41	LB II	SW 63 NW 10/15	
5		Camborne Youth Centre and Primary Resources Centre	Basset Road	School (now youth centre)	1893	LB II	SW 63 NW 10/16	
6	28		Basset Road	House	c.1850	LB II	SW 63 NW 10/17	
7	30 & 32		Basset Road	House	c.1850	LB II	SW 63 NW 10/18	
8	34	The Lowenac Hotel	Basset Road	House (now Hotel)	1845	LB II	SW 63 NW 10/19	
9		Camborne Methodist Church	Chapel Street	Methodist Chapel	1828, 1911	LB II	SW 63 NW 10/25	
10		Head of Cornish Cross, Camborne Methodist Church	Chapel Street	Cross	MD	LB II	SW 63 NW 10/26	35199.4
11	15		Chapel Street	Post Office	1899	LB II	SW 64 SW 10/27	
12		The Donald Thomas Centre	Chapel Street	Railings, Community Centre	1842 & 1852	LB II*	SW 64 SW 10/28	
13		Head of Cornish Cross, The Donald Thomas Centre	Chapel Street	Cross	MD	LB II	SW 64 SW 10/29	26622

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
14		Holman Fountain	Chapel Street	Fountain	1890	LB II	SW 64 SW 10/30	
15		Vestry	Church Lane	Vestry	1820	LB II	SW 63 NW 10/31	29615
16	2	Tyack's Coach Bar (former Unicorn Inn)	Church Street	Public House	C18	LB II	SW 64 SW 10/35	
17	3, 5, 19-25 (odd)	The Berkeley Centre, formerly the Market House etc.	Church Street	Market & municipal complex	1866, enlarged 1911	LB II	SW 64 SW 10/36	
18		Church of St Martin and St Meriadoc	Church Street	Church	MD, C15, 1878	LB I	SW 64 SW 10/37	26680
19		Coffin rest approx. 3 m. West of tower of Church of St Martin and St Meriadoc	Church Street	Coffin	1815	LB II	SW 64 SW 10/38	26633
20		Cornish Cross approx. 8 m. West of tower of Church of St Martin and St Meriadoc	Church Street	Cross	MD	LB II	SW 64 SW 10/39	26628
21		Cornish Cross approx. 6 m. South-west of south porch of Church of St Martin and St Meriadoc	Church Street	Cross	MD	LB II	SW 64 SW 10/40	26626
22		Tredennick Monument beside south side of tower of Church of St Martin and St Meriadoc	Church Street	Grave	1769	LB II	SW 64 SW 10/41	

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
23		Vivian Monument approx. 4 m. west of south aisle of Church of St Martin and St Meriadoc	Church Street	Grave	1787	LB II	SW 64 SW 10/42	
24	27	Tyack's Hotel	Commercial Street	Hotel	Late C18	LB II	SW 64 SW 10/44	
25		Cross	Crane Road	Cross	MD	LB II	SW 63 NW 7/47	29624
26		The Grange (former Rectory)	Crane Road	House	1820	LB II	SW 63 NW 7/80	
27		Camborne Community Centre, former Tehidy Estate office	South Terrace	Estate Office (now Community Centre)	1841-1877, converted 1937	LB II	SW 63 NW 10/88	
28		Rosewarne House (Now known as Gladys Holman house)	Tehidy Road	House	c.1815	LB II*	SW 64 SW 4/89	
29		Milepost on west side of drive to Rosewarne Home Farm	Tehidy Road	Milestone	C18	LB II	SW 64 SW 4/90	
30		Trevithick Memorial set in wall beside road, opposite Nos.33 and 35	Tehidy Road	Commemorative monument	1919	LB II	SW 64 SW 4/91	
31		Rosewarne Wollas including Nos.1 and 2 and rear screen wall (formerly Lower Rosewarne)	Tehidy Road	House, wall	C16, C17, C18	LB II	SW 64 SW 4/92	26565.02

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
32		Trevithick Memorial statue on pavement in front of Library	Trevenson Street	Statue	1928 (positioned 1932)	LB II	SW 63 NW 10/103	
33		Local Government Offices/Fire Station	Trevenson Street	Local Government Offices/Fire Station	1903, early C20	LB II	SW 63 NW 10/104	
34		Camborne Centenary Methodist Church with forecourt walls and railings	Wesley Street	Methodist Chapel, walls, railings	1839, altered 1880's	LB II	SW 64 SE 5/108	
35		Gas works (site of)	Gas Street	Gas works (site of)	1834			26657
36		R/o nos. 33 & 35	Tehidy Road	Holy Well (site of)	MD			26639
37		Corner of Trevenson Lane	Trevenson Street (possibly item 295)	Smithy (Site of)	1841-77			40343
38		Camborne Smithy	Trevu Road	Smithy	1841-77 (rebuilt c. 1900)			40344
39		Camborne Smithy	Trevu Road	Smithy	1841-77 (rebuilt c. 1900)			40346
40		R/o no.12	Cross Street	Smithy (Site of)	1841-77			40356
41		Smithy (Site of)	Cross Street	Smithy (Site of)	1809-41			40357
42		Smithy (Site of)	Gas Street	Smithy (Site of)	1841-77			40506
43		R/O no. 15	Basset Street	Meeting House (now outbuilding)	1809-41			29614
44	6		Gurney's Lane	Rectory (site of)	C17-18			26631

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
45	1a		College Street	School (now shop)	(site = 1839) 1869			26634
46		Almshouse (Site of)	Pendarves Road	Almshouse (Site of)	PM			29616
47			Stray Park Road	Sawmill (now industrial units)	1841-77			40305
48		Burgess's & Sara's (Station Foundry)	Trevu Road	Foundry (site of)	1857, closed 1889			35430
49			Hayle (later Great Western) Railway	Railway (Site of)	1839, line doubled 1896			40303
50		Malthouse (ruins)	Higher Rosewarne	Malthouse (ruins)	1809-41			40504
51		Parc an Bowen Mine (Site of)	King's Road	Mine (Site of)	C19			40500
52		Wheal Kitty Mine (Site of)	Rosewarne	Mine (Site of)	C18			40502
53		Wheal Chance Mine (Site of)	Rosemellin Road	Mine (Site of)	C18			40501
54		Roskearnoweth Mine (site of)	St Meriadoc's Road	Mine (site of)	C19			40497
55		Rablings Saw Mills (site of)	Gas street	Saw mill (site of)	1877-1908			40507
56			Rosewarne Park	Barrow (site of)	BA			26640
57			Lower Rosewarne	Cider Mill	PM			26637
58		Hull (site of), Weeth	Rosevale Crescent	Hull (site of)	HX			26635
59		Hull (site of), Weeth	Rosevale Crescent	Hull (site of)	HX			26636
60		Crane Manor Chapel (Site of)	Crane Road	Chapel (Site of)	MD			29558.03
61		Crane Manor (site of)	Crane Road	Manor (site of)	MD			29658.02

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
62		Crane Manor, hull (site of)	Camborne Park, Crane Road	Hull	PM			29612
63	9	Montpellier House	Trevu Road	House	C19	LB II	SW 63 NW 7/105	
64	11a	The Grange	Trevu Road	House	C19	LB II	SW 63 NW 7/106	
65		Trevu House	Trevu Road	Workhouse, early converted to House	c.1830	LB II	SW 63 NW 8/107	35196, 35197, 35199.2, 35102
66		Stray Park Mine	Park Lane	Engine House	1900			40314
67		Wheal Gons Mine (Site of)	Stray Park Road	Mine (Site of)	PM			40312
68		Camborne Vean Mine (Site of)	Vean Road	Mine (Site of)	PM			40280
69		West Stray Park Mine (Site of)	Killivose Road	Mine (Engine House) (site of.)	PM			40338
70		Find spot	Beacon Terrace	Cross (site of)	MD			35199.3
71		Find spot	Beacon Terrace	Artefact, pair of rotary quernstones (find spot)	IA			35183.2, 35183.1
72		Redbrooke House	Trevu Road	Hull	PM			35101
73		Clay Pit (site of)	Beacon Fields	Clay Pit (site of)	1841-77			35100
74			Pengegon	Cross (Site of)	MD			4158

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
75		Sara's (Redbrooke Road or Railway) Foundry (site of)	Redbrooke Road	Foundry (site of)	1889, closed 1970			35251
76		Police Station (site of)	Moore Street	Police Station (site of)	1858 (demolished)			
77		St John The Baptist, Roman Catholic Church		Roman Catholic Church	1859			
78			Tehidy Road	Post Office	1908 OS			
79		Parc-bracket (Conservative Club)	Tehidy Road	House (now Club)	1809-41			
80		Camborne School of Mines (site of)	Fore Street	School (of mining) (site of)	1882 (demolished)			
81		Josiah Thomas Memorial Hall (originally Tehidy Working Men's Club)	Fore Street	Working Men's Club, sometime County Court	1872, altered 1881			
82		Trelowarren Street Methodist Church & gates	Trelowarren Street	Methodist Church & gates	1908/9			
83		United Methodist Free Church	North Parade	Methodist Church	1841-77			
84		Former Bible Christian Chapel	Rosewarne Road	Chapel, now market	1829, rebuilt 1871			
85		Passmore Edwards (Camborne) Library	The Cross	Public Library	1895			
86		Camborne Public Rooms	The Cross	Public Rooms	1890			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
87		Cemetery	Treswithian Road	Cemetery	1889			
88	142 & 144		College Street	House	1877-1908			
89	104-138		College Street	Row	c.1839			
90	94 & 96		College Street	House	1841-77/1908-46			
91		Walls and gatepiers, Bospowis	St Martin's Crescent	Wall and gatepiers	1841-77			
92		Rear of College Street	College Street	Boundary hedge	c.1839			
93	68-90		College Street	Row	c.1839			
94	4-66		College Street	Row	c.1839 altered 1841-1900			
95		Rear of 12-16	College Street	Workshop	1908-46			
96		Plough Inn and Rear yard	College Street	Public House	c.1839			
97	9-29 (odd)		College Street	Row	c.1839			
98	1 & 2	Fairview Cottages	Rectory Road	House	1912			
99		Walls to Trelawney Court, former School site	College Street	Wall	1899			
100		Rectory Cottage	Rectory Road	House	1809-41			
101		The Grange, outbuildings	Rectory Road	Outbuilding	1809-41/1841-77			
102		Crane Estate	The Glebe etc.	House	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
103		Lamp and traffic island, Crane Estate	Manor Road	Lamp post	1908-46			
104		Ornamental piers & wall, Crane Estate	Manor Road	Gate pier	1908-46			
105		The Grange, gatepiers	Rectory Road	Gate piers	1809-41/1841- 77			
106		Cattle Market	College Street	Cattle Market	1908-46			
107	51		College Street	School (now commercial premises) and school house	1845			
108	39		College Street	House	1841-77			
109	53-57		College Street	House	c.1908			
110	67-89 (odd)		College Street	Row	1877-1908			
111		Lower Crane Farm, Farm Cottage and outbuilding	Cranberry Road	Houses and farm building	1841-77			
112			Cranberry Road	Dump	1809-41/1841- 77			
113	1 & 2	Crane Villas	Crane Road	House	1877-1908			
114	1-3	Park View	Crane Road	Row	1908-46			
115		Manor Cottage, Crane	Crane Road	House	Pre 1809			
116		Camborne Park	Crane Road	Public Gardens	1877-1908			
117		The Recreation Ground	Crane Road	Rugby ground	1897			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
118		Churchyard (walls)	Church Lane	Wall	MD, 1816,1875			
119		Churchyard extension	Church Lane	Wall	1908			
120	5-7 (odd)		Commercial Street	Shop/Public House	1841-77			
121	3		Commercial Street	Shop	c.1911			
122		Regal Hotel	Church Lane	Hotel	1809-41/1908-46			
123	8 & 8a		Basset Road	House	1841-77			
124	10		Basset Road	House	1809-41			
125	14 & 16		Basset Road	House	1841-77			
126	20		Basset Road	House	1877-1908			
127	22		Basset Road	House	1809-41			
128	26		Basset Road	House	1809-41			
129		Walls, rear of Basset Road	Basset Road	Wall	1809-41			
130		Lamorna, Trevelyn, Avondale, Trevean, Rose Crest	Treswithian Road	House (Bungalows)	1908-46			
131	1-5 (odd)		Weeth Road	House (Bungalows)	1908-46			
132		Treglenwith	Weeth Road	House	1908-46			
133	38-42 (even)		Weeth Road	Row	Pre 1809/1841-77			
134	32 & 34		Weeth Road	House	1877-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
135	26-28 (even)		Weeth Road	Row	Pre 1809/1908- 46			
136	16-24 (even)		Weeth Road	Row	Pre 1809/1877- 1908			
137	2-14 (even)		Weeth Road	House (Bungalows)	1908-46			
138	67-71 (odd)		Tehidy Road	House	c.1908			
139		The Oaks	King's Road	House (Bungalow)	1908-46			
140	11-21 (odd)		King's Road	Terrace	1908-46			
141		Rosewarne -outbuilding, rear of No. 42	Tehidy Road	Outbuilding	Pre 1809			
142	42		Tehidy Road	House	Pre 1809/1877- 1908			
143	38 & 40	Rosewarne	Tehidy Road	House	1877-1908			
144		Rosewarne - cobbling in front of No. 42	Tehidy Road	Paving	1877-1908			
145	6	Rosewarne	Rosewarne Mews	House	1809-41			
146		Former outbuildings to Higher Rosewarne	Rosewarne Park Caravan Park	Outbuilding	1877-1908			
147	11-21 (odd)		Eastern Lane	Row	c.1870			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
148	1-9 (odd)		Eastern Lane	Row	c.1870			
149	5	Former Gate lodge to Rosewarne House	Eastern Lane	Gate lodge	1877-1908			
150		Boundary hedge to Rosewarne House park	Eastern Lane	Hedgebank	1809-41			
151		Boundary wall to Rosewarne House park	Eastern Lane	Wall	1841-77			
152	1-34		Hughville Street	Terrace	1908-46			
153	82 & 84		Enys Road	House	1877-1908			
154	75-85 (odd)		Enys Road	Terrace	1908-46			
155	85-105 (odd)		Enys Road	Terrace	1908-46			
156	1-73 (odd)		Enys Road	Terrace & Houses	1877-1908			
157	10-48 (even)		Enys Road	House	c.1908			
158	54-80 (even)		Enys Road	Terrace	1908-46			
159	14		Tehidy Road	Lodge	1877-1908			
160	16-30 (even)		Tehidy Road	Row	1877-1908			
161	32 & 34		Tehidy Road	House	1877-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
162	2-10 (incl)		Garland Place	Terrace	1877-1908			
163	10-30 (even)		King's Road	Row	1877-1908			
164	8 & 10		Tehidy Road	House	1877-1908			
165	57		Tehidy Road	House	1841-77			
166	39		Trelawney Road	House	1908-46			
167	1-23 (incl)		The Crescent	House	1908-46			
168	35 & 37		Trelawney Road	House	1908-46			
169	49 & 51		Tehidy Road	House	1841-77			
170	37-47 (odd)		Tehidy Road	Terrace	1877-1908			
171		Wall to Rosewarne House park	Tehidy Road	Wall	1841-77			
172	33 & 35		Tehidy Road	House	1877-1908			
173	25-31 (odd)		Tehidy Road	Row	Pre 1809			
174	19		Tehidy Road	Methodist Mission Room and school (now house)	1871 (converted late C20)			
175	15 & 17		Tehidy Road	House	1877-1908			
176	11 & 13		Tehidy Road	House	1877-1908			
177	60 & 62		Wellington Road	House	1877-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
178	1		Trelawney Road	House	1877-1908			
179		The Bungalow	Trerise Road	House (Bungalow)	1908-46			
180	7 & 9		Trelawney Road	House	1877-1908			
181	8-22 (even)		Wellington Road	Terrace	1877-1908 (plots 1809-41)			
182	3-9 (odd)		Wellington Road	Row	1809-41			
183	28 & 30	Former Miner's Arms	Church Street	Shop (former Public House)	1841-77			
184		Walls to rear of Church Street (north side)	Church Street	Wall	1841-77			
185		Stables, rear of no.2	Church Street	Stable, now outbuilding	Pre 1809			
186	31a-37 (odd)		Commercial Street	Shop	1928			
187	41		Commercial Street	Shop (former Public Dispensary)	Pre 1809			
188	1-15 (odd)		Fore Street	Row	Pre 1809			
189		Fore Street Hall	Fore Street	House, now Hall	Pre 1809			
190	1 & 3		Tehidy Road	House	Pre 1809			
191	5-9 (odd)		Tehidy Road	Terrace	1841-77			
192		Former stable to rear of no. 3	Tehidy Road	Stable (now house)	Pre 1809			
193		The Lodge (Rosewarne park)	Tehidy Road	Lodge	1841-77			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
194		Parc-bracket, gate piers & walls	Tehidy Road	Wall and gate piers	1841-77			
195	34-38 (even)		Fore Street	Row	Pre 1809			
196	18, 24-32 (even)		Fore Street	House	1877-1908			
197	20 & 22		Fore Street	House	1889			
198	14 & 16		Fore Street	Half-house	Pre 1809			
199	8-12 (even)		Fore Street	House	1908-46			
200	45	Bank, with annexe, 11 Commercial Square	Commercial Street	Bank	1908-46			
201	1-21 (odd)		Trelowarren Street	Shop	1841-77 & 1903			
202		Walls/plot boundaries rear of Fore Street	Fore Street	Wall	Pre 1809-1877			
203	12-46 (even)		Vyvyan Street	Row	1841-77			
204	1-7 (odd)		Vyvyan Street	Terrace	1877-1908			
205	9-19, 25-33 (odd)		Vyvyan Street	Row	1809-41			
206	1 & 3		Rosewarne Road	House	c.1829			
207	41	The Wagoners Arms	Trelowarren Street	Public House	c.1833			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
208	3-27 (part), 33-37 (odd)		Trelowarren Street	Shop	1841-77			
209	2-6 (even)		Trelowarren Street	Shop	1906			
210	8-22 (even), 26		Trelowarren Street	Shop	1841-77			
211	57-83 (odd)		Trelowarren Street	Shop	1841-c.1910			
212	71		Trelowarren Street	Shop	1908-46			
213	1 & 3		North Road	Shop & Houses	1908-46			
214	85		Trelowarren Street	Shop & House	1877-1908			
215	87-93 (odd)		Trelowarren Street	Shop	c.1833-77			
216	101-135 (odd)		Trelowarren Street	Row & shops	c.1833 - c.1910			
217	137		Trelowarren Street	House	1906			
218	7-29 (odd) & 1		Wesley Street Albert Road	Row House	c.1833			
219	11		Wesley Street	Post office, now House	1877-1908			
220	11-21 (odd)		Albert Road	Row	1841-77			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
221	2-16 (even) & 26		Albert Place North Parade	Row	1841-77/1877- c.1910			
222	28-34 (even)		North Parade	Row	1841-77			
223		Former Sunday School	North Parade	Sunday School	1841-77			
224		Walled yards, rear of no. 6 (site of mine dumps)	North Road	Wall and dumps	1809-41- c.1910			
225	18-24 (even)		North Parade	Row	1809-41			
226	16		North Parade	House (Bungalow)	1908-46			
227	1		Park Road	House	1841-77			
228		Wall to nos. 65 North Parade and 1 Park Road	North Parade	Wall	1809-41			
229	65	(Higher) Parc-bracket	North Parade	House	1809-41			
230	57-63 (odd)		North Parade	Row	1841-77			
231	39-55 (odd)		North Parade	Row	1809-41			
232	37 with 1 & 3		North Parade Parc-bracket Street	Row	1841-77			
233	1-17, 2-22		Parc-bracket street	Row	1809-41			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
234	19		Parc-bracket Street	Outbuilding (now house)	1841-77			
235		Entrance gates by South Lodge	Rosewarne	Gate	1908-46			
236		South Lodge to Rosewarne House	Rosewarne	Lodge	1908-46			
237		Home Farm, Rosewarne House	Rosewarne	Farm	1841-77/1908-46			
238		Rear of No. 79	Vyvyan Street	Workshop (ruins)	1841-77/1877-1908			
239	6, 10 & 12		North Parade	House	1841-77/1908-46			
240	1-31 (odd)		North Parade	Row	1809-41			
241	22 & 24		Rosewarne Road	House	1809-41			
242		Rosewarne car park (extension)	Rosewarne	Walled garden	1809-41			
243		Rosewarne car park, wall to Parc-bracket	Rosewarne	Wall	1809-41			
244	39-49, 51-79 (odd)		Vyvyan Street	Row	1809-41			
245		Salvation Army Citadel	Vyvyan Street	Hall	1890			
246	6a		North Road	House (Bungalow)	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
247	6-14b (even)		North Road	Row	1809-41			
248	114	Vyvyan Arms	Trelowarren Street	Public House	c.1833/1841-77			
249		Outbuildings, rear of nos. 80-114 Trelowarren Street	Mitchell Lane	Outbuilding	1877-1908/1908-46			
250	96-108 (even)		Trelowarren Street	Terrace	1877-1908			
251	80-86 (even)		Trelowarren Street	Shop	1877-1908/1908-46			
252		Magistrates hall	Trelowarren Street	Mission church (now Magistrates hall)	1885			
253	52-74 (even)		Trelowarren Street	Shop	1877-1908			
254	44-50 (even)		Trelowarren Street	Shop	1877-1908			
255	38-42 (even)		Trelowarren Street	Shop	1887			
256		Outbuildings, rear of no. 42	Trelowarren Street	Outbuilding	1877-1908			
257		Camborne carpets	New Connection Street	Warehouse	1877-1908			
258	49-57 (odd)		Union Street	Row	1809-41			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
259		Gate and railings north of Home farm	Rosewarne	Gate and railings	1841-77			
260		South boundary hedge to Rosewarne Park	Rosevean Avenue	Boundary hedge	1809-41			
261		Site of Holman's Offices	Wesley Street	Office	1911			
262		Site of Holman's No. 1 works	Wesley Street	Foundry & Engineering works (site of)	1839, demolished1990			
263		Centenary Chapel, Sunday Schools	Centenary Street	School	1887			
264		Centenary Chapel Graveyard	Centenary Street	Graveyard	1841-77/1877-1908			
265		Centenary Chapel Graveyard, Thomas memorials	Centenary Street	Memorial	mid C19-C20			
266		Centenary Chapel Graveyard, Holman memorials	Centenary Street	Memorial	mid C19-C20			
267	24-72 (even)		Centenary Street	Row	1841-77, part altered 1877-1908			
268	1-24		Centenary Row East	Row	c.1840			
269	21 & 23		Carnarthen Street	House	c.1870			
270	3-74 (incl)		Carnarthen Street	Row	c.1870			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
271		Paving, adjacent no 2	Carnarthen Street	Paving	c.1870			
272	1 & 2		Carnarthen Street	House	c.1870			
273		Hayle Railway, Roskear Branch (course of)		Railway (course of)	1809-41			
274		Camborne Consols Mine, shafts (site of)		Shaft (site of)	1848-61, 1883-90			
275	2-34 (even)		Foundry Road	Row	1908-46			
276	1-19 (incl)		Centenary Row West	Row	c.1860			
277		Signal Box & footbridge	Stray Park Road	Signal Box & footbridge	1895			
278	1-34 (incl)		Stray park Road	Row	1841-77			
279	68		Trevenson Street	House	1908-46			
280	2-22 (even)		Centenary Street	Row	c.1850			
281	1-19 & 31-45 (odd)		Centenary Street	Row	1841-77			
282	21- 27 (odd)		Centenary Street	Row	1809-41			
283	3		Mitchell Lane	House	1841-77			
284	1-39 (incl)		Moor Street	Row	c.1858			
285	1-24 (incl)		Adelaide Street	Row	1809-41			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
286	4		Adelaide Street	House	1908-46			
287	1-41 (incl)		William Street	Row	1841-77			
288	41-71 (odd)		Trevenson Street	Row	1841-77			
289	46-64 (even)		Trevenson Street	Row	1841-77			
290	1-27, 2-38		Tolcarne Street	Row	1809-41			
291	29-35 (odd)		Tolcarne Street	Row	1877-1908			
292	30-44 (even)		Trevenson Street	Row	1841-77			
293	1-30 (incl)		East Charles Street	Row	c.1870			
294	1-35 & 39		Trevenson Street	Row	1809-41			
295	6-10 (even)		Trevenson Lane	Row	1841-77			
296		Paving in front of the Library and former Municipal buildings	The Cross	Paving	1877-1908			
297	2-28 (even)		Union Street	Row	1809-41			
298	12		Gas Street	House & outbuildings (ruins)	1841-77			
299	3-37 (odd)		Union Street	Row	1809-41			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
300	7 & 9		Union Street	House	1877-1908			
301	32-62 (even)		Union Street	Row	1809-41			
302		Garage & Workshops	Moor Street	Workshop	1908-46			
303	4-28 (even)		Victoria Street	Row	1809-41			
304	10 & 12		Chapel Street	House	1809-41			
305	1-13 (odd)		Victoria Street	Row	1809-41			
306	28		Cross Street	House & shop	Pre 1809/1841- 77			
307		Masonic Hall	Cross Street	Masonic Hall	1899			
308	16-24 (even)		Cross Street	Row & shops	1809-1908			
309	2-10 (even)		Cross Street	Row & shops	1841-77			
310	1-37		Cross Street	Shop	1877- 1908/1908-46			
311	39 & 41		Cross Street	House	Pre 1809			
312	43-47 (odd)		Cross Street	Shop	1841-77			
313	49		Cross Street	House	Pre 1809			
314	51		Cross Street	Shop	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
315	1-9 (odd)		Basset Road	Row and Shops	Pre 1809/1809-41			
316	44 & 44a		Cross Street	Shop	1809-41			
317	40b		Cross Street	House	1908-46			
318	30-36 (even)		Cross Street	Shop	1841-77/1877-1908			
319	38		Cross Street	Shop	1877-1908			
320	6-10 (even)		Commercial Street	Shop & Flats	1841-1908			
321	20 & 22	Former Cornish Bank buildings	Commercial Street	Bank, now shops & Flats	1893			
322	24 & 26		Commercial Street	Shop & Flats	c.1890			
323	28	Lloyd's TSB	Commercial Street	Bank	1894			
324	30	White Hart Hotel	Commercial Street	Public House	Pre 1809/mid C19			
325	32-38 (even)		Commercial Street	Shop	1809-77			
326	44		Commercial Street	Shop	1919			
327	1-5 (odd)		Commercial Square	Shop	1908-46			
328	30		Chapel Street	Bank	1930's			
329	24 & 26	The King's Bingo	Chapel Street	Cinema (now Bingo Hall)	1930's			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
330	2-10		Commercial Square	Shop	1950s			
331	22		Chapel Street	Office	1841-77			
332	11 & 13		Chapel Street	House (now offices)	1877-1908			
333	6, 16 & 20		Chapel Street	Office	1877-1908			
334	14	Smith Memorial Wesleyan Institute	Chapel Street	Institute	1887			
335	2 & 4		Chapel Street	Row	1809-41			
336	40 & 40a		Cross Street	House & shop	1809-41			
337		Royal British Legion (part)	Gurney's Lane	Building	1809-41			
338		Rear of 36 & 38 Commercial Street	Gurney's Lane	Outbuilding	Pre 1809			
339		Rear of White Hart Hotel	Gurney's Lane	Building fragment	Pre 1809			
340	13	Lanyon House	Basset Road	Shop & Flats	1888			
341	36		Basset Street	House	1809-41			
342	2-6,10,12, 20, 22 30 34 (even)		Basset Street	House	1877-c.1910			
343	1		Union Street	House	1841-77			
344	8, 8a, 14- 18 (even)		Basset Street	Row	1809-41			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
345	24-28 (even)		Basset Street	House	1809-41			
346	1-17 (odd)		Basset Street	House	1841-77			
347		Walled lane r/o no.15	Basset Street	Wall	1841-77			
348	15		Basset Road	House	1877-1908			
349	17 & 19		Basset Road	House	1877-1908			
350	21		Basset Road	House	1809-41, altered late C19			
351	23		Basset Road	House	1809-41, altered late C19			
352	25		Basset Road	House	1841-77			
353	27		Basset Road	House	1841-77			
354	29		Basset Road	House	1841-77			
355	31		Basset Road	House	1841-77			
356	33		Basset Road	House & wall	1908-46			
357	6-22 (even), 26 & 28		South Terrace	House	1841-77			
358	24		South Terrace	House	1877-1908			
359	2 & 4		South Terrace	House	1877-1908			
360	3		South Terrace	House (Bungalow)	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
361	1	Railway Hotel	South Terrace	House, now hotel	1809-41/1841-77			
362		Walled yard to rear of Railway Hotel	Trevu Road	Wall	1841-77			
363			Trevenson Street	Factory	1939-40			
364		Holman's site	Trevu Road	Factory	1908-46			
365		Holman's No. 3 Works	Trevu Road	Factory	1889, altered early C20, closed 1980			
366		Holman's site	Trevu Road	Factory	1908-46			
367		Holman's site	Trevu Road	Paved courtyard and walls	1908-46			
368		Camborne Station	Trevu Road	Station & platforms	1894			
369		Camborne Station, footbridge	Trevu Road	Footbridge	1940			
370		Outbuildings to rear of Community Centre	South Terrace	Outbuilding	1908-46			
371	36		Basset Road	House & wall	1841-77			
372	2 & 4		Pendarves Road	House	1841-77			
373	6		Pendarves Road	House	1841-77			
374	3 & 5		Pendarves Road	House	1877-1908			
375	7		Pendarves Road	Depot building	1877-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
376	17-35 (odd)		Pendarves Road	House	1877-1908			
377		Walls to nos. 7-37 (odd)	Pendarves Road	Wall	1877-1908			
378	20-24 (even)	Tregenna House	Pendarves Road	House	1871			
379	28		Pendarves Road	House	1908-46			
380	32		Pendarves Road	House (now clubhouse)	1908-46			
381		Bowling Club	Tregenna Lane	Bowling Club	1908-46			
382		Carsilgey, The Royds, Fieldways, Springfield	Tregenna Lane	House	1908-46			
383		Bethany Homes	Tregenna Lane	Almshouse	193?			
384		Building fragments and walls opposite Bethany Homes	Tregenna Lane	Wall	1809-41			
385	6-28 (even)		Trevenson Street	Row	1841-77			
386	1-21		West Charles Street	Row	c.1870			
387		Magnet	Trevu Road	Railway Goods Shed (now retail warehouse)	1841-77			
388	2		Trevu Road	House	1841-77			
389	7		Trevu Road	House	1841-77			
390		Workshop rear of no.7	Trevu Road	Workshop	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
391	11		Trevu Road	House	1841-77			
392		The Presbytery	Trevu Road	House	1908-46			
393		Church Hall	Trevu Road	School (now church hall)	1909			
394	19-21 (odd)		Trevu Road	House	1841-77			
395	23 & 25		Trevu Road	House	1841-77			
396	27		Trevu Road	House	1841-77			
397	1-9 (odd)		Vean Terrace	Row	1841-77			
398	10-14 (even)		Vean Terrace	Row	c.1877			
399	29 & 31		Trevu Road	House	1877-1908			
400			Mount Pleasant /Camborne Vean	Leat	1841-77			
401		Leat	Mount Pleasant	Leat	1809-41			
402	30 & 32		Redbrooke Road	House	1908-46			
403	26		Redbrooke Road	House	1908-46			
404	20 & 22		Redbrooke Road	House	1877-1908			
405	4-16 (even)		Redbrooke Road	Row	1841-77			
406	33-35a (odd)		Trevu Road	House	1841-77			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
407	3-3b		Seaview Terrace	House (now houses)	1841-77			
408		Walled garden, No. 3	Seaview Terrace	Wall	1841-77			
409	3-7 (odd)		Jubilee Terrace	Terrace	1908-46			
410		Trevarth	Atlantic Terrace	House (Bungalow)	1908-46			
411		Redbrooke House	Trevu Road	House	1841-77			
412		Redbrooke House, garden walls	Trevu Road	Wall	1841-77			
413	6-16 (even), 22 & 24		Seaview Terrace	House	1841-77			
414		Access Lane to quarry	Seaview Terrace	Lane	1841-77			
415			Seaview Terrace	Quarry (site of)	1841-77			
416		Rear access lane	Seaview Terrace	Lane, gates and walls	1877-1908			
417	12 & 14		Beacon Fields	House	1877-1908			
418	39	Penlu House	Trevu Road	House	1841-77			
419		Access lane and walls	Beacon Terrace	Wall	1841-77			
420	1-5		Beacon Terrace	House	1841-77			
421	6-11		Beacon Terrace	House	1841-77			
422		Rear Lane	Beacon Terrace	Lane	Pre 1809			
423	4 & 6		Beacon Fields	House	1877-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
424		6 & 8	Beacon Fields	House	1877-1908			
425	1-10		Atlantic Terrace	House	c.1877			
426	11-15		Atlantic Terrace	House (Bungalows)	1908-46			
427	34 & 36		Redbrooke Road	House (now houses)	1841-77/1877-1908			
428		Outbuilding, No. 36	Redbrooke Road	Outbuilding	1841-77			
429	19 & 21		Redbrooke Road	House	1908-46			
430	40-64 (even)	Sara's Row	Redbrooke Road	Row	1877-1908			
431	23-35 (odd)	Sara's Row	Redbrooke Road	Row	c.1908			
432	66-72 (even)		Redbrooke Road	Row	1908-46			
433	48	Pit Pony Cottage	Stray Park Road	House	1877-1908			
434			Stray Park Road	Smithy (disused)	1877-1908			
435	36-46 (even)		Stray Park Road	Row	1841-77			
436		Langweath	Stray Park Road	House	1841-77			
437		Signal Box	Stray Park Road	Signal Box	1908-46			
438		Railway footbridge	Stray Park Road	Railway footbridge	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
439		Town Lode Shaft, Camborne Vean Mine	Stray Park Road	Shaft	1841-77			
440	1 & 3		Vean Road	House	1841-77			
441	5		Vean Road	House	1877-1908			
442	6-20		Vean Road	Row	1841-77			
443	2		Vean Road	House	1841-77			
444		Camborne Vean Mine (site)	Vean Road	Boundary Walls	1841-77			
445		Stray Park Mine	Park Lane	Building fragments	1877-1908			
446		Stray Park Mine	Park Lane	Shaft	1841-77			
447		Park Cottage and lane	Park Lane	House	1908-46			
448		Stray Park Mine	Park Lane	Wall	1841-77			
449		Ropewalk, Stray Park Mine	Park Lane	Wall	1841-77			
450		Crestholm	Stray park Road	House (Bungalow)	1908-46			
451	1-7		Prospect Terrace	House	1877-1908			
452		Footpath	Trevu	Path	1841-77			
453		Column at entrance to Trevu	Trevu Road	Column	1841-77			
454		The Lodge House	Trevu Road	Lodge	1841-77			
455	18	Outbuildings	Trevu Road	Outbuildings	1809-41			
456	6-14		Trevu Road	House	1877-1908			
457	4		Trevu Road	House	1877-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
458		Wall to school grounds	Trevu Road	Wall	1809-41/1908-46			
459		School	Trevu Road	School	1908			
460		School annexe	Trevu Road	School	1908-46			
461	7-17 (odd)		Mount Pleasant Road	Terrace	1908-1946			
462	23 & 25		Mount Pleasant Road	House	1908-46			
463	35-59 (odd)		Mount Pleasant Road	House	1908-1946			
464	51		Mount Pleasant Road	House	1908-1946			
465	87-91 (odd)		Mount Pleasant Road	House (Bungalows)	1908-1946			
466	93 & 95		Mount Pleasant Road	House	1908-1946			
467	1-3			Terrace	1908-1946			
468		Trevu Farm	Cadogan Road	Farmhouse	1809-1841			
469		The Coach House	Cadogan Road	Outbuilding, now House	1809-1841			
470		Barnleigh	Cadogan Road	Outbuilding, now House	1809-1841			
471		Mount Pleasure Farm	Cadogan Road	House	C18-1841			
472		Mount Pleasure Farm	Cadogan Road	Outbuilding	1908-1946			
473	56		Cadogan Road	House	c.1800/ late C20			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
474	40-48 (even) & 54		Cadogan Road	House	1877-1908			
475		Mount Pleasant Farm	Cadogan Road	Farmhouse	1841-1877			
476		Mount Pleasant Farm	Cadogan Road	Outbuilding	1841-1877			
477	22-36 (even)		Cadogan Road	Terrace	1877-1908			
478	2-12 (even)		Cadogan Road	House	1877-1908			
479	2a		Cadogan Road	House (Bungalow)	1908-1946			
480			Cadogan Road	Dump				
481	84 & 86		Mount Pleasant Road	House (Bungalows)	1908-1946			
482	42-82 (even)		Mount Pleasant Road	House	c.1900-1946			
483	64a & 64b		Mount Pleasant Road	House	1908-1946			
484	2-32 (even)		Killivose Road	House (Bungalows)	1908-1946			
485		West Stray Park Mine	Killivose Road	Dump	1841-1877			
486		Treverbyn	Killivose Road	House (poss. Counthouse)	1877-1908			
487	37	Osborne House	Pendarves Road	House	1841-1877			
488	34		Pendarves Road	House	1841-1877			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
489		West Stray Park Mine	Killivose Road	Dump	1809-1841			
490	10 & 12		Cadogan Road	House	1908-1946			
491		Mount Pleasure Farm	Cadogan Road	Walls	C18-1841			
492		Mount Pleasant	Pentalek Road	House	1841-77			
493	18		Trevu Road	House	1841-77			
494	18	Walled yard	Trevu Road	Wall	Pre 1809			
495		Culvert and bridge for leat	Pentalek Road	Culvert	1841-77			
496	17	Wall to leat in garden	Barlowena	Wall	1841-77			
497	42 & 44		Mount Pleasant Road	House	1908-46			
498		Access lane	Beacon Terrace	Lamppost (base)	1841-77			
499		Entrance to Beacon Terrace	Trevu Road	Gate/Steps	1841-77			
500	39		Trevu Road	Wall	1841-77			
501	18 & 20		Seaview Terrace	House	1841-77, 1908-46			
502	21		Trevu Road	House	1841-77			
503	5		Beacon Fields	House (Bungalow)	1908-46			
504		Stray Park Mine	Park Lane	Building fragments	1841-77			
505		Cranfield & Vernor	Crane Road	House (Bungalows)	1908-46			
506		Cemetery gates and wall	Treswithian Road	Cemetery gates and wall	1889			
507		Cemetery Chapel	Treswithian Road	Cemetery Chapel	1889			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
508		Bospowis (site of Dunstanville House, Isolation Hospital)	St Martin's Crescent	House, (1880-1908, Isolation Hospital) (site of)	1841-77			
509	4,5, 7-11	Rosewarne	Rosewarne Mews	Stables (now houses)	1841-77			
510	40-74 (even)		Hughville Street	Terrace	c.1908			
511	45-69 (odd)		Hughville Street	Terrace	c.1908			
512	32-38		King's Road	House	1908-46			
513	55		Tehidy Road	House	Pre 1809			
514	1		Weeth Road	House	1809-41			
515	21 & 23		Tehidy Road	House	Pre 1809			
516	1-4, 6 & 8		Gustavus Road	House	1877-1908			
517	17-58		Wellington Road	House	1877-1908			
518	2-21		Trelawney Road	House	1877-1908			
519	20-26 (even) 23 & 25		Trelawney Road	House	1908-46			
520		Wall post box (GR)	Tehidy Road	Wall post box	1908-46			
521	15		Commercial Square	Shop	1877-1908			
522	12	House and adjacent workshops	Vyryan Street	House & outbuildings	1877-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
523	21-23 (odd)		Vyvyan Street	Terrace	1877-1908			
524		Rear of 57-83	Trelowarren Street	Outbuilding	1877-1908			
525	2 & 4		North Road	House	1841-77			
526	3-7 (odd)		Albert Road	Row	1877-1908			
527	33		North Parade	House	1841-77			
528	2-8		Rosewarne Road	Row	1841-77			
529	76 & 78		Trelowarren Street	Row & Shops	c.1833			
530	88-94 (even)		Trelowarren Street	Row & Shops	c.1833			
531	110 & 112		Trelowarren Street	Houses & Shops	1877-1908			
532	38-42 (even),43- 47 (odd)		Pendarves Road	House	1908-46			
533	1-21 (odd)		Barripper Road	House (Bungalows)	1908-46			
534	4		Barripper Road	House	1877-1908			
535	16-20 (even)		Barripper Road	Terrace	1877-1908			
536	49-53 (odd)		Pendarves Road	House	1877-1908			
537	14-18 (even)		Commercial Street	Shop & Flats	1877-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
538	2 & 4		Commercial Street	Shop	1841-77			
539	42		Cross Street	Shop	1877-1908			
540		Outbuildings and walls, rear of 9-13 Chapel Street	Gurney's Lane	Outbuilding and walls	1809-41			
541	3-9 (odd)		Chapel Street	Row	1809-41			
542	18		Chapel Street	House (now office)	1809-41			
543	1, 2-12 (even)		Carnarthen Road	Row	1841-77			
544	66	The Red Jackets Public House	Trevenson Street	Public House	1841-77			
545	63 & 65		Tehidy Road	House	1877-1908			
546	26		Wellington Road	House	1809-41			
547	43-47 (odd)		Trelowarren Street	Shop	1841-77/1908-46			
548	10		Rosewarne Road	? (now house)	1841-77			
549	9-15 (odd)		Pendarves Road	House	1841-77			
550		Primitive Methodist Chapel (site of)	Trevenson Street	Chapel & Sunday School (site of)	1850			
551		Camborne AFC	Crane	Football ground	1897			
552		Bridge over Railway	Foundry Lane	Bridge	1896			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
553		Higher Rosewarne Manor(site of)	Higher Rosewarne (Rosewarne caravan park)	Manorial site	MD, PM			
554		Letter Box in wall to no. 36 (VR)	Basset Road	Wall letter box	1841-77			
555		Chywith	Pentalek Road	House (Bungalow)	1908-46			
556		Vean House (porch)	South Terrace	Building fragment (porch)	1901			
557		Pillar box (GR)	Cross Street	Pillar box	1908-46			
558		Lamp post (base)	The Glebe	Lamp post (base)	1908-46			
559	59		Pendarves Road	House	1908-46			
560		Walls to east side	Pendarves Road	Walls	c.1910			
561	10-16,20-30 (even)		Barripper Road	House	1908-46			
562		Gate piers to no.14	Barripper Road	Gate piers	1908-46			
563		Leat (part)	Park Lane	Leat	1841-77			
564		Pillar Box (EVII) outside Churchyard	Church Street	Pillar Box	1901-10			
565		War Memorial, Camborne churchyard		War Memorial	1920's			
566		Walls & outbuildings, rear of nos.21-25 (odd)	Basset Road	Wall & outbuildings	1809-41			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
567		Walls & gateways to 3-7 (odd)	Albert Road	Wall & gateways	1841-77			
568		Glasson's Garage	College Street	Garage	1934			
569		Wheal Gerry (site of)	Eastern Lane	Mine (site of)	C17, 1760-1790's, 1870-72			
570		Lode-back works (site of)	Roskear Road	Mine (site of)	C18			
571	3-23 (odd)		Foundry Road	Terrace	1877-1908			
572		Compair Holman Works (part)	Foundry Road	Factory	Post 1946			
573		Compair Holman Works (Holbit Works)	Foundry Road	Factory	c.1945			
574		Kerrier District Council (former Holman's Offices)	Dolcoath Avenue	Office	Post 1946			
575	31-53 (odd) & 2		Wesley Street Albert Street	Row	1839-41?			
576	55-71 (odd)		Wesley Street	Row	1841-77			
577	73-85		Wesley Street	Terrace	?1877-1908 rebuild of pre1841			
578	87		Wesley Street	House	pre 1841			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
579	2-8 (even)		Rose Cottages	Row	c.1829			
580	14-20 (even)		Rose Cottages	House pairs	1877-1908			
581	22 & 24		Rose Cottages	Cottage	1800-41			
582	22		Rose Cottages	House	1829			
583	24-28 (even)		Rose Cottages	Row	1841-77			
584	30 & 32		Rose Cottages	Cottage pair	1841-77			
585	1 & 3		Rose Cottages	House (pair)	1841-77			
586	5-11 (odd)		Rose Cottages	House (pairs)	1841-77			
587	2-20 (even)		Roskear Road	House	1841-77			
588	29-53 (odd)		Roskear Road	Row	1841-77			
589	15-27 (odd)		Roskear Road	Row	1841-77			
590	5-13 (odd)		Roskear Road	Row	pre 1841			
591	1 & 3		Roskear Road	Cottage (pair)	pre 1841			
592	2-6 (even)		Park Road	Row	pre 1841			
593	24-28a (even)		Park Road	Row	Pre1841, altered 1877-1908?			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
594	30-40 (even)		Park Road	Row	1877-1908			
595	20-26 (even)		Albert Street	Row	1841-77			
596	10-20 (even)		Albert Street	Row	1841-77			
597	4-8 (even)		Albert Street	Row	1841-77			
598		Rosewarne Park wall	Park Road	wall	c.1805, altered C19 & C20			
599		Sports ground	Tregenna Lane	Sports ground	Early C20			



Figure 5 The overriding impression of Camborne – an industrial town with rows of workers' cottages, hard landscapes and tight urban grain, often in direct contact with relict industrial sites (East Charles Street [293]). Highly individual detailing lightens the street scene.



Figure 6 Public buildings of great distinction, especially chapels [9], are set amongst the cottage rows and contrast in scale and quality of detailing. Camborne in the mid 19th century was overwhelmingly a residential town for miners, and overwhelmingly Methodist.



Figure 7 However, Camborne was also by the mid 19th century a bustling, and hustling, market town, with pubs and shops jostling with chapels and public buildings; it remains a busy centre. (Trelowarren Street from the west).



Figure 8 A small but powerful middle class composed of senior mine managers, lawyers and prosperous shop-owners built a number of fine villas in and around the town, especially on the south and west side, giving it a distinctly leafy and elegant character here (Basset Road [7]).



Figure 9 The quality of some very important historic buildings and streetscapes has not always been recognised in the past nor treated as sympathetically as it might have been (North Parade [222] [223][83]).



Figure 10 Other buildings may be better known, like St Martin's church [18], although the secluded churchyard and alleys behind are perhaps no less undervalued by the majority of visitors and residents, but in contrast to the scene in Figure 9, have survived less altered as a result.