

**Cornwall Industrial Settlements Initiative**  
**ILLOGAN HIGHWAY**  
**(Camborne/Redruth Area)**



**March 2002**



# CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

## Conservation Area Partnership

|   |  |                           |                  |
|---|--|---------------------------|------------------|
| <b>Name:</b>  | Illogan Highway                                    | <b>Study Area:</b>        | Camborne/Redruth |
| <b>Council:</b>   | Kerrier District Council                           | <b>NGR:</b>               | SW 6842          |
| <b>Location:</b>  | mid-west Cornwall, between<br>Camborne and Redruth | <b>Existing CA?</b>       | No               |
| <b>Main period of<br/>industrial settlement<br/>growth:</b> | 18 <sup>th</sup> century-<br>1910                  | <b>Main<br/>industry:</b> | Mining           |

### Industrial history and significance

Illogan Highway's industrial significance is linked primarily to the fortunes of its neighbouring mines and those further afield around Pool and the Tolgus Lodes. It was a simple dormitory settlement along the main road through this principal mining area, contrasting with more varied residential and industrial neighbours like Pool and Tuckingmill, and major centres at Redruth and Camborne.

### Other comments

Illogan Highway's character is severely affected by its location on a road used by consistently heavy traffic to Pool Industrial Estate.

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 conservation area
- Prepare a full conservation area appraisal

#### Historic buildings

- Review Statutory List
- Prepare list of locally significant buildings

#### Policy and management

- Article 4 Direction to control permitted development on single dwelling houses and alteration and partial demolition of small buildings and walls in the conservation area.
- Restriction of further housing development in the Tolskithy Valley and in the open countryside adjacent to Illogan Highway.
- A scheme of street furniture and road improvements to enhance Illogan Highway's individual identity
- Traffic calming measures
- Further study to cover adjoining areas



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The Cahill Partnership  
and  
Cornwall Archaeological Unit

March 2002

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## Front cover illustration

Illogan Highway, looking north over Wheal Tehidy and an older settlement focus in the Tolskithy Valley (CAU ABP/56/100 SW 6741)

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7. Early and later 19<sup>th</sup> century housing – the effect of the turnpike improvements
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### **Abbreviations in main text**

|      |  |
|------|--|
| AGHV | Area of Great Historic Value                             |
| AGSV | Area of Great Scientific Value                           |
| AONB | Area of Outstanding Natural Beauty                       |
| CA   | Conservation Area  |
| CAU  | Cornwall Archaeological Unit                             |
| CCC  | Cornwall County Council                                  |
| CISI | Cornwall Industrial Settlements Initiative               |
| GPDO | General Permitted Development Order                      |
| HES  | Historic Environment Section, Cornwall County Council    |
| HERS | Heritage Economic Regeneration Scheme (English Heritage) |
| HLF  | Heritage Lottery Fund (ing)                              |
| LB   | Listed Building  |
| OALS | Open Areas of Local Significance to Settlement Character |
| OS   | Ordnance Survey  |
| PD   | Permitted Development                                    |
| SPG  | Supplementary Planning Guidance                          |
| THI  | Townscape Heritage Initiative (Heritage Lottery Fund)    |

[1] Site number on Figure 4 and in the gazetteer (Appendix 2)

## **1 Introduction**

### **1.1 Background**

Cornwall's industrial settlements are the subject of a Conservation Area Partnership under the heading Cornwall Industrial Settlements Initiative (CISI). This partnership between English Heritage (with the Heritage Lottery Fund), Cornwall County Council, and the District Councils is intended to assess the character and significance of the County's 112 industrial settlements. These include villages, ports and towns associated with Cornwall's 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 18<sup>th</sup>-20<sup>th</sup> century mining landscape components, including the settlements that were created or rapidly expanded as a result of mining and its associated industries. All mining settlements are of significance to the World Heritage Site Bid – those that fall within the final Bid areas will be covered by the WHS Management Plan, while those that fall outside these areas will form part of the context for the World Heritage Site and will need to be sensitively managed in the light of this.

### **1.3 Project methodology**

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

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

### **1.4 Date of Assessment**

**Illogan Highway was assessed as part of CISI in October/November 2000**

## **2 Location and setting**

### **2.1 Geographical location**

Illogan Highway is located one mile to the west of Redruth on the A3047, half a mile east of Pool and two miles east of Camborne. It lies at the eastern edge of Illogan Parish in 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.

The study area lies to the north of the high moor dominated by Carn Brea that rises up to form a dramatic backdrop to the village. To the east the area is bounded by the extensively worked but now heavily overgrown Tolskithy Valley; to the west and immediate south it is bounded by the industrial and retail developments associated with the adjacent settlement of Pool; to the north the landscape is a mix of agricultural land, suburban development and mining waste. The landscape setting is, therefore, heavily dominated by manifestations of industry, both past and present.

## **3 History and physical development (Fig 2)**

*This section should be read in conjunction with the mapped historical development in Fig 2.*

### **3.1 Pre-1809**

#### **3.1.1 Economic activity**

From at least the Middle Ages there was tin streaming activity with stamping and milling in this area (in the Tolskithy Valley), hence the name Blowinghouse in this part of Illogan Highway. In the late 17<sup>th</sup> century the scale of the local mining industry changed with the advent of copper mining. Due to the depth of the ore, this necessitated the sinking of deep shafts and adits, which also stimulated the local development of engineering skills. Copper mining was undertaken on a much larger scale than tin extraction had ever been in this area, and a far greater number of people was needed to raise and process the equivalent volume of copper than for tin. To the north there is evidence of early attempts at copper mining from the Tolgus lodes from the 1580s and the Tolskithy Valley was a key area in the development of the industry, while setts were already being granted for copper in Chariot Lane and along Broad Lane to the north of Highway by 1763. The shafts immediately adjacent to Illogan Highway (Wheal Fortune, Wheal Tehidy and Barncoose) are all recorded as having been in copper production from at least the 18<sup>th</sup> century. Wheal Druid (one of the Carn Brea Mines with Barncoose) was also in production at the end of the 18<sup>th</sup> century, and Trevithick mounted a pressure engine there about 1798. All were closed or declined following the local recession in the late 18<sup>th</sup> century because of the competition from the open-cast copper works at Parys Mountain in Anglesey, but re-opened in the early part of the 19<sup>th</sup> century with extensive re-investment. Wheal Fortune, which extended east to border with the Wheal Tehidy sett, was the original name for Wheal Agar, and the shaft at Illogan Highway may have been the earliest shaft for the sett.

#### **2.1.1 Extent of settlement**

The 1809 OS Survey drawings show Illogan Highway's origins being split between two centres, one at the junction of Chili Road and Agar Road and the other at the junction of Chariot Road

with the main road. The track, now known as Glen Vale, was already in existence and is significant because of its location between the Wheal Agar and Wheal Tehidy setts and its role as a link to the main mining area of the Tolskithy Valley. Despite the closures of the late 18<sup>th</sup> century, in 1809 the mines still dominated the landscape and set the boundaries to settlement development.

The chapel of 1809, which was probably a simple meeting house domestic in character, marks the core of the western part of the settlement that formed a small square of cottages at this junction. There were other small groups of cottage rows to the east, most probably smallholdings and a tight hamlet at Tolskithy, with nothing more than a group of cottages, most probably linked to the East Agar sett mines at Boundary and Winstow shafts.

### **3.1.2 Settlement function and characteristics**

This small scale of development in 1809, unlike the neighbouring village of Pool, reflects Illogan Highway's status as very much a minor place on the way to somewhere else rather than as a centre in its own right.

## **3.2 1809-41**

### **3.2.1 Economic activity**

While there was a copper boom in the Camborne area in the 1820s, Wheal Fortune did not live up to its name and was closed in 1824. However, it had been re-opened by 1836 when it produced 20 tons of copper and employed 55 people. Barncoose Mine, having been abandoned in 1804, reopened in 1819 when an engine was erected. At this time there were 20 people employed there, but production ceased again in 1821. Wheal Tehidy, never the most successful of mines, was opened again in 1834. Unfortunately, production never surpassed the 345 tons sold in 1841 and it was eventually abandoned in 1842. Wheal Druid ceased production in 1817.

Ancillary industries were beginning to be stimulated by the revival of mining in the area; the churchwarden's accounts record a ropewalk in 1816 shown on the 1841 Tithe Award map.

The Portreath Branch of the Hayle Railway was opened c.1838, constructed to link the mines of the Camborne area to Portreath and the ships that would take the copper and tin to be smelted in South Wales bringing back coal to fire the engines; this Portreath branch crossed the main east-west route through Cornwall at Illogan Highway.

### **3.2.2 Extent of settlement**

The 1841 OS survey shows some expansion of the two cores – this had been stimulated by the turnpiking of the main road in 1839, so often a spur to development along the length of the road between Camborne and Redruth. More outlying smallholdings developed in association with the surrounding industries, for instance at Agar Farm, which is listed on the Tithe Award as belonging to the owner of the ropewalk. There was also small-scale expansion at the top of Chili Road near its junction with Broad Lane. It is clear that the increased exploitation of the eastern setts of Wheal Agar had an impact with the development of scattered settlement along the old track. Wheal Tehidy's limited success is reflected in what may have been a count house from this date.

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

Illogan Highway was still nothing more than a scatter of cottages and smallholdings and this may reflect its location on the edge rather than in the heart of the main mining areas of Pool and Camborne to the west, Redruth to the east and the Tolgus lodes to the north; it was only one of a series of small settlements influenced by the development of the latter mines in particular, including Illogan Churchtown, Paynters Lane End and Vogue Beloth. All these mining areas were within easy walking distance from Illogan Highway and almost certainly provided local employment as well as attracting huge numbers from elsewhere. Despite the expansion of

mining in the area, there was as yet little enough pressure for large-scale development of workers' housing. However, the building of the Methodist Chapel in 1839 signalled an increasing sense of local identity at Highway (as the hamlet on the main road was usually known), and the beginning of a significant period of expansion over the next thirty years.

A new element in the local scene was undoubtedly the building of the Redruth Union workhouse in 1838, although as a self-contained community it is difficult to judge exactly how it affected the growing settlement at Highway.

### **3.3 1841-1877**

#### **3.3.1 Economic activity**

This was a significant period for the mines which, although they saw a peak period of production and profitability in the late 1850s, and another good period in 1870-72, also went through a cycle of boom and bust so characteristic of the Camborne and Pool mines. In the early 1840s there was significant re-investment in copper mines, for instance at Wheal Druid, which employed around 700 people. The production of tin was also increasing and Barncoose (a new venture in 1858) was probably the most successful example of the transition from the failing copper lodes to deep and productive tin lodes in the local mines.

Wheal Tehidy re-opened in 1851, and in 1853 its adit was being thoroughly cleaned and launders put in. There were also extensive works to the shafts, and by 1854 there were 5 shafts in use, although production was minimal. In August 1855, when a sixth shaft was being cleared, there were 48 people employed at the mine. In 1857, Wheal Tehidy had its greatest sale of copper ore and there was a small quantity of black tin sold in 1858, but costs were exceeding profits and by May 1861 the mine was abandoned. Some labour would still have been required as the engine was taken over by Wheal Agar and Great South Tolgus and maintained for drainage.

Wheal Fortune/Wheal Agar also expanded in the late 1850s with new shafts, engine houses and a skip road. As at Wheal Tehidy this would have been a labour-intensive period.

There were contrasting years when there were significant losses in the area, such as in 1866 when hundreds were laid off due to a sharp decline in tin prices, but the Carn Brea Mines in particular survived the slumps and were profitable again in the early 1870s with, for example, a new shaft being sunk on Druid lode in 1874.

The Phoenix Ropewalk was sold at this time (1863) and was described in the West Briton as *'.....an extensive business ...., with spinning and laying ground 240 fathoms long (90 fathoms being roofed with slate), rope and yarn houses, hackling and hemp lofts with two cottages, cart houses, barn, stables, cowsheds etc., and about seven acres of good pasture-land.'*

#### **3.3.2 Extent of settlement**

Interestingly there was very little development near to Barncoose Mine at this time, with nearly all the new housing being concentrated in Chili Road and at its junction with Agar Road. It was also at this time that Druids Road was developed, along the axis between Druids Mine to the south and Wheal Fortune to the north, together with a short stretch of the south side of Agar Road to the west.

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

The development of Druids Road with better quality villas (housing mine managers and captains) was a new departure in Illogan Highway's development. The development of workers' rows was concentrated around the chapels in Agar Road and off Chariot Road, and while still small in scale began to create a nucleated settlement out of the scatter of long-established smallholdings and hamlets.

The 1856 Post Office Directory mentions Illogan Highway only as a 'place' in the Parish with a beer seller and three farmers; there is no mention of mining related activity at this time. By the

1878 entry, however, there is reference to three shopkeepers, a mine agent, Nancarrow the rope maker, and the Railway Inn, marking the transition of Illogan Highway into a fully fledged settlement in its own right.

### **3.4 1877-1906**

#### **3.4.1 Economic activity**

While in 1882 East Pool was said to be the richest tin mine in Cornwall, this was a period of uncertainty and general decline for the mines elsewhere around Illogan Highway. At Wheal Agar work was concentrated at the westernmost shaft near Pool, and despite record profits in 1887 the shafts at Winstow and Boundary were wound down and eventually abandoned in 1888. Druid shaft lost £23 on every ton of black tin in 1885-86 but was nevertheless still in production and therefore a source of employment, with short term recoveries into the early 20<sup>th</sup> century. There was very little other activity in local mines in the period. It is relevant to note that in 1900 there is a record of one miner walking from Illogan Churchtown to Carn Brea Mines, and most Illogan Highway miners travelled such distances to the richer pickings of East Pool and Carn Brea mines in just this fashion, often by donkey-shay, with the larger mines providing stabling and paddocking for the several hundred donkeys.

Alternative sources of employment developing in Highway included four mineral water companies, tin streaming, a smith and boilermaker and a farmer/tin streamer. The workhouse, which still maintained its self-contained existence on the edge of the area, must also have had some local impact, particularly on the service sector, the resident population in 1906 being 9 officers and 247 inmates.

#### **3.4.2 Extent of settlement**

Not as constrained by mine dumps as neighbouring Pool, during this period there was extensive development along Agar Road to the west towards the more successful East Pool mine, and to the east towards Redruth along Barncoose Terrace. Chariot Road was developed for the first time on the site of old workings.

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

The housing along Barncoose Terrace, in particular, was on a grander scale, with the south side on raised ground so that all the houses were able to take advantage of the views towards the sea in the north across the Tolskithy Valley. This was accommodation for the growing numbers of middle classes, some of which would be associated with mining and some, the professional classes from Redruth.

For the first time, Illogan Highway had its own school (in Chariot Road). William Teague, probably the son of William Teague who made his money at Tincroft Mine and built Treiske House near Truro, lived at Pendeen in Barncoose Terrace, the grandest house in Illogan Highway. As well as clinging onto the tail end of the main mining period, there was a diversification into other industries, and local housing and associated services reflected this shift.

### **3.5 1906-46**

#### **3.5.1 Economic activity**

In 1921 about 100 local miners marched on the local Council meeting at Barncoose workhouse to ask for relief; there were no mines at work in the Camborne-Redruth area. Wheal Tehidy had closed in the late 19<sup>th</sup> century and at Wheal Agar, now part of East Pool mine, only the pumps were kept running and shafts were left to flood where possible. Despite some brief re-workings, none of the immediately adjacent Tolgus mines to the east of Highway had effectively survived the 19<sup>th</sup> century decline. The Carn Brea mines continued a sometimes profitable working life until closure in 1913-14. The only local mining, therefore, was the amalgamated East Pool and Agar Mine, which re-opened and had good results in 1933. However, this was short-lived and

there was a loss in 1936 with subsequent hardship. The war prolonged the mine's life but, hit hard by labour shortages and financial problems, in 1945 East Pool and Agar finally closed.

### **3.5.2 Extent of settlement**

The development of the east side of Chariot Road continued and this spread up into Broad Lane. The south end of Druids Road was completed on its eastern side, its western side being part of East Pool mine. There was limited development in Barncoose Lane and also in Wheal Fortune Lane, the shaft having been disused for some time by this date

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

The diversification of economic activity in Illogan Highway continued, with the 1931 Kelly's Directory recording the Agar Knitting Company (one of the principal designers lived in the largest of the villas in Druids Road) and a school of business as well as a filling station and several named middle class private residents. The third chapel in Agar Road, the grandest yet, was built adjacent to the existing chapel of 1839.

## **3.6 Post 1946**

Despite the end of traditional large-scale industry in the area, Illogan Highway is one of a line of settlements along the A3047 that have continued to expand and have coalesced since 1946 to form, in effect, a single urban area. Pool is at the centre of the area, but has been and is continuing to be joined to Illogan highway by large-scale housing, industrial estate and retail developments, especially on the former mining lands. At the same time, development has expanded the settlement off the main road towards the A30 by-pass, and many of the community facilities are actually located in this area, north of Illogan Highway.

## **4 Surviving historical components (Fig 3)**

### **8.1 General**

This section summarises surviving historical components, especially those that show the way in which Illogan Highway developed from a disparate group of small cottages and miners' smallholdings to a village in its own right.

### **8.2 Pre-1809**

When the turnpike was put through Illogan Highway in 1839 there was probably loss of much built fabric from this period, especially in the Glen Vale/Barncoose Lane area. Nevertheless, a pair of early cottages survives in Glen Vale. There is also a row on the north side of Agar Road and a single cottage in Chariot Road that may relate to the early tin exploration there. The listed chapel of 1809 survives to the rear of its successors as a Sunday school. Most of the original field boundaries around the village have also been lost from this early period due to mining activity but the Tolskithy Valley has retained some examples.

### **8.3 1809-41**

While the ropewalk has gone, one and possibly two of its associated buildings survive, Agar Cottage adjacent to the southern end of the walk and Agar Farm, which may have been its headquarters and worthy of further investigation in this respect.

Along Agar Road adjacent to the line of the Portreath Branch Line a row of six cottages survives and a pair to the west of these that once stood alone in small grounds. The mining works at Boundary and Winstow shafts are reflected in the surviving cottages along Glen Vale. The listed 1839 chapel on the south side of Agar Road survives as the chapel hall but the United Methodist Chapel in Chapel Terrace was demolished some time after the Second World War.

In Chariot Road a small row of three cottages survives that may have been related to Wheal Fortune.

## **8.4 1841-77**

There have been no major losses from this period, dating from which are the mixed pairs and rows in Agar Road, the Railway Inn and the houses in Druids Road, the almshouses and pair at the junction of Barncoose Lane. In Barncoose Terrace a single smallholding survives and a row of three cottages associated with Wheal Tehidy together with what may have been a count house to the mine. The west side of Chili Road is entirely from this period. There is a row of three cottages off Chariot Road in Stamps Lane and a house almost opposite.

## **8.5 1877-1908**

The spread of Illogan Highway to both east and west has largely survived unaltered. Only one pair has been lost in Agar Road, now the site of a petrol garage entrance. On the east side of the Portreath Branch Line there is a row of workers' housing adjacent to a series of slightly grander half houses and houses. East of Druids Road this is echoed with a mix of similar houses. Further along Agar Road to the east the south side is marked by a row of houses from this period before the long stretch of rows, half houses and houses running down the hill towards Barncoose Hospital, which is also followed on north side of the road. Of particular interest is the group of early 20<sup>th</sup> century concrete housing surviving from this period.

The pairs on the east side of Chili Road are from this period as are the rows further north. In Chariot Road the Board School survives together with the row at the road's northern end and the houses and half houses at its southern end.

## **8.6 1908-46**

The western end of Illogan Highway is marked by three houses from this period. The southern end of Druids Road is similarly punctuated by four houses and Barncoose Lane by a row and an early bungalow. In Chariot Road two rows survive and some detached and half houses, all on the eastern side together with a single house next to the school. There is a third row and two pairs near to the junction with Chili Road.

# **5 Character**

Illogan Highway's character has developed into that of a linear settlement with two distinct historical cores, encroached and intruded upon by post war housing development, set against the backdrop of Carn Brea and the mining landscape.

A particular topographical and historical feature of Illogan Highway is the relationship of the building lines along the spine road (A3047), turnpiked in 1839. Many buildings were demolished to allow a relatively wide and straight route, but the creation of the road itself allowed further development along its sides. The earlier surviving buildings do not address the road directly as do later developments – they are either gable-end to the road, or set at an angle to it and sometimes at a different level. This makes their appearance along the route of the main road an even more noticeable series of punctuating marks in the streetscape, telling of its unique development history.

## **5.1 Buildings (Fig 4)**

### **5.1.1 Agar Road (west end)/ Druids Road**

Agar Road dominates the heart of Illogan Highway and, because of heavy traffic, also serves to split it in two. From the western (Pool) approach the settlement is unpromisingly defined by the breakdown of street frontage on both sides of the road with a supermarket and garage on one side and Pool Industrial Estate on the other. The beginning of the rows and pairs first on the south side [1] and then the north [3-9] provides a welcome sense of enclosure, since nearly all the houses, with some exceptions, have retained their front boundary walls. At this point in the streetscape the houses on the north side with their bays [3] and more spacious gardens [4] are on a grander scale than those on the south. Of particular interest is that those on the north side are

not as regimented in their aspect as those on the south, suggesting a more piecemeal growth supported by their dates from early 19<sup>th</sup> to early 20<sup>th</sup> century. The early row [9], adjacent to the Portreath Branch Railway [13], is at an even sharper angle reflecting the line of the road before it was turnpiked. These properties have lost their front gardens, and have a bare forecourt area.

The Portreath Branch Railway, which must have once dominated the street at this point, is now hard to locate although it has not been built on, but runs through the gardens of private houses. Beyond the Portreath Branch Line, The Railway Inn [2] dates from the 1860s and is a local landmark, retaining original features such as chimneys and sash windows. It marks the entrance to Druids Road, a set piece of mid 19<sup>th</sup> century villa housing continued in the early 20<sup>th</sup> century at its southern end. In Agar Road, east of the small row of workers' housing that dates from the turn of the 20<sup>th</sup> century [14], the houses on the north side pick up on the more grandiose theme including the interesting 'Lyndhurst' guest house [16]. All these houses are set back behind front walls and have longer rear gardens than those on the south side which, while of similar date, are tighter against the pavement and have smaller rear plots and a back lane.

### **5.1.2 Agar Road (centre)**

While the traffic in Agar Road thunders by, it is easy to miss the historic core of Illogan Highway, which lacks any kind of definition or recognition. However, on closer inspection there is a distinct group of buildings here that cuts away from the line of the turnpike and forms a square. The dominating force in this piece is the pair of chapels. The 1839 Methodist Chapel [30] is now the chapel hall and is interesting in that it steps forward of its neighbouring successor [29] re-enforcing the idea of enclosure here. Both buildings form impressive facades when viewed from Chili Road. There is also a tantalising glimpse between the chapels to the original chapel behind [31], probably no more than a cottage that played host to early services. Forming the other sides of the 'square' are the two rows [18 & 28], on a smaller scale than the early 20<sup>th</sup> century houses, and clearly set at a different angle to the prevailing trend in Agar Road. Nos.62-70 (even) [18] most probably date from the early 1840s and are on the site of an earlier row. Also of interest is no.49 [43], which sits alone on the back of pavement line and is of a similar date; on the corner of Chili Road is the site of a smithy [41] that would have completed the group.

### **5.1.3 Agar Road (east)**

The character of this part of Agar Road is more open and lacks the tighter definition of the road further west. On the north side is a particularly interesting row [40] dating from the 18<sup>th</sup> century, and showing a corresponding reduction in scale. This is in contrast to the Gothic grandeur of the almshouses [44] opposite, the grounds of which have been developed for bungalows. As the road descends into the Tolskithy Valley the sense of enclosure returns with a row on the south side [46] that is late 19<sup>th</sup>/early 20<sup>th</sup> century. This time the contrast of scale is provided by no.1 Chili Road [42] which, while much altered, dominates this corner and has a character of its own.

### **5.1.4 Glen Vale**

The turnpike embankment [67], a major early 19<sup>th</sup> century engineering construction in its own right, with its distinctive granite post and rail fence, signals a change in direction and terrain as the main road sweeps away up the slope on the other side of the Tolskithy Valley towards Redruth and the land also rises to the south. To the north, though, the land falls steeply away and it is the rooftops and trees of Glen Vale that are visible from Agar Road. This area is a cluster of small-scale cottages extending down the mostly unsurfaced Glen Vale [61-66], and includes the outlying pair further up the hill to the east [57]. There is an abrupt transition from the noise and urban landscape of the main road to a quieter rural scene in only a few yards. The flat bottom of the valley may be indicative of old tin streaming works and the influence of the mining past is in evidence with the old boundary stones along the lane, possibly relating to the Wheal Agar and Wheal Tehidy setts, and the surviving chimneys further down the valley.

### **5.1.5 Barncoose Terrace**

As the road rises to the east so begins a long series of unbroken rows and pairs on the south side of Barncoose Terrace that stretches to Barncoose Hospital. While some of this would be workers' housing, for example the interesting early 20<sup>th</sup> century concrete houses [52], there is an elevated and rather grand feel to this side of the street spoilt only by the occasional inappropriate removal and excavation of the front retaining walls for car parking. The houses on the north side [53], while of the same date, also benefit from views over Tolskithy Valley and are on the whole slightly larger pairs. The overall impression is of an early 20<sup>th</sup> century street and it is not obvious that it is only one house deep on either side with fields beyond, such is the sense of an urban environment created by the rows and the traffic.

This illusion is broken only by a short walk down Wheal Tehidy Lane, past the late 20<sup>th</sup> century bungalows to the mid 19<sup>th</sup> century row [60] and possible count house [59] that now stand in rural isolation, the chimney of Wheal Tehidy itself visible beyond.

Beside the petrol filling station (incongruous in an otherwise residential setting) is the largest house in Illogan Highway, Pendeen [56]. Set much further back from the road than any of its neighbours, it is unusual in the quality of its architectural detailing and grand proportions, having been the residence of the locally prominent Teague family.

### **5.1.6 Chariot Road**

Chariot Road's character is related to its relatively late development, following the demise of Winstow and Boundary shafts. The rows on the east side [70 & 71] date only from the early part of the 20<sup>th</sup> century. On the west side the school [84] predates these and is a large impressive building. To the south-east the detached houses are larger [85, 86] and would, when they were built, have had uninterrupted views over Wheal Tehidy. Further north, the mid 19<sup>th</sup> century row [73] in Stamps Lane relates to the mining activity of the time and is set back from Chariot Road.

### **5.1.7 Chili Road/Chapel Terrace**

The west side of Chili Road dates mostly from the mid 19<sup>th</sup> century and consists of rows [34], probably related to Wheal Fortune. On the east side the rows [38] and pairs [39] are slightly later, and are set slightly closer to the street. The feel is of a quiet secluded street away from the relentless noise of Agar Road. Even more secluded, however, is Chapel Terrace, which, now that the eponymous chapel [38] has gone, is a pair of mid 19<sup>th</sup> century rows [37] with long front gardens. Their setting, though, has been eroded by the unfortunate siting of modern garages in the gardens.

## **5.2 Materials and local details**

The vernacular buildings make great use of the local country stone (killas), interspersed with granite, but the later stone is used more typically for lintels and other details. While good quality cut, shaped and dressed granite and other stones are prominently displayed on larger, later, public or socially dominant buildings, such as the chapels [30], school [84] and large houses [56], the contrast between roughly dressed and coursed stone walling, and well cut, shaped voussoirs and lintels, is a particular local characteristic. Indeed, while there are rows of half-houses, following the traditional Cornish pattern, they are more typically built in Illogan Highway as semi-detached pairs, with recessed paired doorways under an elegant stone arch, making an attractive and distinctive local feature. Brick is commonly used for chimneys and lintels in many buildings.

Render (painted) is more prominent in Illogan Highway than many adjoining settlements – partly this is because of the use on some prominent buildings such as the former almshouses [44], but also because of the widespread use in the early 20<sup>th</sup> century of concrete construction, especially along Barncoose Terrace [52]. The buildings are still proportioned and detailed much as traditional stone built housing in the area, however, with moulded architectural detail, and

without intrusive and inappropriate non-traditional late 20<sup>th</sup> century detailing such as bell-casts, and spar-dash wall coverings. Rubble stone garden walls, mixed with mineralised blocks produced from the local mines, are an important local feature.

Roofing was traditionally slate, and remains the predominant roofing material, although much has been cement-slurried, and there is some replacement with artificial roofing materials.

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

There are few open spaces within Illogan Highway. However, interesting spaces have been created by the legacy of the mining landscape. The small park created by the site of the Wheal Fortune shaft [20] is a small grassed area of intimate character providing an essential public amenity. A second space 'left over' from the East Pool mine is adjacent to no. 159 Agar Road in the west of Illogan Highway where there is children's play equipment.

There are long ranging views from Chariot Road into the Tolskithy Valley with its backdrop of chimneys and this also applies to the views from Barncoose Terrace. To the east the long view into Redruth is an important part of the townscape. There are some vistas along the main road itself that have dramatic potential, particularly given the occasional surviving mine building acting as landmarks (both the East Pool mine complex, and the Taylor's Shaft group are prominent); the sweep of the road around the head of the Tolskithy Valley is quite dramatic. But these views within the settlement are all severely compromised by the barren quality of much of the townscape and the road itself. Throughout Illogan Highway there are views of countryside, and especially of Carn Brea, which provide a sharp and dramatic contrast to the noise, fumes and traffic-related grime (and poor traffic management) that dominates the centre.

### **5.4 Landscape**

Carn Brea is the most important element of the landscape setting and is a reminder of Illogan Highway's location on the edge of the moors. The Tolskithy Valley falls away from the settlement all along its northern and eastern sides, and is an interesting mix of early fields and mining remains. Otherwise, the landscape is marked by the industrial estates that succeeded the mining activity to the west and south.

## **6 Designations**

### **6.1 Scheduled monuments**

There are no scheduled monuments in Illogan Highway.

### **6.2 Listed Buildings (Fig 4)**

There are three listed buildings in Illogan Highway:

Illogan Highway Methodist Church [29]

Illogan Highway Methodist Church Sunday School [31]

Illogan Highway Church Hall [30]

### **6.3 Conservation Areas**

There are no conservation areas.

### **6.4 Other designations**

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

The Tolskithy Valley is proposed as derelict land (D269)

The area of Wheal Tehidy is proposed for low density housing (RL664)

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

The draft Urban Framework Plan for Camborne-Redruth sponsored by the Regional Development Agency will impact on the Illogan Highway area, and is being produced over the lifetime of this report, so that its findings cannot be incorporated here. The CISI reports for this area should anyway stand as independent and objective studies relating largely to heritage, conservation and archaeological issues, which must necessarily be balanced against other planing and regeneration objectives as identified in the Urban Framework Plan.

As a matter of principle, however, it should be accepted that large-scale developments that swamp the historic core, and the scattered settlements around it, are not appropriate. Much better for the enhancement of local distinctiveness would be a whole series of smaller infill schemes, fully integrated into the wider objectives by building on the intimate, often small-scale character of the area and preserving something of the still identifiably different historical settlement foci.

Due to its location between Camborne and Redruth, and the neighbouring Pool Industrial Estate, Illogan Highway is inevitably seen as a settlement on the way to somewhere else. There is significant pressure on the main road. This is perhaps more marked than some other places, since heavy traffic must pass through Illogan Highway to reach the extensive trading and industrial estates to the south and west, whereas the same traffic can by-pass or take alternative routes past neighbouring settlements. This problem is likely to increase with full take-up of the sites on these estates and with the scale of development currently being considered in the Pool/Illogan regeneration initiatives.

It is only in Chili Road and Chariot Road that the settlement assumes a separate quality but this is under threat from the suburban spread that has already linked Illogan Highway to Broad Lane and Illogan in the north, with only the unlikely ally of the A30 dual carriageway serving to salvage any sense of separate identity in this direction.

The use of land adjacent to Wheal Tehidy for low density housing will do nothing to enhance the special character of the settlement at this point - a single row deep, with a direct visual and physical relationship with the countryside beyond. Given the quality of the views and open fields in this area as part of the setting and history of the settlement, it will be a considerable loss to character if or when development takes place here. Already, bungalow development which bears little relationship to established historic character, grain or building types, has taken place adjacent to Pendeen, one of the finest buildings in the settlement.

The Taylor's Shaft complex, which borders both Illogan Highway and Pool, is a major potential resource for the promotion of the area. The original mine buildings have been converted to form the Gateway Centre, an interpretation centre for surrounding industrial attractions, from which a number of interpretative and exploration routes could be developed, especially in conjunction with the East Pool mine site on the south side of the main road. Improving the approach and setting to the Gateway Centre (currently a supermarket car park) would also be a major boost to the visual amenities of the area.

## **8 Industrial significance**

Illogan Highway illustrates the impact that the intensification of mining in the mid-late 19<sup>th</sup> century, even when of variable profitability in itself, had on an early group of smallholdings and hamlets, drawing them together to form a cohesive settlement, and yet one that never quite achieved anything more than being a dormitory settlement.

## 9 Recommendations

### 9.1 Historic areas

The designation of a conservation area is recommended that encompasses the area of architectural and historic significance as summarised in the character section (5) above and shown on Figure 4.

### 9.2 Historic buildings

#### 9.2.1 Listed buildings

The following buildings are of historic and architectural interest and should be considered for listing as part of themed studies related to industrial housing and associated building types (schools, chapel, etc.) in Cornwall:

|                   |                                     |
|-------------------|-------------------------------------|
| Agar Road         | nos. 28-34 (even) [40]              |
| Barncoose Terrace | nos.1 & 2 Wheal Tehidy Cottage [57] |
| Barncoose Terrace | Pendeen [56]                        |
| Chariot Road      | no.61 [76]                          |
| Chariot Road      | Barncoose School [84]               |
| Tolskithy         | nos. 3& 4 [63]                      |

#### 9.2.2 Local list

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

### 9.3 Policy and management

1. Article 4 Directions to control the demolition of walls for the creation of hard standings and alterations to individual houses.  
  
Reason: To protect the character of Illogan Highway against inappropriate incremental alterations and demolition.
2. Limited development on the settlement outskirts, particularly between Illogan Highway and Broad Lane to the north and on land on either side of Barncoose Terrace.  
  
Reason: To retain both the discrete identity of Illogan Highway and its setting.
3. Future road improvements and/or provision of street lighting and furniture to respect the historical building line and reflect differences in the local townscape, and seek to restore the sense of 'street' rather than 'road', particularly in Agar Road.  
  
Reason: To address Illogan Highway's individuality as a settlement distinct from Pool and Redruth.
4. Traffic calming measures and landscaping schemes to emphasise the historic cores of the settlement.  
  
Reason: To reduce the impact of heavy traffic on the character of Illogan Highway and to restore its historical townscape.
5. Further study to cover adjoining areas outside the existing CISI programme, especially Barncoose and the Tolgus Valley, with Broad Lane as a separate study area between Illogan Highway and Illogan Churchtown.

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

## **10 References**

### **10.1 Primary Sources**

1809 OS drawings

1841 Tithe Map

1877 OS 25 inch map

1908 OS 25 inch map

1946 RAF air photographs

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

### **10.2 Publications**

Cornwall County Council, 1997, *Cornwall Structure Plan*.

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

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

Morrison, T A, 1983, *Cornwall's Central Mines, The Southern District*. Alison Hodge

Sharpe, A, 1993, *Tolskithy Valley Archaeological Assessment*. CAU, CCC publication

Thomas, J, 1990, *Illogan, More Than a Village*, Dyllansow Truran



## Appendix: 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    | 87-159 (odd)       |                                       | Agar Road       | House                   | 1860- 1910    |        |             |       |
| 2    |                    | Railway Inn                           | Agar Road       | Public House            | 1841-77       |        |             |       |
| 3    | 138-144<br>(even)  |                                       | Agar Road       | House                   | 1877-1906     |        |             |       |
| 4    | 128                |                                       | Agar Road       | Bank, formerly house    | 1877-1906     |        |             |       |
| 5    | 122-124<br>(even)  |                                       | Agar Road       | House                   | 1877-1906     |        |             |       |
| 6    | 118-120<br>(even)  |                                       | Agar Road       | House                   | 1809-41       |        |             |       |
| 7    | 110-116<br>(even)  |                                       | Agar Road       | House                   | 1877-1906     |        |             |       |
| 8    | 108-108a<br>(even) |                                       | Agar Road       | House                   | 1841-77       |        |             |       |
| 9    | 100a-106<br>(even) |                                       | Agar Road       | Row                     | 1809-41       |        |             |       |
| 10   |                    | Agar Farm                             | Agar Crescent   | House                   | 1809-41       |        |             |       |
| 11   |                    | Agar Cottage                          | Agar Crescent   | House                   | 1809-41       |        |             |       |
| 12   |                    | Ropewalk (site of)                    | Illogan Highway | Ropewalk (site of)      | 1809-41       |        |             | 18076 |
| 13   |                    | Portreath Branch Railway<br>(site of) | Illogan Highway | Railway (site of)       | c.1838- 1930s |        |             | 18001 |
| 14   | 88-98 (even)       |                                       | Agar Road       | Row                     | 1877-1906     |        |             |       |
| 15   | 84-86 (even)       |                                       | Agar Road       | House                   | 1877-1906     |        |             |       |
| 16   | 82                 |                                       | Agar Road       | House (now guest house) | 1877-1906     |        |             |       |

| Ref. | Street no.   | Name  | Street                | Site type                              | Period    | Status | SM or LB No    | PRN |
|------|--------------|---|-----------------------|--|-----------|--------|----------------|-----|
| 17   | 76-80 (even) |   | Agar Road             | House                                  | 1877-1906 |        |                |     |
| 18   | 62-70 (even) |   | Agar Road             | Row                                    | 1841-77   |        |                |     |
| 19   |              | Sundown, Rosevilla,<br>Borodina, Clamary          | Wheal Fortune<br>Lane | Bungalow                               | 1906-46   |        |                |     |
| 20   |              | Wheal Fortune Mine (site<br>of)                   | Wheal Fortune<br>Lane | Mine (site of)                         | 1841-77   |        |                |     |
| 21   | 3            |   | Druids Road           | House                                  | 1841-77   |        |                |     |
| 22   | 5-9 (odd)    |   | Druids Road           | Row                                    | 1841-77   |        |                |     |
| 23   | 11           |   | Druids Road           | House                                  | 1841-77   |        |                |     |
| 24   | 13-19 (odd)  |   | Druids Road           | Row                                    | 1841-77   |        |                |     |
| 25   | 21-27 (odd)  |   | Druids Road           | House                                  | c1910     |        |                |     |
| 26   | 77           |   | Agar Road             | House                                  | 1841-77   |        |                |     |
| 27   | 65-75 (odd)  |   | Agar Road             | House                                  | 1877-1906 |        |                |     |
| 28   | 55-61(odd)   |   | Agar Road             | Row                                    | Early C19 |        |                |     |
| 29   |              | Illogan Highway Methodist<br>Church               | Agar Road             | Methodist Chapel                       | 1908      | LB II  | SW 64 SE 5/125 |     |
| 30   |              | Illogan Highway Methodist<br>Church Hall          | Agar Road             | Methodist Chapel Hall                  | 1839      | LB II  | SW 64 SE 5/124 |     |
| 31   |              | Illogan Highway Methodist<br>Church Sunday School | Agar Road             | Sunday School, formerly<br>chapel      | 1809      | LB II  | SW 64 SE 5/123 |     |
| 32   | 1-3 (cons)   |   | Chili Road            | Row                                    | 1841-77   |        |                |     |
| 33   | 5            |   | Chili Road            | Workshop                               | 1841-77   |        |                |     |
| 34   | 7-27 (odd)   |   | Chili Road            | House                                  | 1841-77   |        |                |     |
| 35   | 31-37 (odd)  |   | Chili Road            | House                                  | 1809-41   |        |                |     |
| 36   | 20-38 (even) |   | Chili Road            | House                                  | 1841-77   |        |                |     |
| 37   | 1-8 (cons)   |   | Chapel Terrace        | Rows                                   | 1841-77   |        |                |     |
| 38   |              | Methodist Chapel (site of)                        | Chapel Terrace        | Methodist Chapel<br>(United) (site of) | 1809-41   |        |                |     |
| 39   | 4-18 (even)  |   | Chili Road            | House                                  | 1877-1906 |        |                |     |

| Ref. | Street no.   | Name   | Street            | Site type            | Period    | Status | SM or LB No | PRN |
|------|--------------|--|-------------------|----------------------|-----------|--------|-------------|-----|
| 40   | 28-34 (even) |  | Agar Road         | Row                  | Pre-1809  |        |             |     |
| 41   | 38           | Smithy (site of)   | Agar Road         | Smithy (site of)     | 1841-77   |        |             |     |
| 42   | 1            |  | Chariot Road      | House                | 1877-1906 |        |             |     |
| 43   | 49           |  | Agar Road         | House                | 1841-77   |        |             |     |
| 44   | 41 & 43      |  | Agar Road         | Almshouse, now house | 1841-77   |        |             |     |
| 45   |              | Milestone  | Agar Road         | Milestone            | 1841-77   |        |             |     |
| 46   | 5-23 (odd)   |  | Agar Road         | House                | 1877-1906 |        |             |     |
| 47   | 1-3 (odd)    |  | Agar Road         | House                | 1841-77   |        |             |     |
| 48   | 1-4 (incl)   |  | Barncoose Lane    | Row                  | 1906-46   |        |             |     |
| 49   |              | Glencam, Tordene   | Barncoose Lane    | House                | 1877-1906 |        |             |     |
| 50   |              | Dwina  | Barncoose Lane    | House                | 1906-46   |        |             |     |
| 51   | 25-37 (cons) |  | Barncoose Terrace | House                | 1877-1906 |        |             |     |
| 52   | 1-24 (cons)  |  | Barncoose Terrace | House                | 1877-1906 |        |             |     |
| 53   |              | North side of road from<br>Grate Expectations to<br>Ontarion (excluding gaz.<br>ref. 55) | Barncoose Terrace | House                | 1877-1906 |        |             |     |
| 54   |              | Workshop r/o Grey Havens   | Barncoose Terrace | Workshop             | 1877-1906 |        |             |     |
| 55   |              | Selsdon  | Barncoose Terrace | House                | 1841-77   |        |             |     |
| 56   |              | Pendeen  | Barncoose Terrace | House                | 1877-1906 |        |             |     |
| 57   |              | 1-2 Wheal Tehidy Cottage   | Barncoose Terrace | House                | Pre-1809  |        |             |     |
| 58   |              | The Bungalow   | Barncoose Terrace | House                | 1906-46   |        |             |     |
| 59   |              | Wheal Tehidy House   | Wheal Tehidy Lane | House                | 1809-41   |        |             |     |
| 60   |              | The Haven, Homestead,<br>Ellesmere   | Wheal Tehidy Lane | Row                  | 1841-77   |        |             |     |
| 61   | 1, 1a, 2     |  | Glen Vale         | Row                  | 1809-41   |        |             |     |
| 62   | 1 & 2        |  | Tolskithy         | House                | 1841-77   |        |             |     |
| 63   | 3 & 4        |  | Tolskithy         | Row                  | Pre-1809  |        |             |     |
| 64   | 5 & 6        |  | Tolskithy         | Row                  | 1809-41   |        |             |     |

| Ref. | Street no.   | Name                            | Street            | Site type        | Period    | Status | SM or LB No | PRN |
|------|--------------|---------------------------------|-------------------|------------------|-----------|--------|-------------|-----|
| 65   |              | Tolskithy Cottage               | Tolskithy         | House            | 1809-41   |        |             |     |
| 66   |              | Grenopher                       | Tolskithy         | House            | 1809-41   |        |             |     |
| 67   |              | Turnpike embankment             | End of Agar Road  | Road embankment  | 1839      |        |             |     |
| 68   | 6-12 (even)  |                                 | Chariot Road      | House            | 1877-1906 |        |             |     |
| 69   | 5a           |                                 | Chariot Road      | House (bungalow) | 1877-1906 |        |             |     |
| 70   | 14-28 (even) |                                 | Chariot Road      | Row              | 1906-46   |        |             |     |
| 71   | 30-56 (even) |                                 | Chariot Road      | House            | 1877-1906 |        |             |     |
| 72   | 60-76 (even) |                                 | Chariot Road      | House            | 1906-46   |        |             |     |
| 73   | 1-3 (incl)   |                                 | Stamps Lane       | Row              | 1841-77   |        |             |     |
| 74   |              | 1-4 (incl.) & Tresco – Lees     | Higher Broad Lane | House            | 1906-46   |        |             |     |
| 75   |              | Pooleys                         | Higher Broad Lane | House, now shop  | 1877-1906 |        |             |     |
| 76   | 61           |                                 | Chariot Road      | House            | Pre-1809  |        |             |     |
| 77   |              | Cottages adjacent no. 61        | Chariot Road      | Row              | 1841-77   |        |             |     |
| 78   | 43-57 (odd)  |                                 | Chariot Road      | House            | 1906-46   |        |             |     |
| 79   | 41           |                                 | Chariot Road      | House            | 1877-1906 |        |             |     |
| 80   | 40           |                                 | Chariot Road      | House            | 1841-77   |        |             |     |
| 81   | 39           |                                 | Chariot Road      | Shop             | 1906-46   |        |             |     |
| 82   | 23-31        |                                 | Chariot Road      | Row              | 1877-1906 |        |             |     |
| 83   | 21           |                                 | Chariot Road      | House            | 1877-1906 |        |             |     |
| 84   |              | Barncoose County Primary School | Chariot Road      | Infant School    | 1877-1906 |        |             |     |
| 85   | 13           |                                 | Chariot Road      | House            | 1906-46   |        |             |     |
| 86   | 3-11 (odd)   |                                 | Chariot Road      | House            | 1877-1906 |        |             |     |



Figure 5 The dominant view of Illogan Highway - a place on the main road between Redruth and Camborne, its houses dependent upon and still focussed on the mines around (East Pool mine in the distance). This is a street where people live and work, however, not just a through-route.



Figure 6 Indeed, just off the road are pleasant and quiet streets, and even hidden valleys with old cottages [61]; formerly a hive of mining activity, now lush and overgrown.



Figure 7 On the main street, smaller houses [6] set at an angle to the main road show the impact the new (1839) turnpike had on an older settlement pattern



Figure 8 Teague House – the profits to be made from mining. Along and just off the main road are several quality buildings - School [84], Chapels [29-31], Almshouses [44], and this fine mine managers house [56].