

Cornwall Industrial Settlements Initiative
REDRUTH and PLAIN-AN-GWARRY
(Camborne/Redruth Area)



March 2002

CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

Conservation Area Partnership

Name:	REDRUTH	Study Area:	Camborne/Redruth
Council:	Kerrier District Council	NGR:	SW 7042
Location:	In mid-west Cornwall, off the A30 three miles to the east of Camborne and three miles south of the north coast.	Existing CA?	Yes – Carn Brea, Redruth Centre and Plain-an-Gwarry; extensions proposed in Kerrier District Local Plan Deposit Draft
Main period of industrial settlement growth:	Medieval; 18 th century –1910	Main industry:	Market, mining and engineering

Industrial history and significance

- Mining was the biggest single industrial activity in the area, but its dominance in Redruth was more apparent than real
- There is an exceptionally wide range of industrial buildings surviving in Redruth. What survives in Redruth is an outstanding resource for understanding the buildings and mechanics of the industrial processes of the time
- Nowhere is this more apparent than in the remarkable remains at Sara's Foundry, where the scale and range of activities must have been typical of most local businesses.
- Redruth was the capital of the greatest of all Cornwall's mining areas, important for its

marketing, financial, managerial and institutional roles

- The greatest market town in west Cornwall, the length and complexity of its history is matched by the range, quality and complexity of its surviving historic fabric.

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

Recommendations

Historic areas

- Proposed alterations to the existing conservation area boundaries
- Prepare a full CA Appraisal

Historic buildings

- Review Statutory List
- Prepare list of locally significant buildings

Policy and management

- Article 4 Directions to control PD on single dwelling houses and alteration and partial demolition of small buildings and walls in CA
- Full survey of archaeological potential
- Future development sites to respect the historic grain and development pattern in and around the town, with higher quality landscaping
- Recognition of the importance to local character of back-land areas and rear lanes
- Proposals affecting the areas of derelict land to be based on a thorough understanding of the unique historical and archaeological importance of the sites and their value to the setting of Redruth and Plain-an-Gwarry
- Management schemes, development briefs and conservation plans for some of the most

sensitive historic buildings and areas. Review existing town-centre use allocations

- Integrated management scheme for the future use and development of the various large (and now empty) properties and open areas in the west of Redruth (the Hospital/ Tolvean/ Trewirgie/ Fairfield/ Trengweath)
- Review of the current pedestrianisation scheme in Fore Street in terms of its design, materials and use and promotion of a street market
- Site-specific design guidance based on detailed audit of materials, designs, details and character
- Future road improvements and/or provision of street lighting and furniture to respect the historical building line and reflect differences in the local townscape
- Investigate street tree-planting schemes
- Traffic calming measures and landscaping schemes to emphasise the historic cores of the settlement.
- Full survey of trees and ornamental landscapes and management polices where appropriate.
- Tree Preservation Orders outside present or proposed CAs.
- Further integration of existing town trails and guides and other promotional initiatives and partnerships; promotion as a single package.
- Further study of adjoining areas outside the existing CISI programme.

Cornwall Industrial Settlements Initiative
REDRUTH and PLAIN-AN-GWARRY
(Camborne/Redruth Area)

The Cahill Partnership
and
Cornwall Archaeological Unit

March 2002

Acknowledgements

This report presents the results of an assessment carried out by The Cahill Partnership following desktop research by Cornwall Archaeological Unit (Bryn Perry Tapper). Assistance was also provided by Andrew Richards, Kerrier District Council. The report text was prepared by The Cahill Partnership 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 The Cahill Partnership.

Front cover illustration

Redruth from the east (CAU ABP/56/107)

©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.

1	Introduction	16
1.1	Background	16
1.2	Project aims	16
1.3	Project methodology.....	16
1.4	Date of Assessment	17
2	Location and setting	18
2.1	Geographical location.....	18
2.2	Landscape setting	18
3	Summary historical development (Fig 2)	18
3.1	Pre-1809.....	18
3.2	1809-41	20
3.3	1841-1880	20
3.4	1880-1908	21
3.5	1908-1946	22
3.6	Post 1946.....	23
4	Character (Figs 3 & 4)	23
4.1	Areas of distinct character within Redruth.....	23
4.1.1	General remarks	23
4.1.2	Plain-an-Gwarry	24
4.1.3	Green Lane/ New Cut/Chapel Street	25
4.1.4	Rose Row.....	26
4.1.5	Upper Fore Street/Wesley Street/ East End /St Day Road	27
4.1.6	Fore Street/West End/Station Road	28
4.1.7	Station Road/Bond Street/Treruffe.....	29
4.1.8	Clinton Road/Albany Road.....	30
4.1.9	Falmouth Road	31
4.1.10	Penventon/ Trewirgie/ Church Town	31
4.2	Buildings	32
4.2.1	General introduction.....	32

4.2.2	Ecclesiastical.....	33
4.2.3	Church halls and schools	34
4.2.4	Other Public Buildings	34
4.2.5	Recreational.....	35
4.2.6	Commercial.....	35
4.2.7	Middle class housing.....	36
4.2.8	Workers' housing	37
4.2.9	Industrial remains.....	38
4.3	Materials and local details.....	40
4.3.1	Materials.....	40
4.3.2	Floorscape	42
4.3.3	Architectural set pieces.....	42
4.3.4	James Hicks.....	43
4.4	Spaces views and panoramas	44
4.5	Landscape	45
5	Designations	46
5.1	Scheduled monuments	46
5.2	Listed Buildings (Fig 4).....	46
5.3	Conservation Areas (Fig 4)	46
5.4	Other designations	46
6	Current issues and forces for change.....	47
	(see also area character analyses, section 4)	47
7	Industrial significance	49
8	Recommendations	50
8.1	Historic areas.....	50
8.2	Historic buildings	50
8.2.1	Listed Buildings	50
8.2.2	Local list.....	53
8.3	Policy and management.....	53
9	References.....	57
9.1	Primary Sources.....	57

9.2 Publications.....	57
Appendix 1: Detailed history and physical development.....	59
App 1.1 Pre-1809.....	59
App 1.1.1 Industrial and economic activity.....	59
App 1.1.2 Extent of settlement.....	61
App 1.1.3 Settlement function and characteristics.....	63
App 1.1.4 Summary.....	65
App 1.2 1809-41.....	65
App 1.2.1 Industrial and economic activity.....	65
App 1.2.2 Extent of settlement.....	66
App 1.2.3 Settlement function and characteristics.....	68
App 1.3 1841-1880.....	69
App 1.3.1 Industrial and economic activity.....	69
App 1.3.2 Extent of development.....	71
App 1.3.3 Settlement function and characteristics.....	72
App 1.4 1880-1908.....	74
App 1.4.1 Industrial and economic activity.....	74
App 1.4.2 Extent of settlement.....	75
App 1.4.3 Settlement function and characteristics.....	76
App 1.5 1908-1946.....	77
App 1.5.1 Industrial and economic activity.....	77
App 1.5.2 Extent of settlement.....	78
App 1.5.3 Settlement function and characteristics.....	78
App 1.6 Post 1946.....	78
Appendix 2: Gazetteer of archaeological sites and historic buildings.....	80

List of figures

1. Location map
2. Historical development (Figs 2, 2A & 2B)
3. Surviving historic components (Figs 3, 3A & 3B)

4. Gazetteer sites, existing designations and recommendations (Figs 4 & 4A-4F)
5. Fore Street looking east
6. Penryn Street from Cross Street
7. West End looking west
8. St Day Road and Pednandrea Stack
9. Clinton Road looking north

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 3)

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 Appendix 2) 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 record 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

Redruth was assessed as part of CISI during winter 2000/2001.

2 Location and setting

2.1 Geographical location

Redruth is located in west Cornwall, approximately three miles east of Camborne. It is on the main road (A30) and rail route east-west through Cornwall. It lies within Redruth 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/Carn Marth 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 is dominated to the south and south-west by the steeply rising moor lands of Carn Marth and Carn Brea. To the north the land falls away to a mixed area of agriculture, woodland and mine waste. Two deeply incised parallel valleys (Tolskithy and Tolgus/Redruth) run northwards to the sea at Portreath, cutting across the general east-west trend of the landscape. The Tolskithy valley provides an important physical and scenic barrier to the built-up areas to the west, and the ancient church-town of St Euny shelters in this valley below Carn Brea. To the east, Fore Street/West End follow the main historical cross-county route as it cuts across the parallel valley smaller, less deeply cut than Tolskithy, but more important for communications, to the south especially. The Clinton Road area sits high on a plateau on the side of Carn Marth with views to the sea and Penwith, while Plain-an-Gwarry is in a more sheltered setting on the edge of a small hill overlooking the Tolgus Valley.

3 Summary historical development (Fig 2)

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

3.1 Pre-1809

'This town is of late years grown very considerable, and its market the greatest in the west, especially for corn. It owes its rise to the great confluence of people drawn together by the mines of tin and copper, with which it is surrounded. The town of R consists chiefly of the large street, near half a mile in length....'
Tonkin, 1739, (Michell 1985, 33).

- St. Euny Church in its sheltered valley setting was an ancient settlement focus from at least the 6th century. It scarcely changed in function or extent from its medieval character, despite being set in the heart of a heavily industrialised area.

- By the early 14th century, settlement shifted to the adjacent valley to the east (market and fair charters date to 1333), where steam-based industry coincided with the crossroads of the main east-west route across the county and the cross-route to the north and south coasts. Both valleys and their hinterlands were extensively exploited for tin streaming (13th century) and mining (16th century), mineral processing and milling.
- There is evidence of late medieval town planning, with regular burgage plots set out along the cigar-shaped market area and with a regularly-shaped fair field set to one side of the core, and with chapels (St Rumon's and St Christopher's) recorded by 1400.
- By the mid 18th century, the main road was built up from West End (above the old Copper Bank site [255], to at least the Collins Arms [557] in Higher Fore Street. Development off the main road was confined to back plot infill and limited spread along the valley – Penryn Street was only created in 1763 as part of the turnpike road to Penryn and Falmouth.
- By the first half of the 18th century, Redruth was hemmed in on all sides by extensive mining works. While copper production boosted Redruth's market and service role, the main copper mines were at some distance from the town – the development of the Tolgus and North Downs mines in the early 18th century may account for the creation of a new settlement at Plain-an-Gwarry, the main street of which was almost fully built by 1739.
- Most of the mines in and around Redruth remained small, often only fleetingly in existence, and were rarely profitable. Their sheer number created the local employment, with huge demands for supplies and services.
- By the mid 18th century a large number of ancillary industries had grown up, especially associated with metal processing (smithies, iron and brass foundries, wire works, stamps, blowing houses, mills), all heavily dependent upon readily available local water power, supplemented by a complex system of adits and leats. Other service industries included Redruth Brewery (1742), a tanyard, timberyards, brickworks, crucible works, candle and tallow works.
- Redruth's crucial market function was supplemented by other service activities – market gardens, inns, dealing and 'ticketing' of ores and mines from 1726, banking by 1764, religious and educational establishments (Methodist Chapel 1760, independent schools by 1771). Redruth rivalled Truro as the business capital of Cornish mining, and attracted many of the great figures of the day (Watt, Trevithick, Murdoch).
- Although relatively large and busy for a Cornish town, Redruth was in the middle of a period of decline in 1809, after years of crisis in both tin and copper mining brought about by late 18th century competition from the Parys Mountain mines in Anglesey, and the trading difficulties during the French wars.

3.2 1809-41

'In consequence of the immense extension of working on lodes of copper...the town of Redruth has grown into a large size, and into considerable opulence. The main street is rendered splendid on both sides by continued lines of shops.....' Davies Gilbert, 1838 (Michell 1985, 114).

- After the depression of the late 18th and early 19th centuries, the local mining industry recovered around 1820 and continued for the next 20 years in a continuous flux of openings and closures.
- Ancillary industries continued to grow, especially the foundries, while the brewery became the largest in the west of England. The arrival of the railways (Redruth and Chasewater 1826, Hayle Railway 1838, Cornwall Railway 1853) stimulated local industry and commerce, for instance with huge coalyards being built at the stations. The early gasworks (1826) was a spin-off venture from this burgeoning private industrial activity.
- The ailing market recovered with the market house rebuilt in 1826 and the clock tower in 1828; by the 1830s the market was again described as the largest in Cornwall.
- Between 1825 and 1840 there was intense back-land infill and courtyard development (so that Plain-an-Gwarry becoming increasingly joined to Redruth itself), and also considerable expansion. Growth was especially marked along Falmouth Road on the now-abandoned stream working land, at West End around the Hayle Railway terminus, and at Rose Row and East End, associated with developments at Pednandrea (mine, railway, crucible works, and brickworks). This expansion of housing began to absorb an older pattern of smallholdings around the town.
- As well as a large labouring population, Redruth had a large managerial, professional and trading class, and this period also saw the spread of better quality housing and large villas in substantial grounds on the edge of the town (Symons Terrace, Penventon).
- It was largely these professional classes that strengthened the non-conformist cause, and the Anglican reaction to it, so that by 1841 there were 7 or 8 chapels and an Anglican chapel of ease, all with attached schools, as well as a British school and a grammar school, a savings bank (1818), the Mechanics Institute (by 1838), a cricket club (1830) and a theatre.
- But the end of the decade revealed serious problems – the parish vestry which ran the town was virtually bankrupt by 1840, many of the best local men were emigrating, overbuilding had caused property values to fall, and mining was taking a downturn, all of which was a prelude to the problems of the following decade, the 'hungry forties'.

3.3 1841-1880

- The deep crisis of the 1840s was followed by recovery in the 1850s-60s (particularly associated with the Pednandrea/Sparnon mine group), but there continued to be a bewildering pattern of mine openings and closures, with an overall decline in mining over the period.

- Recovery led to increased activity in the ancillary industries (including tin smelting from 1862). While emigration increased, there was immigration from worse hit parts of Cornwall - the local population actually continued to increase when most of west Cornwall was experiencing decline. Emigration itself had a spin-off in the increasing number of international offices (the Malayan tin industry was in effect run from Redruth).
- The market increased in importance, and banking, marketing and service functions continued to expand, as well as religious, educational and recreational roles (the Druid's Hall public rooms were opened in 1859; Redruth Rugby Club, the oldest in Cornwall, was founded in 1875).
- The 1850s recovery coincided with, and was stimulated by, the extension of the railway through the town. The building of the new station and viaduct was associated with redevelopment of the adjoining streets (Blee's Terrace/Bond Street). There was some expansion and rebuilding in the town in the 1850s (especially at East End, near to Pednandrea and West End around Wheal Union), but nothing like the scale of the early 19th century. There were also increasing numbers of large villa residences at West End and along Green Lane.
- Redruth even so lagged behind some of the more recently developed towns in public provision of services - the town's appalling drainage, sewerage and water supply were notorious throughout Cornwall, and it had a severe prostitution problem.
- By 1870 a downturn in mining and increasing mechanisation led to unemployment, local distress, increased emigration, empty houses and failure of local shops. There was a short-lived respite associated with the 1872 tin boom, but a combination of public and private munificence and investment in rebuilding and development was what really seems to have brought about recovery, such as the public building programme in Alma Place, the rebuilding of the market in 1878 and the laying out of Clinton and Albany Roads from 1878 (partly as an employment scheme).
- The same period saw much rebuilding of major structures in the town, including most of the chapels and schools, often also as a result of private munificence, although the large number of banks and mine offices built in the 1870s show a still buoyant service economy in the town.

3.4 1880-1908

- The last two decades of the 19th century saw continued retrenchment in the local industry. There was some recovery around 1900 with much of the financial and managerial investment in mining in west Cornwall, and indeed internationally, centred on Redruth. The industry continued to be economically important, less so in terms of numbers directly employed as miners (although there remained a large labouring population), and stimulated ancillary industries: foundries and tin smelting, fuseworks, boot factory, and, a major railhead business, The West of England Bacon Curing Co.
- The increasing size and numbers of shops and wholesale businesses were among the main employers and economic forces in the town, and replaced the market as the mainstay of retailing and supply, although in 1897 Redruth Market was still the largest in Cornwall.

- Public benefaction building projects started in the 1870s, together with new business ventures around 1880, led to a corresponding rebuilding and expansion of the town on a scale not seen for many years; this had little to do with the mining industry, except in as much as the land freed up by mine closures was often used for new development and unemployed miners were the labour force.
- Terraces and rows of cottages were built in Bellevue (Rose Row), along the easternmost part of East End and along the length of Falmouth Road right to the parish boundary. The major building area was on the old Wheal Sparnon grounds, where workers' housing and middle class housing were developed, as well as a major group of cultural and social buildings (School of Mines 1882, Science and Art School, 1882, Passmore Edwards Library 1894, St Andrews Church 1883) and a public park. This expansion was fuelled by a combination of (relative) economic prosperity, public benefaction, slum clearance and remittance from emigrating workers.
- Much of this building boom was concentrated in the ten years between 1878 and 1888. Concomitant with this expansion was large-scale slum clearance, especially of the numerous back-plot courts, and continued rebuilding of commercial and public buildings, schools, church and chapels.
- Redruth still had social problems worse than most Cornish towns in the early 20th century, although there was increasing public provision of facilities - a new drainage system (1882), reservoir and piped water (1894), electric street lights (1902), the Camborne-Redruth Tramway (1902).

3.5 1908-1946

- Mining near to Redruth had to all intents and purposes finished by the First World War, but many hundreds of men from the town still worked in mines further afield that continued to operate in the early 20th century (and there were repeated attempts to open various local mines throughout the period). Enough people were directly employed in mining for the crises of 1921 and 1932-6 to cause considerable local unemployment and distress.
- Ancillary industries also closed in this period, largely dependent as they had been on both processing the product of, and supplying the needs of, the mines. Foundries (except Sara's), tin smelters and boot works had all closed by 1930s.
- The importance of the ancient market relative to the shops continued to decline in the early 20th century, although the meat market continued as an important element in the town into the 1950s.
- There was virtually nothing built or rebuilt in Redruth at this time apart from a few larger houses, and rebuilt public buildings (schools, police station, cinema, and railway station).
- The only major development was part of the national programme of house building in the early 1930s, when a large new estate was laid out and built by the Urban District Council at North Close in 1932/3.

- The merger of the Urban District Council with that of Camborne in 1934 was symbolic of the decline in Redruth's dominant local position.

3.6 Post 1946

- The nature of industrial activity after 1945 changed in Redruth. Immediately after the Second World War a number of clothing companies opened workshops to take advantage of the skilled, but cheap supply of local machinists. A few established industries did continue - for example the Redruth Clothing Company operated until the 1970s.
- Perhaps the most important survivor was the brewery, which remains a major enterprise in the town.
- Redruth is still a relatively important industrial centre with continuing development of trading and industrial estates, but few of the traditional strengths of the town are present.
- One industry that was always important in Redruth, although difficult to trace and quantify, is the construction industry. The engineering and building firm built up by Sir Arthur Carkeek of Penventon in the 19th century has only recently gone into receivership; long established building firms occupy the former Redruth Smelter site, with newer enterprises at the former Cathedral Boot Works and on the new Cardrew Industrial Estate.

4 Character (Figs 3 & 4)

While the general methodology for conservation area character analysis recommended by English Heritage has been applied in this study, it should be noted that its use has been selective and intended to concentrate on industrial development, character and significance.

4.1 Areas of distinct character within Redruth

4.1.1 General remarks

Although part of the Redruth/Camborne conurbation (the largest area of urban and industrial development in Cornwall), Redruth is separated from the string of settlements to the west, physically by the Tolskithy Valley, and figuratively by its history and status as an ancient market town. While this means that it is a recognisably distinct place from its neighbours, it also has within it various subdivisions that display differing qualities of character and appearance.

The town developed away from the ancient church-town along the principal road through Cornwall, and this separation still survives despite increasing development between the areas. Similarly, Plain-an-Gwarry developed as a separate settlement parallel to Fore Street. The later 19th century developments south of the Fore Street area (Clinton Road/Albany Road) are separated from the older core by the railway. While historically the distinct zones of the town have tended to merge together, later 20th century decline produced a counter trend with shrinkage of the central

shopping/commercial area, so that both West End and East End are becoming distinct in character from Fore Street, while the alleys, back lanes and rear plots have become derelict, devoid of quality, used for car-parking, and serve to isolate the centre from the surrounding residential areas.

4.1.2 Plain-an-Gwarry

Set apart from the bustle of the town centre, Plain-an Gwarry occupies a unique place in Redruth. It was an early industrial settlement with its own independent history until the early 19th century when it became physically linked for the first time to Redruth proper. It remains an exceptional surviving example of an early industrial village street, with a good proportion of 18th century buildings. Despite the loss of some boundary definition - e.g. The Miners Arms [42] - it remains an impressive piece of townscape. The buildings are mostly two storey cottages/town houses set back behind front gardens on the north side and on edge of pavement on the south side. Of particular historical interest is James Watt's house [50], which is also a good example of one of the original cottages, quite small in scale and set back behind a front garden with granite front wall. At its eastern end the buildings on Plain-an-Gwarry change scale, reflecting a later phase and scale of historical development, with the chapel [52] providing a focal point, once elegant but now left to fall down in the wake of planning permission for its replacement with housing; it will ultimately be a sad loss to the streetscape.

To the north, Treleigh Manor [9] is all but 'lost' in the post-war housing estate, but there remain good views of it from Treleigh Avenue and area that are crucial for retaining its relationship with the main village – the original row of cottages in Plain-an-Gwarry was laid out on Treleigh Manor grounds, and probably by the owners of the estate, as part of a move to exploit local mineral reserves.

In Pond Lane, to the rear of Plain-an-Gwarry, there is a mix of outbuildings [683] [684] and 19th century rows [38][39][47] inserted into the historic plots. Its secluded character acts as a foil to the more formal main street and provides an important sense of enclosure, reflecting its historical role as a back lane that defined the settlement's edge before the bungalow development to the north.

King Street [68-70], Blight's Row [84-88] and Foundry Row [92] are good examples of planned rows of workers' cottages from the 1830s - 1850s, a development outward from the town on the outer edge of the medieval plots and curtilages. They are laid out in a tight pattern, (apart from an area of non-descript modern housing on the site of a former nursery), with small back gardens and well defined boundaries. Although suffering from incremental diminution of character (from window replacements etc.), they remain a distinct group in the townscape.

Claremont Road [72 & 73] is a set piece from the 1880s; the size and quality of the houses and a feeling of spaciousness and salubrity sets it apart from the high density of the rows described above and it is more reminiscent of contemporary schemes in Clinton and Albany Roads.

To the west there is a drop in ground level from Plain-an-Gwarry and a change in building scale to large industrial buildings around the brewery [97] set in an open valley landscape. While there are some very large modern elements to the brewery it retains many of its more attractive early 19th century buildings, and those of the former fuseworks [98][110] and mills [112] form a good frontage to Tolgus Hill. There is also an interesting small modern movement house [99]. Trees play an important role as a backdrop to the brewery complex and to the new Tesco development next door, and

have some historical importance as they form part of the original landscaping to Penventon House [659], which was built for the brewery owner in the early 19th century. The role of the leat [103] is also an essential one with its sound and texture providing a foil to the hardness of the built landscape. The use of tarmac for the path, however, together with the breakdown of boundary definition, particularly around the entrance to Penventon, does not reflect the quality of local detailing or historic character.

The Tesco development itself is appropriate in terms of scale but suffers from its newness and needs more landscaping in the car park. The landscaping and installation of sculpture and artefacts around the roundabout is somewhat overdone, and has resulted in visual clutter, so that the road layout and profusion of visual stimuli now detract from the setting of the good group of early houses [13-22] set back behind raised ground and boundaries in Tolgus Hill and Tolgus Place.

Sara's Foundry [10-12] is also divorced from its original setting in the Tolgus Valley, which is now dissected by the roundabout, as well as by the 1940s by-pass bridge [685]. The bridge at least forms an interesting structure within the landscape of the valley. Whilst it is on the edge of Redruth, the foundry complex is potentially one of its most important sites. What appears to be a relatively ramshackle collection of buildings is in fact one of the most complete surviving assemblages of industrial buildings and machinery in the area (if not Cornwall) the character of which it is essential to preserve, both inside and out, and the quality of which is reflected in its Grade II* listing.

To the north of the study area the 1930s council housing estate [3] is a good set piece that shows the influence of the improved workers' cottage and garden suburb movements of the early 20th century, and makes an interesting comparison with the contemporary terraces of privately developed houses in Camborne and Tuckingmill. Sadly, the quality of design, materials, layout and particularly landscaping deteriorates markedly in more recent additions to the estate. Although North Street is the main access to Redruth from the north and the by-pass, the streetscape is ill defined and it is not until the early/mid 19th century rows [4-7] just north of Plain-an-Gwarry are reached, that a sense of arrival in Redruth is felt. These rows are set back behind front gardens with front walls that have an important function in giving definition to the street.

Given the sense of place thus reached, and the outstanding quality of the buildings and townscape in Green Lane, the Drump Road roundabout is sadly anonymous, with no recognition of the historical or archaeological importance of the original plain-an-gwarry or the junction's significance as a gateway to Plain-an-Gwarry village, nor of the quality of the buildings which face onto this road junction. To the east the views are of bleak modern developments and poorly-laid out open spaces associated with schools and police station.

4.1.3 Green Lane/ New Cut/Chapel Street

This area was one of the earliest 'suburban' areas in Redruth – the old lane that became Chapel Street has from medieval times been an industrial area, fed by the Tolgus leat [108], and formerly had many more poor cottages mixed in amongst the industrial sites. While traffic and its noise are dominant, enough cottages and older industrial buildings survive to retain a flavour of its past. The street scene becomes more industrial as it merges with the brewery complex, and more residential towards the south as it approaches the town. The set piece architecture of the chapel itself and the adjacent houses were clearly intended to rival the contemporary high status developments in Symons Terrace and Green Lane. Views along the road

in either direction are still surprisingly picturesque, and despite the intrusive effect of highways signing, the scarred flank of the cinema and inappropriate detailing on some of the buildings, the view to the south up a slight hill to the Fore Street cross-roads is still one of great interest and even greater potential.

Between Chapel Street and Green Lane, the historic route between Redruth and Plain-an-Gwarry, which was always a much more salubrious residential area, are the medieval back plots. Until the early 20th century these were mostly given over to nurseries and market gardens. Now this area, acting as a link between Fore Street and Plain-an-Gwarry, is a mix of the remains of these medieval plots and walls, and of a townscape breaking down into poorly detailed car parks and rear plots of Fore Street commercial premises. It is characterised by a mix of late 18th century/early 19th century infill, with some quite high class development [193][187-188], built at a time when the landscape of nurseries and gardens was leafy and pleasant. In contrast there were formerly many 19th century cottage courts, home to the poorest of the working classes; there is at least one important surviving group [208].

Green Lane is a winding, leafy lane bounded by large houses hidden behind walls and hedges, with tantalising glimpses of roofs and chimneys, but this character is severely compromised by traffic speed and noise. On the east side, opposite the end of Claremont Road, the old group of cottages tight up against the back of pavement [128-129] provides an interesting contrast in scale and pretensions to properties such as The Elms [127], and Radnor House [130] set in their still extensive and leafy grounds. Some remains of the nurseries that once dominated this part of Redruth are still extant. Green Lane has an especially vibrant, if intermittent, character because of the rugby ground, which, on match days, creates a huge amount of activity, especially pedestrian movement. Towards the town centre, the whole character becomes more urban and urbane, historically and still today a good class residential area with some appropriate institutional character (Radical Club [182] and Masonic Hall [185]).

4.1.4 Rose Row

Rose Row is a tight streetscape of terraces of different dates, from the 1830s [138][144] through to the early 20th century [140], and presents an interesting opportunity to see the development of workers' housing throughout the period, with contrasting details, even though the scale remains more or less constant.

The layout of the area is constrained by its original use as nurseries, with the rows and terraces necessarily packed into a confined area. The combination of this, together with the lack of greenery and open space (not in this case unpleasant, since it creates a sense of intimacy and community) and the consistent scale, gives a feeling of homogeneity and separateness from the older, busier roads nearby, an enclave of calm against the noise and activity in the southern part of Green Lane and in Fore Street. The loss of buildings on the south side of Ford's Row [144] has led to a complete break-down in the intimate character of the area where it abuts the Flowerpot car-park. This row, one of the oldest in the area, is also the most altered, as if the poverty of the townscape and the unrewarding outlook over the adjacent car-park have reflected upon the buildings themselves. In marked contrast, the rest of the Rose Row area is generally free from inappropriate alterations and developments.

4.1.5 Upper Fore Street/Wesley Street/ East End /St Day Road

Although Upper Fore Street is in origin an extension of Fore Street, it is now separate, both physically and in terms of its character. Because of the traffic management regime, with a break in Fore Street at Station Road, a high volume of fast-moving traffic runs through here. This, combined with the narrowness of the road and lack of pavement, makes it difficult for pedestrians and motorists. It is difficult to slow down, pause or stop and look at buildings and streetscape, which at first glance seem unattractive and dominated by traffic; this brings down property values, in both commercial and cultural terms.

It is difficult to appreciate that this area is one of the older parts of the town, with some very important buildings. There seems to have been a gap in development from about the 17th/early 18th centuries until the spread of miners' housing in the early/mid 19th century in this area, so that there is still a discernible change in date, type, use and density of building in Upper Fore Street and the more recent industrial housing in Rose Row, East End and St Day Road.

Off Wesley Street is one of the most important surviving collections of industrial remains in Redruth. The mine buildings at Pednandrea [504], other industrial remains [422] and indeed the general layout of the area, the large houses associated with those activities (e.g. Pednandrea House [426]), chapels [168] and the railway [159] all contribute to a distinct sense of place. Wesley Street itself has a mix of late 19th century housing, with contemporary and earlier workshops and small-scale industrial units. Historically it was part and parcel of the Pednandrea complex and, particularly on foot, still appears very much part of that area today. The historical value and visual interest of this small street are somewhat lost as it is now regarded principally as part of the one-way system at the head of Fore Street – the narrowing of the road past the Wesley Chapel group is regarded more as a hindrance than recognised as a dramatic piece of historic townscape.

East End is essentially a ribbon development, but which preserves significant evidence of the historical development of the town, with rows of miners' cottages absorbing an older scatter of smallholdings, sometimes with traces of their attached fields still discernible. These smallholding cottages are detectable on the ground by being set an angle to the street and being distinctively smaller and older than their neighbours [514] [535][541][544][545].

As with Rose Row, East End provides a good sequence of housing at a similar social scale across a century or more of development and shows, in addition, the gradual decrease in density away from the tight 18th century streetscape of Upper Fore Street. The rising ground and curving street line make a picturesque streetscape and, indeed, East End has a better quality of townscape and buildings than a cursory glance might suggest.

There is a significant amount of surviving mine waste, shafts and old quarries just behind the street frontage; the townscape consequently was only ever one row deep here, and while the main road is now backed by large areas of anonymously detailed and laid out housing and bungalows, these have surprisingly limited impact on the historic streetscape. The remaining dump lines, shaft sites and embankments enhance and reinforce the separateness of the older developed areas, as well as providing a usable amenity. The drab appearance of the one public space (to the south of Drump Road) is indicative of what happens when such areas are tidied up and municipalised in the name of 'improvement'. The housing along Drump Road

is poorly maintained, and the landscape along the road is one of partial dereliction, or of bare industrial access roads. The central junction between Drump Road and the main road is dominated by lacklustre modern buildings and poor spaces; there is great need and potential for enhancement in this area.

St Day Road is a small area sandwiched between the town and the later 19th century developments in Albany Road and Raymond Road, and is one of the most recognisably industrial areas of settlement in Redruth. The position of the rows above the Pednandrea complex, especially Treruffe Terrace [492][494], the survival of the revetted mine dump/shaft [512] in the street scene, and the simple, humble scale and detailing of the cottages create a character typical of those usually associated with mining in Cornwall. Quite apart from the often spectacular views from the houses in St Day Road and Trefusis Terrace, there are some very picturesque views up the hill along St Day Road, although severely compromised by the poor quality of the road junction and the sacrifice of residential character to the needs of road traffic. As at East End this area was also originally only one row deep, and a surviving scatter of industrial remains [497][498][511][512][580][516] provides important defining landscape features.

4.1.6 Fore Street/West End/Station Road

Fore Street is a relatively narrow, curved market street on a steep hill with buildings jostling for position onto what used to be the back of pavement. The street form is medieval but, although there are surviving 17th and 18th century buildings, most of the frontages now date from the 19th century. Its historical role as the main commercial focus is demonstrated by several examples of fine shop-fronts [172][203] as well as inns [175][176], some of which, like the Oxford Inn [196], are set back and reveal the medieval street line; their forecourts now framed by shops, they are a distinctive feature of Redruth Fore Street.

The buildings display a variety of architectural styles as well as a range of materials and details. Of particular note are the 18th century inns [175][176][204], the clock tower [296], the Trounson Building [304], the bold terracotta frontage of nos. 9/10 [327] and several good banks [207]. This is by no means an exhaustive list as there are many others that make a positive contribution to the streetscene. The height of the buildings and their elegant proportions accentuate the narrowness of the street and contribute positively to its character. At the bottom of the street the cinema [209] is a 1930s building of some interest and provides a contrast that is part of the variety of Redruth centre and, together with the pubs and inns, makes a valuable contribution to the town's vitality after shopping hours.

There have been many changes that have adversely affected the integrity of the historic character of Fore Street in the past; some have left their mark in poor buildings and shop-fronts or even the loss of a whole chapel front [309]. There has been little of quality added to the built fabric in the second half of the 20th century. Some well-intentioned projects have taken place, like the pedestrianisation scheme but this was, if anything, over-detailed and has resulted in an excess of street clutter. Proposals have been made in past regeneration initiatives for a revitalised street market in Fore Street. This would be entirely appropriate in terms of both historical and current character, but would be impossible to reinstate within the existing pedestrianisation scheme.

The overall picturesque qualities of the setting of Fore Street and West End and the underlying fabric and quality of detail are such that they have been able to absorb quite a lot of loss of detail, but the incremental losses of traditional detailing and the scale of change and new buildings (viz. St Pirans House) is now such as could threaten the character of the central area.

The central crossroads in Redruth marking the change from Fore Street to West End now also marks more of a contrast in use and character than was formerly the case. West End, and with it Penryn Street, was until the late 19th century the financial and administrative area of the town, with a quality of late 18th/early 19th century buildings to match. By and large this area is less dominated by the late 19th century re-building of Redruth than Fore Street/Alma Place. As prosperity has declined, and shopping, banking and pubs have become more restricted to Fore Street, the many shops along West End, and to a lesser extent Penryn Street, have closed and changed to residential or office use, a process still continuing and symbolised by the recent conversion of the old West End Stores. The outstanding quality of many of the buildings in this area allows it to rise above the neglect, decay and scale of unsympathetic alterations that have so damaged the equivalent area of Upper Fore Street.

Just as in Upper Fore Street, however, the scale of traffic, narrowness of pavements, and the inaccessibility of Fore Street created by road junctions have all contributed to the decline of the area. Nevertheless, it maintains a relatively high quality environment off the main road, with West End backed still by open areas, mature gardens and the fair meadow. Late 20th century infill has already begun to diminish the size and quality of these open areas with adverse effects on local character and amenity. The existence of large houses and mature grounds, in particular Tolvean [238], and what remains of the open fields and woods east of Penventon, have significant historical importance for the town, and are a resource in their own right, not simply development opportunities.

Penryn Street is lined with a good sequence of buildings and is still backed by the open grounds of Trengweath on the west side while, in contrast, to the rear of the eastern side there is continuing dereliction and decay in Cross Street and Back Lane West. The shell of Druids Hall [280] is emblematic not just of the problems faced by this area, but also of the recognition that these can be turned around without losing a unique townscape.

The Cross Street/Back Lane West area is run down, but has really good remnants of the late medieval to 17th century quality of the area: the street line, the later infill of workers' cottages and the dominance of the market and fairground (itself a medieval settlement feature on which development should be resisted). The intimate views and spaces here are unrivalled in Redruth (or indeed many other Cornish towns), and the archaeological potential of this small area is comparable to some of the more obviously medieval towns in the county.

4.1.7 Station Road/Bond Street/Treruffe

The development of the station, Station Hill and Station Road in the 1850s created an entirely new road that by-passed Fore Street. Together with the viaduct, station yard and tunnel it is one of the largest 19th century engineering interventions in the centre of any Cornish town. The views and vistas opened up by this development, and the creation of a potentially exciting urban space in front of the station have never been fully realised or appreciated, and yet the contrast of open space, interesting buildings, green embankments and distant views all give this area a unique identity. In the late 19th century there appears to have been a deliberate attempt to make this the business centre of Redruth; the standing buildings in Alma Place, the

offices on Station Road, the market complex and the varied buildings around Jack's Platt are all part of this story, so vital to understanding the development of the town.

However, the streetscape, as so often in Redruth, deteriorated considerably in the 20th century due to increased traffic demands and the general decline of the back parts of Redruth centre.

On the south side of the railway, and associated with its development, Treruffe Hill, Bond Street and Basset Street present an area of planned development and street layout entirely of the mid 19th century, and in their uses and appearance form a transitional area around the station (with shops, halls, chapel, industrial buildings), distinct in date and type from the town centre and from the suburbs of Clinton Road and Albany Road.

4.1.8 Clinton Road/Albany Road

The usual impression of this area as simply one of good quality housing set in tree lined streets needs some modification. While this is true enough, and the long vistas along Clinton and Albany Roads are amongst the most pleasant in any town in Cornwall, the area is actually much more complicated and varied today, reflecting its interesting and surprisingly diverse history. At the north end of Clinton Road is a fine group of public buildings, which might be considered to have more affinities with the new commercial and business centre of Redruth that developed in the late 19th century around the railway station than the suburban streets behind it. Indeed, the road junction by St. Andrew's [431] has some potential as an urban space and setting for the large buildings here, part of the town centre rather than a mere suburban crossroads as it now is.

Clinton Road is altogether one of the most important streets in Cornwall – as symbolic in its own way of the late 19th century wealth of industrial and commercial Redruth as Lemon Street in Truro or Chapel Street in Penzance are of different eras and economies.

Clues to another aspect of the area, the formerly extensive mining landscape that once dominated this part of Redruth, can be found in sub-areas such as Sparnon where some buildings survive [475], and the playing fields [473] and Jubilee Park [480] which were laid out on reclaimed land stand as reminders of the large areas of quarrying and waste that industry created here.

Other aspects of this diverse area include the workers' housing, which tends to be later and further to the east of the middle-class houses, and built only after the mines had completely stopped working after 1891 when the area was totally levelled. The long terraces and streetscapes here (e.g. Trefusis Road) tend to be less green than Clinton and Albany Roads and the views more exposed, but no less spectacular for all that.

The late 19th century street layout is grid-like, resulting in a very ordered feel to the townscape, which makes the survival of older groups of buildings associated with smallholdings [380] [466] [470] all the more unexpected. The outer surrounds to the area of green fields, with the 19th century streets never quite being developed to their full extent, are now being developed in a lacklustre, high density manner out of keeping with grain or character of the area.

4.1.9 Falmouth Road

One of the earliest suburban areas of the 19th century, the picturesque rows of low cottages are hard up against the pavement, or set behind short gardens, seeming very French against the street trees and, looking down the long hill to the viaduct, give an impression of greater age than is actually the case. Before the 1820s there was little here except ruined mills, blowinghouses and tin streaming works. It is undoubtedly one of the oldest exploited areas of Redruth, and the presence of the road south to Penryn and the coast is probably one reason why the town grew up here rather than at Church Town in the adjacent valley, but settlement came only after the collapse of the local mining industry around 1800. Some evidence of this older history remains in the leat [360] and, closer to the town centre, in the walls and buildings that remain in Gas Lane, the bottom of Trewirgie Hill, in Percy Williams's yard [363] and in an exceptionally good series of smallholdings developed towards Carn Marth in the late 18th century.

The only major loss of cottages has been through the early 20th century expansion of the school [352], although at least this placed an area of green and some interesting school buildings into the street scene. The insertion of the nearby garage (now a shop) forms the only major intrusive element in the street, apart from the noise and dominance of traffic.

The Town Farm housing development, by covering the whole of the valley side in a way that ignores the established grain and pattern of street layouts, fails to reflect the character of this part of Redruth, where suburban streets were backed by open countryside or mine sites. The lack of adequate landscaping, in effect pushing the hard streetscape into what was previously a green area, further exacerbates this. The direct relationship of the historic settlement to its wider context and countryside setting is therefore diminished, while the bland, uninteresting detail and layout of the development adds little to the townscape and seems to ignore the obvious fact that that there are views into and across the whole area of Redruth - back streets cannot be treated as subsidiary areas of lesser quality.

At the top end of Falmouth Road/Southgate Street there is an interesting contrast between the older cottages, at an angle to the street [361][371][376], and the later 19th century rows [385][390], which relate to the line of the turnpike road.

4.1.10 Penventon/ Trewirgie/ Church Town

The spread of modern housing onto the Tolskithy valley slopes is one of the major features of the western approach to Redruth. However, in terms of the road frontage itself, this is probably the least spoilt of all the approaches to Redruth, because it is set within a deep hollow-way, with nicely-detailed stone embankment, steps and paths rising on either side. As well as its visual qualities the embankment has prevented road widening and housing development. At the crest of the hill exciting vistas of the town centre suddenly open up, and the road is immediately flanked by historic buildings of good quality – even the derelict former Hayle Railway terminus [644] on closer inspection has great historic interest, and needs only careful management to enhance its appearance.

Big complexes such as Parkhenver [656], the County Grammar School [654] Tolvean [238] and the hospital [650], all with extensive grounds, have protected this area from inappropriate development in the past, but with 20th century decline most of these are now empty and awaiting redevelopment, and the area is in the meantime suffering from planning blight.

Trewirgie, linking West End and Church Town, is one of the ancient manorial sites around Redruth, and is still dominated by the house and its grounds [631]. Around the house is a series of other large houses in a semi-rural setting. This is the nearest Redruth has to an extensive green area potentially accessible to all with views into it and across it from other parts of the town. There is already an important network of paths and lanes (e.g. Church Lane/Lovers Lane), with woodland, allotments and Fairfield all having a high visual and amenity value over and above their commercial value and, with the Fairfield still used for fairs and similar events, play an important part in the rhythm of life in Redruth.

Church Town retains its traditionally separate identity, but there is a danger that it has become isolated now the church means less to the town as a whole. Nevertheless, this is an almost unchanged scene after several hundred years, and to find such a rural spot within the bounds of a town is a rewarding experience.

There is a clear visual relationship with Carn Brea and Carn Brea village, and the vestiges of the of the mining/stream working landscape that surrounds the site. This visual relationship is an essential component of the area's character, despite the intrusion of developments like those on Wheal Union.

4.2 Buildings

4.2.1 General introduction

Although well known as a Victorian industrial town, Redruth's built heritage stands comparison for quality of design, picturesque townscape value and historical interest with not only other Cornish towns, but nationally. There is a great deal more than the epithet 'industrial town' might suggest: although the surviving industrial remains are of great interest in themselves, they are on the whole small and scattered, the major monuments being the Pednandrea stack, the brewery and Sara's Foundry, the latter appearing, despite its tremendous historical importance, to be little more than a collection of sheds.

Moreover, Redruth was an ancient market and service centre long before the 19th century boom years, and there is a surprising amount of 18th century and early 19th century building of high quality in the town – especially those associated with prosperous banks and professional offices in and around West End and Green Lane, while Plain-an-Gwarry has perhaps the best collection of 18th century miners cottages in the area.

As might be expected in Cornwall, there is a wide variety of 19th century industrial housing, together with the chapels that so often accompanied them. But, more surprising, is the number and range of middling to grand houses (often in an highly ornamental Gothic style) for the industrialists and managerial classes that dominated the town, and the best ecclesiastical building in many ways is the Anglican St Andrew's Church. The commercial importance of Redruth is further reflected in the quality of its surviving shop buildings and shopfronts. While educational and institutional buildings (clubs, reading rooms etc.) are everywhere associated with industrial towns in Cornwall, the range, quality and impact of those in Redruth is unrivalled – the Druid's Hall, the Masonic Lodge, the Passmore Edwards Library, the Arts and Science School and the board schools.

The single dominating figure of James Hicks was responsible for much, if not most, that is iconic in Redruth, and the combination of institutional buildings, church and domestic properties in Clinton Road is a late 19th century complex unrivalled in the country.

4.2.2 Ecclesiastical

The growth of non-conformism in Cornwall is undoubtedly intimately linked with the growth of an industrial population, but the situation in Redruth suggests a much more complex relationship. There were not as many chapels in Redruth as there were in Camborne, a town of similar size, which was actually less divorced from its church than Redruth was, and more dominated by a single, powerful Anglican family (the Bassets).

This must bring into question the often-quoted contemporary evidence that Redruth was largely a non-conformist town; it was never so much a miners' town as Camborne, and it was controlled by the Church of England vestry, so that the established Church retained a very real influence well into the later 19th century. This distinctive history has clearly influenced the number, type and importance of chapels and associated buildings in Redruth.

Although the surviving non-conformist buildings have definite architectural qualities, they are all more significant as impressive townscape groupings (Wesley Chapel [168], Baptist Chapel [273]) and as components in the roofscape and views (Plain-an-Gwarry Chapel [52]). The same might be said of the Church of England parish church and associated sites at Church Town [596][597][661]. The most distinguished ecclesiastical building is St. Andrew's [431], symbolic both of the continuing strength of the established Church in Redruth and, as part of the group of public buildings in Clinton Road, of a particularly important phase in Redruth's development history.

Other examples not mentioned in the text: -

Chapels

- Old Plain-an-Gwarry Chapel [60]
- Jim's Cash and Carry (former United Free Methodist Chapel)[308]
- Roman Catholic Church [658]
- Friends Meeting House [249]
- Treruffe Chapel [403]

Churches

- St. Euny [596]
- Chapel of Ease [220]

- St. Rumon (site) [281]

Two burial grounds - not very distinguished [605] [518] (plus post-war ground at East Carn Brea)

4.2.3 Church halls and schools

Again these are very much less in evidence than in Camborne, where all the chapels had large schools attached to them - a further reflection of the different non-conformist strengths in the two towns. Also, independent and private schooling seems to have been earlier and stronger in Redruth – although these early private schools were eventually taken over by the surviving Board Schools. This difference in the character of the two towns points to the more complex history of Redruth, with its marketing and commercial strands, and a generally higher level of wealth and greater numbers of professional and middle classes. This created less demand for the chapel schools, making it quite distinctive when compared with other more purely industrial towns in Cornwall.

The principal non-conformist complex is that at Wesley Chapel, where the school of 1863 and the hall of 1891 [167] make an important architectural and scenic statement. The principal public schools are all complexes of good architectural quality [351][575] [654], but all make only a limited impact on the street scene, being read as either background buildings, or glimpsed from certain views and angles – the Trewirgie Schools [351] in Falmouth Road are perhaps the most prominent in the townscape.

Other examples not mentioned in the text: -

- Salvation Army [560]
- St Andrew's Hall [432]

4.2.4 Other Public Buildings

Despite Redruth's history as a major late medieval/early modern town and later industrial centre, it never achieved borough status or incorporation. The town never acquired a town hall of a scale or imposing presence to compare with, say, Truro, Penzance or even Camborne, and relied on renting office space. Even the short-lived Town Hall [269] was provided by a private developer (Robert Blee). The clock tower/lockup [296] did in some measure provide an alternative symbolic focus for the town's civic pride, although the rebuilt market [301] was leased out and run, and developed, as a private venture. The divide between public and private buildings is less well defined in Redruth than many contemporary towns as a result, but the wealth and importance of the settlement, especially in the later 19th century, has nevertheless left an outstanding legacy of public buildings. The most important collection is that around the Passmore Edwards Library [434] [435][436] and Church of St. Andrew [431] in Clinton Road, with other important groups in and around Penryn Street [269][276][280] (from a slightly earlier period), and with a more commercial bias in the market area and Alma Place, Clinton's Passage and Station Road [297-301], [320-322]. No less significant historically is the scatter of other public buildings around the

town (see list below) including the Masonic Hall [185] and Radical Club [182] in Green Lane – the latter significant in a much wider context than just Redruth.

Other examples not mentioned in the text: -

- St. John's Ambulance Hall [418]
- Thornton Hall [414]
- Jubilee Park [480]
- War memorial [479]
- Old Police Station [91]
- Fire Station [394]
- Old Workhouse [244]
- Clock Tower [296]
- Reservoir [484]
- Market halls [293-295][301]
- Fair meadow[290]

4.2.5 Recreational

Redruth enjoyed some of the earliest organised sporting clubs in Cornwall, with an early cricket club (by 1830) at Penventon, and the first rugby club in the county, eventually settled in Green Lane [119]. The 1930s Regal Cinema [209] is a prominent building in the streetscene today, and not without architectural and historical interest in its own right, but Redruth has much earlier examples including the Druid's Hall [280] which was used as a cinema for most of its 20th century working life.

4.2.6 Commercial

There is clearly a significant crossover with many of the public buildings in Redruth, especially the Alma Place group. Always as much a marketing, shopping, financial and office centre as it was an industrial town, Redruth is as important as any town in Cornwall for the range of commercial

premises, and the quality of the buildings and detailing that survive. These are naturally concentrated in Fore Street/West End, but there are important groups in Penryn Street and Bond Street.

Sub-types include: -

Banks – West End [255]/Penryn Street [261][262]/Station Hill [276]/Fore Street [198][207][289] and Alma Place [299].

Offices

Station Road [320-322], and Station Hill group [300], bottom of West End [259][260]. This function continued even after the decline of local mining. The offices around the station are important in this respect because they show that for a while even international mining was serviced by Redruth.

Inns

Especially important 18th/early 19th century group of large and imposing inns (as distinct from the humbler public houses that typified Camborne, for instance) - from West End [229] through Fore Street [204][196][175][176] along to Upper Fore Street [557]– only a few were outside this line, The Miners' Arms [42], Rose Cottage Tavern [211], Trefusis Arms [443] and the former Buller's Arms, Falmouth Road [347]. The surviving inn buildings are important in townscape terms as well as historically, not only as pieces of architecture, but also because of the clues they give to the original line and size of Fore Street.

Shop buildings

Both architectural groups and individual buildings. Tower House and arcade [283]/Trounson's [304]/West End Stores [225]/former Arts and Graphics shop, West End [258]/'Gothick' detailed buildings at the east end of Fore Street [163] [311].

Shopfronts

Good examples are to be found everywhere in Redruth, especially in Fore Street [172] [203], Penryn Street [268][333], West End [246], Bond Street [410].

4.2.7 Middle class housing

Redruth was always a sought-after location for superior housing; by an historical accident the town was surrounded by a number of quasi-manorial sites. Some of these survive, such as Treleigh [9], Trewirgie [631] and the Rectory [608]. There is, moreover, a constant theme running through its history of those who made their money from trade and industry in the town living close to the source of their wealth. Already in the 17th century, there were large merchant houses, the principal survivor being Murdoch House [282], which was in its original state exceptionally large for urban Cornwall in 1660.

Elsewhere, industrialists built their houses right amidst their businesses, as at Pednandrea [426][495][496], Sparnon House [461] and Trengweath [263][266]. A group of large 18th/early 19th century houses survives in West End [244] [245] [229] [254] [256] [259], former merchants' mansions, comparable to some in Truro (although not the grandest).

While maintaining this close connection with the town, a separate early 19th century trend was to build large houses in extensive grounds on the edge of the built-up area, but still close to the industrial activities that generated the wealth. The rebuilding of Trewirgie [631] was part of this process (close to the Jenkin family mining interests); Penventon [659] (close to the Brewery) is perhaps the most obvious example. Parkhenver [656] and Tolvean [238] were also part of this suburban trend.

Plain-an-Gwarry seems to have been regarded as slightly more salubrious than the town centre in the 18th century, and many good houses from the period survive [54][49], including that bought by Matthew Boulton and lived in by James Watt for a while [50].

The Green Lane/New Cut area always occupied an intermediate position, a country lane with commercial nurseries (of which one [131-132] survives) leading to the separate village at Plain-an-Gwarry, but the whole condensed by the closeness of the two settlements. Sharing in the 18th /early 19th century status of Plain-an-Gwarry [192] [149], large houses continued to be built throughout the period [82], as did good quality speculative middle-class housing [187/188]. The late 19th century produced some very fine houses in this area [127] [130][136][145], as well as a whole street of good quality houses (Claremont Road [72][73]).

More middle class speculative development is to be found to the south of Fore Street - Penryn Street [268][269][333], Station Hill [275][276][332], Falmouth Road [395], Trewirgie Road [337][341-344]. All date from the mid 19th century. The Bond Street/Heanton Villas group [410][415][427-429] also dates from this time.

A later, and by far the largest scale manifestation of the middle-class housing in the suburban edges of the town, is in the Albany Road/Clinton Road area. While the whole area is characterised by some very nice streetscape and architectural detailing, Clinton Road is wholly exceptional in the quality of its buildings – both institutional and domestic [437][438][440][441].

Perhaps the last group of higher status houses in Redruth built before 1946 was the good collection of early 20th century houses in Trewirgie Hill [630][634][635], which warrant more detailed research into their history.

4.2.8 Workers' housing

Traditionally, most workers' housing was crammed into the town itself, often taking over the older streets and properties as they declined – Back Lane West and Cross Street [282-289] still show how this once high status part of town declined by the 19th century into a slum. It is difficult to fully appreciate the enclosed nature of the slum areas now that many of the courts have been cleared or sanitised, but back-plot developments do survive [298][230-233], as do the old rows along Upper Fore Street [526][555-559], giving some idea of the density and tightly constricted nature of most of the housing in the urban core.

It is difficult to summarise workers' housing as a type in Redruth, since there is quite a variation in the rows of cottages, some with front gardens, some without, often along the same road [36-50][62], [348][393], some without any back gardens (Falmouth Road east side [392]), others with generous plots [5][69].

While it is clear is that some early rows were built by local landowners (Lord Clinton [391-393]), others were built by local builders (especially from the mid-late 19th century), and there seems to have been an unusual amount of speculative housing in Redruth, especially around 1900, for instance at Rose Row [137], Raymond Road [483] and Park Road [456].

There was a much greater tendency to build terraces in Redruth than was the case in most of the western mining districts. This is a matter of timing since terraces were a particular feature of the years around 1900, when there was a much greater amount of development in Redruth [140][486][487][488][543][547].

Detailed analysis of the different types of housing (in terms of, for example, size, provision of accommodation, whether there were gardens or not, architectural detailing, leasing arrangements, who built the rows, use of materials, and how all these factors changed over time) is outside the scope of this study. It has become clear, however, that Redruth offers opportunities better than most places to study these issues because of the survival of early examples of 18th century rows at Plain-an-Gwarry [36-54] and Church Town [606][607], rare elsewhere in west Cornwall, as well as an easily dated array of housing throughout the 19th and early 20th centuries.

One important group of early houses in the town is the smallholdings around Carn Marth to the south [361] [371] [374] [376] [380] [383] [466] and east [535] [541] [544] [545] of the town. Some individual cases may not properly be workers' housing, rather than purely agricultural but, as a group, they represent an earlier phase of industrial housing, when miners were settled in smallholdings. As such they form a very important part of the character of the surviving buildings in Redruth.

4.2.9 Industrial remains

There are distinct groups of industrial remains, still located in the traditional industrial quarters of the town – Pednandrea, Penryn Street/Treruffe, Chapel Street, the West End Railway yard, Tolgus Valley, as well as associated with various individual sites and mines around the town. The principal remains are as follows:-

Pednandrea/ Sparnon

Pednandrea Stack [504] still dominates all distant and close views of the town. Around it are grouped exceptionally important remains that are imperfectly understood, recorded and protected – not only of the mine [502], but the brickworks, the crucible factory and the railway [499][500] coalyard [497] [498], various workshops [501][505][506] and businesses together with the houses of the workers [492][494][508][509] and owners [426][495][496]. There also appear to be some vestiges of the Sparnon mine buildings left in what are now cottages in Albany Road [475].

Treruffe Hill

A small industrial group survives here on the north side of the road; as well as Reed's Foundry [399] are the remains of the town gasworks [400]. On the south side is a rare and unusual group of early, mid and late 19th century factory buildings [409] and chemical works [408] – the latter has been in part demolished and is being redeveloped since the time of the original survey without the benefit of a detailed archaeological or historical investigation.

Chapel Street

Another industrial area with imperfectly understood surviving structures, such as those buildings [221][222] to the rear of the former Chapel of Ease, the leats [102][108], and the various remains north of the Rose Cottage Tavern [213-215].

Shute Row/Miners Row

An impressive group of buildings [161][162][171] overlooks the railway cuttings [159] in Shute Row/Miners Row, although there is little record as to date or function; the views from the railway bridge [160] of this complex [161], the railway cutting [159] and the associated workers' housing [143][156] give one of the most 'industrial' impressions of any town in Cornwall.

Plain-an-Gwarry

Once an important industrial area, there is no obvious trace of the fuse works, crucible works, brickworks and foundries that were once in the village, and little remains but debris of the recently demolished industrial buildings in Treleigh Terrace [113], although in all these cases, there are undoubtedly archaeological traces, and many of the standing buildings in the village must be closely related to these industrial activities. A major industrial complex survives at the foundry site in North Street [8].

Vauxhall

The biggest industrial group is in the brewery area. The brewery [97] with its stack dominates the valley, and is in itself an interesting group with various remains needing more investigation [106][107]. The group also includes the remains of the fuse factory [98] [110][111], a bone manure mill [112], bonded warehouse [101] and various other buildings [99][100].

Foundries

Remains of the numerous foundries (iron and brass) around the town survive at Sara's [10-12], Coach Lane [628], West End [232], Gas Lane/Treruffe [399] and also includes mills (mostly demolished or redeveloped with only fragmentary remains) [213][214] [585] and leats [102] [103] [108] [360] scattered all over the town. Perhaps the most interesting group in the central area is the small smithy group, probably 18th century in origin, that survives in Trewirgie Road [344-346].

Redruth Smelting Works

The complex [363] on the west side of Falmouth Road survives remarkably complete, together with visible remains of an earlier leat [360] and some evidence of older stamping mills [585].

Outbuildings and workshops

Outbuildings and workshops remain all around the town in back plots, most unidentified as to their use, but still important elements of character in such areas as West End [227][228], Back Lane West [278][288], Wesley Street [520][523], Clinton Road (Clinton Forge [450]) and Rose Row [152][154]. There are in addition many outbuildings in Plain-an-Gwarry, especially on the north side of the main street [115][683][684]; many of these are still in workshop use, and this may be one of the few instances in Redruth of the sort of small-scale miners' workshops and stores that typify some of the mining settlements further west (cf. St Just in Penwith).

The railways

These form an important group of remains, not only the cuttings etc., but the four former yards all survive in some form – Drump Road [564], West End [644][645] and Station Road [316-318][412] on the main line, and the exceptionally important Pednandrea group [497-499] on the Chasewater-Redruth line. The Camborne-Redruth Tram terminus building in West End [235] is a unique building in this class.

Engineering Features

The importance to Redruth of its road and rail links, and of water as a source of power, are well represented in the surviving fabric of the town. Indeed, the viaduct [271] is perhaps *the* symbol of Redruth (vying with Pednandrea stack). The railway embankment forming the approach from the west is no less dominant, and the railway as a whole is still an important defining factor in the townscape, while the station [318] and yard, tunnel and cutting dominate a significant part of the historic town centre. Important bridges, affecting both broader views and communication routes, and more intimate spaces and paths, survive at Drump Road [564], Church Lane [248][338], Coach Lane [625] and Bond Street [324]. The 1940s road bridge at Tolgus [685] and the A30 road bridge are no less important for views to them and views from them. The leats [102][103][108][360] are archaeologically of great interest, and equally important for townscape, recreational and pedestrian access reasons, as well as still determining property boundaries and layouts.

4.3 Materials and local details

4.3.1 Materials

In keeping with what was, for Cornwall, a relatively cosmopolitan urban centre, there is a greater range of materials and details in Redruth than most contemporary industrial settlement in the County. While the basic building materials are, as might be expected, local granite and killas with slate roofing, especially on the humbler buildings, there is much use of materials more exotic in the Cornish context – ahslared freestone, brick, terracotta, timber framing, stucco and glass and cast iron. This clearly reflects the range of local industries, the function of the town as a railhead distribution and service centre, and the sheer ability of its wealthy citizens to pay for good quality, or expensively imported materials.

Moreover, the quality of architectural design and detailing is outstanding – from the 18th and early 19th century stone and stucco buildings, executed with classical propriety and fine moulding (render and stucco being more appropriate to the Georgian and Regency buildings in the town than misapplied to stone-built cottages and other buildings), to the more eclectic Gothic detailing of the later 19th century. Even the later rows and terraces of cottages show a careful attention to proportion, use of materials, the stone often well-dressed, and good quality timber joinery.

Throughout the town are numerous examples of architectural and sculptural enrichment, more perhaps than elsewhere in Cornwall; the stone carving on the Druid's Hall [280] or the Masonic Lodge [185], the cast iron enrichment on Trounson's Store [304] or 44/46 Green Lane [145] may be cited as examples, or the virtuoso use of glass and iron in the former Arts and Graphics shop [258] in West End.

The range of materials and details is colourful, not only in the main shopping streets, but throughout the town –painted timber work contrasts with brown, buff, silver and varied hued building materials – only the contemporary use of dull grey render and spar chipping, usually struck with the intrusive and inappropriate modern detail of the bell cast, strikes an inharmonious note in the town, creating a flat and lifeless appearance.

Granite – Carn Marth and Carn Brea granite is used extensively for quoins/jambes/details etc., less so as a walling material, tending to be mostly so used on grander early to mid 19th century (but also some later 19th century) buildings.

Killias – local quarries provided all the material for the town, and there is a surprising amount of local variation in type, colour and texture. Particularly striking is the use of dark brown stone contrasting strongly with granite detailing – see Plain-an-Gwarry [36][37] and Green Lane [146].

Freestone - quite a lot is used in the town, usually for ornamentation. Examples are to be found mostly on mid 19th century buildings, and especially on commercial buildings in Fore Street, but also in Green Lane, Clinton and Albany Roads, where there is a good degree of architectural ornament.

Slate – Cornish slate was the typical material used for roofs (although much has been lost and replaced by artificial slates)and slate hanging, found on masonry buildings as well as timber framed.

Pantiles - Sara's Foundry group has some good pantiled roofs, a not unusual roofing material in Cornish industrial buildings, and often related to the import of coal from Somerset (the source of the pantiles).

Brick - quite a lot of brick is used in the town, not just for arches and lintels – especially in back plots of later 19th century buildings, but also most notably in the great Pednandrea Stack. The town was noted from the 18th century onwards for brick manufacture, and closer investigation would probably reveal discernible remains, especially in the Pednandrea area.

Terracotta - while used only in a limited way, is shown to good effect on prominent buildings and in a very striking manner along Fore Street [327][306].

Timber framing - there is a surprising amount of timber framing in Redruth – usually on mid 19th century buildings and rear ranges, some of which are slate hung [178] [333][395].

Render - also used as a matter of course on early 19th century buildings – especially the grander houses and on some shops – even when it is over masonry. It is used to provide fashionable Grecian incised ornament or Gothic detail [163][311].

Glass - stained glass storm porches, while not as frequent perhaps as in Tuckingmill/Roskear/ Camborne, are an attractive feature along Green Lane and Albany Road for instance. Glass is also used decoratively in shopfronts to great effect in Redruth, and indeed, arguably the best shop in the town (the old Arts and Graphics shop in West End [258]) is basically a glass-fronted building.

Cast iron – there is quite extensive use of cast iron, not just structurally, but also decoratively as columns and posts in shops, in the old market buildings [295], some other big commercial buildings [304] and houses [145 – this clear expression of pride in the use of ‘new’ technologies, like so many aspects of the built heritage in Redruth, would benefit from further investigation. In common with most towns, most decorative ironwork, especially in the form of railings, has been lost, but plenty of evidence survives to show that it was once very extensively used, particularly on the better class housing [337][314-344].

4.3.2 Floorscape

Despite recent policies to use ‘traditional’ materials, there is plenty of evidence to show that most of Redruth's roads and paths were tarmac or asphalt covered from a very early date, there appears to be no tradition of granite paving slabs as in some other Cornish towns; granite kerbs are, however, almost universally surviving in all the older streets.

4.3.3 Architectural set pieces

There are several examples of architectural set pieces in Redruth, remarkably so given the lack of a publicly accountable town council for most of its history; there was a tendency to find a combination of public and private enterprise at work, often creating small groups of buildings usually associated with road improvements. Examples include:-

The Chapel of Ease and houses in Chapel Street [219][220], Station Hill [275][276][332]; Blee Terrace [268][269] associated with road improvement and then the building of the embankment; Treruffe Terrace and Chapel [402-407]; Bond Street [410]– at the time almost like a processional approach to Treruffe Manor (on site of present St. Andrew’s Church[431]).

- Albany Road [460][481] and, especially, Clinton Road [438]
- Alma Place [297-300][305], and to some extent Station Road [316-323]
- Symons’ Terrace [187][188]
- Pedimented group in Green Lane [134][151]
- Claremont Road [72-78]

It may be that Rose Row should be considered as one of these architectural set pieces, since it is a very artificial layout and construct, but this may be simply a response to the underlying field patterns rather than a designed feature.

Perhaps surprisingly, the only significant public open space in the town, Jubilee Park [480], is not really part of a planned townscape, because it is later than the surrounding streets – Adelaide Road [486] only accidentally looks out over the park which it predates, while the rest of the surrounding streets turn their backs to it. However, some care was clearly taken in the placing of the main entrance [478] to take advantage of the vista along lanes between the houses out to Carn Brea.

4.3.4 James Hicks

The outstanding role played by this one man in Redruth is difficult to overstate. Not only an architect, he was also a property developer on occasion, his family leased and ran the Carn Marth granite quarries that were extensively used in the town, and (like his father before him) he was the parish surveyor. In terms of the number of his buildings, their prominence, and the (admittedly sometimes variable) quality of their design, the dominance of late 19th century buildings in the present appearance and character of Redruth is as much due to him as any other single factor. Amongst the most prominent of his surviving buildings in Redruth are:-

- Tolvean House [238]
- Penarth House [437] (his own house and office in Clinton Road)
- St Andrew's Church (as executant architect of J.P. Seddon's original design[431])
- St Euny [596] (restoration)
- Art School and Hunt Museum [436]
- Redruth Free Library (Passmore Edwards) [434]
- Former YMCA (library extension) [435]
- Methodist Chapel Plain-an-Gwarry [52]
- Coffee Tavern /Bank/Post Office/Mining Exchange, Alma Place [298-300][305]
- Trounson's Stores [304]
- Masonic Hall [185]

- Nat West Bank [207]
- Wesley Memorial building [167]
- East End School [575]

4.4 Spaces views and panoramas

This overview supplements the character assessments already given for the various sub-areas within Redruth (4.1.1 – 4.1.10). There is a variety of formal and informal spaces in Redruth, from wide ranging to more intimate. This distinction is important in giving Redruth its own unique character.

Of particular importance in defining, containing and enhancing streetscapes and views is the role of private gardens, whether long front gardens as in Plain-an-Gwarry or the heavily treed grounds of larger houses in the Clinton/Albany Roads area, or along the aptly named Green Lane, a route notable as much for the trees as the buildings along its length. This role is all the more important given that the public open spaces and gardens have a very limited impact on townscape, irrespective of their functional value.

There is a striking contrast between large laid out roads e.g. Clinton Road, and the many intimate alleys in the town, many of which actually seem to lead only to private yards and spaces. Yet there remain lots of possibilities for pedestrian access - it is possible to enter the town from the countryside along paths and quiet rural roads and pass right into the commercial hub – sadly this often means braving traffic-dominated roads and junctions on the periphery of the Fore Street core.

Important to Fore Street is the sense of permeability from the side alleys – these are fine examples of intimate spaces and routes that are being gradually improved, although with a tendency to over detailed landscaping and use of materials. Even well intentioned efforts have resulted in detracting from the town’s distinct character, such as the loss of definition due to the inappropriate paving scheme and the clutter produced by street furniture in Fore Street.

Larger spaces such as Trefusis Gardens, Victoria Park and the areas in Drump Road and East End are important – particularly as ‘green wedges’, visual and physical breaks and contrasts to the hard streetscape of the urban core, although these green areas are not generally of very high quality in terms of layout, facilities or access.

Car parks form some of the open space, particularly as a band flanking the central Fore Street spine, but none of them make a positive contribution to the townscape. Roads and junctions form some of the most used and traversed spaces in Redruth, such as Station Road, Plain-an-Gwarry and the central crossroads; they are dominated by traffic management, rather than being treated as significant spaces and focal points integral to the character and appearance of the townscape. Even Tesco's roundabout where some attempt has been made to landscape and control the space has a confusing excess of sculptural objects and signs.

The sloping valley side location of the main street allow views of Fore Street from West End, and vice versa, that form part of a recognisably Cornish urban experience (Helston, Penryn, Penzance), and which compares in picturesqueness and quality of buildings with any of them – so picturesque indeed that it has often been the subject of paintings and drawings, not least by J.M.W. Turner.

The elevated site also allows a full appreciation of an unusual roofscape of gabled parapets and turrets, and makes some buildings which may have only a localised impact on the immediate street scene surprisingly important in medium and more distant views. The Plain-an-Gwarry Chapel [52] is a particularly important example of this. Other key buildings, the views of which are particularly important to Redruth's character, include the clock tower [296], which signposts the heart of the town, and Pednandrea Stack [502], a symbol of links with the industrial past.

Intimate views and spaces abound in older parts that are very important to character– e.g. views up Pender's Lane to the chapels [52][60] in Plain-an-Gwarry; the site of the plain-an-gwarry itself [125]; of Treleigh Manor [9] up Old Pond Lane; the space around Murdoch House [282].

One of the most striking and characteristic views in the town is of the viaduct; from close by it dominates the street in a dramatic fashion and, in closing the long vista down Falmouth Road, it creates one of the most picturesque views in any Cornish town.

While the sloping site allows for picturesque views of the main street, the urban views within the valley (Penryn Street) itself are no less outstanding, particularly the view from the south of the Baptist Church towards Blee's Terrace, the viaduct and Falmouth Road beyond. The enjoyment of this view is spoilt only by the need to share it with incessant traffic noise, and the poor signage on the Baptist Church.

No less picturesque than the urban views, and as often illustrated and painted, is the setting of Church Town in its deep valley, with Carn Brea rising in the background.

4.5 Landscape

Carn Marth and Carn Brea remain dominant as the backdrop to Redruth, and an important element in the character of the town is the visible link between topography and character, ranging from the high moors of South Downs to the valley at Tolgus. This is reflected in uses, from moorland smallholdings to the water dependent Sara's Foundry.

Redruth's site on rising ground allows long ranging views, for instance down Fore Street towards West End and from Clinton Road, emphasising the town's close proximity to the countryside. The town is always seen against the setting of the hills and the valley which keeps it from coalescing with Camborne/Illogan.

The A30 has opened up now-familiar views of the town to many thousands of visitors and travellers every year; it is clearly seen from this angle as sitting within the landscape, clinging to the hillside, and following the contours of the land in a way that modern towns and development rarely allows. The importance of these views should never be underestimated in creating a sense of Redruth's identity.

5 Designations

5.1 Scheduled monuments

There are no scheduled ancient monuments in the study area.

5.2 Listed Buildings (Fig 4)

There are 47 listed buildings, the details of which can be found in the gazetteer. In summary, 46 are Grade II, and two are Grade II* (Murdoch House and the church of St Euny). There are no Grade I listed buildings. An analysis is provided in section 8.2 (Recommendations – historic buildings).

5.3 Conservation Areas (Fig 4)

Two conservation areas lie within the study area (Plain-an-Gwarry and Redruth Town Centre Conservation Areas) and the Carn Brea Hill Conservation Area includes the Church Town area. Conservation areas are proposed for Clinton Road/Albany Road and Rose Row in the Kerrier District Local Plan Deposit Draft.

5.4 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.

Area of Great Landscape Value (Policy ENV6)

Carn Brea is already covered as an AGLV. AGLVs are proposed to the area of countryside immediately to the south-east of Redruth at Carn Marth.

Open Area of Local Significance (Policy ENV8)

There are several areas around Redruth proposed as OALS essentially aimed at protecting the setting of urban areas.

Derelict Land (Policy ENV24)

A small area of derelict land is designated to the west of the cricket ground off Trewirgie Hill and is therefore suitable for reclamation works subject to the conditions of Policy ENV24.

Area of Great Historic Value (Policy B.EN3)

An AGHV is proposed to the west of Redruth around Carn Brea to protect it from damaging development.

Public Transport Route Network (Policy T2)

The Public Transport Route affects the study area and details can be found in the Kerrier District Local Plan Deposit Draft. Policy T2 refers to the need to locate new development so as to minimise the need for increased travel by private car.

Highway Improvements

Highway improvements are proposed in Sandy Lane.

Strategic Housing Sites

The following sites are proposed as strategic housing sites:

- Plain-an-Gwarry: The fields to the north and north-east of Harmony Close (R667)
 Land to north-west of Rugby Ground (R711)
- West End: Hospital site (R712)
 Land to west of hospital site (R665)
- Redruth centre: Land between Church Lane and Coach Lane (R668)
 Land north of Rugby Ground in Trewirgie Lane – low density (RL666)
- Clinton/Albany Rd: Land to west of Sandy Lane (R669)
 Land south of St Day Road opposite cemetery (R671)
 Land north of School Lane opposite cemetery (R670)

The following site has planning permission for a strategic housing site:

- Clinton/Albany Rd: Land west of Sandy Lane south of Mt. Carbis Road

6 Current issues and forces for change

(See also area character analyses, section 4)

The current population of Redruth is around 12 000, forming part of the Camborne-Redruth conurbation of about 45 000. For long the principal population, marketing and administrative centre in the area, that role has largely been taken over by Camborne. Of the traditional industrial bases in the town - mining, engineering, clothing and construction - only the last survives on a relatively large scale. Many national chain shops have closed in recent years, as have several long-standing businesses.

A number of recent and current issues have been recognised and tackled by the local authority and the very active town forum, and Redruth has benefited from a relatively high level of investment, policy control and grant aid, although its problems and physical decay are such that much is still required. Much, if not most of this local initiative has been based on a Civic Trust report produced in 1992 (*Redruth, A Town Centre Strategy*) – as many of the proposals become more difficult to fund or achieve, it may be appropriate for the local authority and town forum to review that strategy and see if it is still relevant.

Current issues include the following:-

Dereliction

- Despite lots of recent initiatives, key sites are still undeveloped
- Poverty - deprived area according to national measurements – employment, income, working hours, large households, low car ownership, teenage problems, ill health
- Lack of investment by local building owners
- Commercial properties suffer from growth in competition from Truro and Camborne
- Prohibitive costs of local and traditional materials is leading to loss of details
- Lack of use of upper storeys in central area – particularly acute given relative size of former shopping area. Under use of buildings – empty sites, 18% vacancy rate in town centre; peripheral streets are most vulnerable
- Poor shopfronts
- Surfacing and spaces – some good recent schemes, but much needs to be done, and the main pedestrian scheme of a few years ago may actually be preventing improvements to Fore Street

Regeneration

The draft Urban Framework Plan for Camborne-Redruth sponsored by the Regional Development Agency is being produced over the lifetime of this report, so that its findings cannot be incorporated here. Moreover, the CISI reports for this area should stand alone 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.

As a matter of principle, however, it should be axiomatic that ‘big hit’ solutions are not appropriate in delicately balanced historic environments like that of Redruth. Some major recent developments may in the long term prove more harmful than beneficial to the historic character and use pattern

in Redruth, while intensification of housing development around the town has proceeded with little reference to historic grain or character, and without enhancing that character or providing compensating improvements in facilities or amenity, at the same time increasing the traffic which is one of the key problems in the town.

Much better has been the improvements within the central area based largely on conservation-led grant schemes (and the Civic Trust report *Redruth, A Town Centre Strategy*, 1992), and a willingness to convert unused commercial and public buildings to housing (West End Stores, the former Midland Bank, the old police station). The recently completed refurbishment of the Market, and the creation of The Cornwall Centre in Alma Place promises to be a major boost visually, culturally and economically to the town centre. This success should be built upon and further opportunities should be sought in this type of programme rather than in the soft, easy targets of the surrounding fields and industrial areas that have so often been seen as development opportunities, allowing the town to spread formlessly, damaging its historic context and setting, rather than reinvesting in the existing fabric and qualities.

Traffic

Although by-passed east-west, there are problems with north-south traffic, especially while the Sandy Lane improvements remain incomplete. Narrow, steep roads in the town centre increase the problem. Traffic is in many ways the single most recurrent problem that has led to a downgrading of amenity and townscape character in the town, especially on the edges of the Fore Street core.

Trewirgie

The large area of mostly privately owned green space around Trewirgie/Church Town/Penventon has so far managed to manage itself, but the local plan designations to infill the spaces present potentially the greatest threat to the character of the western half of Redruth, and perhaps the town as a whole, given the importance this area plays as part of the setting of the core area. This is not to say that the area could not benefit from a structured management regime - Fairfield is poorly maintained, allotments have limited access and Trewirgie is heavily overgrown and has no access. With sensitive management, it could be a fantastic resource for the whole town and wider area.

7 Industrial significance

There is an exceptionally wide range of industrial buildings surviving in Redruth, mostly representing small to medium enterprises, forming a useful counterpoint to the large factories and engineering works of other industrial centres (Camborne or Tuckingmill), and to the expected importance of mining remains in and around the town. In aggregate, what survives in Redruth is an outstanding resource for understanding the buildings and mechanics of the industrial processes of the time, and nowhere is this more apparent than in the exceptional remains at Sara's Foundry, where the scale and range of activities must have been typical of most local businesses.

More than this, Redruth was the capital of the greatest of all Cornwall's mining areas. None of its neighbouring settlements (including Camborne) rivalled Redruth for its marketing, financial, managerial and institutional importance and dominance throughout the industrial period. Already a late

medieval site of some importance (probably related to early local industrial development), it became the greatest market town in west Cornwall; the length and complexity of its history is matched by the range, quality and complexity of its surviving historic fabric, and the high potential for buried archaeological remains, including early industrial sites.

8 Recommendations

8.1 Historic areas

Boundary changes have been recommended to the conservation areas (both existing and proposed) to take full account of architectural and historical significance as summarised in the character analysis in section 4. These are shown on Fig 4.

8.2 Historic buildings

8.2.1 Listed Buildings

General

The current list of historic buildings in Redruth is, unusually for a Cornish town, a relatively substantial one. However, the in-built bias in the selection criteria for listed buildings has led to a disparity in those buildings selected, and there are many others even in those categories represented in the list which appear to be worthy of inclusion, especially when compared to those buildings already listed. There are too many potential additions to set out in full in a report of this nature, and it has not been possible, within the parameters set by the study's brief, to visit individual buildings to inspect their interiors or undertake detailed historical research. Therefore, what follows is an analysis of some of the main themes that it is recommended should be explored in considering the historic buildings of Redruth.

The same exercise should inform the production of a list of locally significant structures which contribute substantially to the character of the settlement, as a supplement to the statutory list, as an essential tool in terms of local plan policies regarding historic buildings and industrial remains, and as a management tool within the context of the conservation areas, and possible Article 4 Directions.

The existing list

The earlier phases of Redruth's history are quite well represented, in particular the 17th and 18th century inns that were perhaps the principal expression of the town's market function, as well as almost all the surviving buildings at Church Town.

Many of the larger houses in the town are listed, although these show an almost complete concentration on early-mid 19th century late Regency and classical buildings (Green Lane [149]/Symons' Terrace [187-188]/Trengeath [263]/Trewirgie [631]/Chapel Street [219]/West End [256][259]/Penryn Street [332]). Even where important institutional and commercial buildings from this period are listed, it is as much because of this architectural detailing (Old Town Hall [269]/Albany Club [276]) as because of their historic importance to Redruth.

Some of the industrial remains in the town have been listed – the Pednandrea Stack [504] and Couthouse [502], Sara’s Foundry [11] and Murdoch House [282] the most prominent amongst them. There is even one small row of workers’ cottages listed [391] and at least two of the smallholding farmhouses [361] [376] (Falmouth Road).

In contrast to many other predominately 19th century Cornish settlements, many of the later expressions of commercial success in the town are also listed – including a bank [207], commercial premises [304], the clock tower [296] and the Alma Road complex [298-300].

While superficially this appears to be a comprehensive coverage, in fact, it is inconsistent and under representative.

Themes for Listing Review

- Early buildings

There are clearly many more earlier buildings surviving along the main West End, Fore Street, East End alignment and in some of the small cross streets than the List would suggest. These include other examples of inns and hotels not listed [196][229], and houses and commercial premises as architecturally distinguished as those that are listed (particularly in West End [224][246][253][258][260-262]). Even some superficially less imposing buildings may be historically or archaeologically very important (Back Lane West [288], the old theatre [272] in Penryn Street).

- Early 19th century residential buildings

Major houses like Penventon [659], Trengweath [266] and Treleigh [9] (incorporating 18th century and earlier remains on a medieval site) remain unlisted, while it is not clear why some of the houses in Green Lane have been listed, when all but identical ones (especially no. 26 [148]) have not been; the poor state of repair of the latter should not be a barrier to selection.

Similarly there seems to be inconsistency in the listing of the slate-hung buildings in Penryn Street [275] and Falmouth Road [395], when the contemporary and well-detailed masonry buildings of Blee’s Terrace [268] are not listed, despite probably being part of the same redevelopment scheme created by Blee.

- Workers’ housing

Perhaps the most important area of inconsistency and lack of protection lies with the humbler housing in the town. With at least one early 18th century row [607] and one 19th century row [391] listed, it is hard to understand why other, very often earlier rows in as good preservation and often of greater architectural and historic interest are not also listed. In particular, some of the surviving buildings at Plain-an-Gwarry are early-mid 18th century [16– 22][40– 45] [54], and are perhaps of better quality than the ordinary workers’ cottages – one of the best having historical links with Matthew Boulton and James Watt [50].

Some of the scattered early 19th century cottages around Falmouth Road and Sparnon include industrial remains (counthouse and smithy of Sparnon mine [475] [461]), while there are several other examples of the smallholdings in the south and west [361] [376] of the town which are earlier, and often in better state of preservation than the two examples already listed.

- Ecclesiastical and institutional buildings

Although the listed Wesley Chapel and St. Andrew's Church are outstanding, consideration should be given to other ecclesiastical remains – Treruffe Chapel [403], although relatively modest is also relatively unaltered, the Baptist Chapel [273] is both interestingly detailed and an extremely important building in the streetscape, while the two Plain-an-Gwarry chapels are historically important [60], and in the case of the later one [52], architecturally significant and dominating in views from around the town.

Also under-represented are the institutional, social and academic buildings. These range from the extremely rare survival of the late 18th century parish poorhouse in West End [244], to include the remains of the Druid's Hall [280], the principal buildings of the Miners' Hospital of 1863 (and the Sylvanus Trevail designed extensions of 1899) [650], the Masonic Hall [185], the Radical Club [182], the three 19th/early 20th century school complexes [351] [575] [654] and, above all the library/technical college [434/435] and art school [436] buildings in Clinton Road.

- Late 19th/early 20th century domestic architecture

The bias toward the late Regency/classical styles and the earlier 19th century means that the important group of later, and usually Gothic detailed, houses in the town built by and for the principal figures in the industrial, commercial and social history of Redruth are scarcely noticed in the existing list. Tolvean [238] [239], The Elms [127], and at least 6 or 7 other houses along Green Lane [117] [123] [130] [82] [133] [136] [145], Penarth [437] (James Hicks' own house), the Rectory [440] and other large houses in Clinton Road, and the group of excellent large early 20th century houses in Trewirgie Road [630] [635], the colonial style veranda bungalow in Albany Road [463] and 1930s houses in Tolgus Hill [99] and Clinton Road [441] all stand out.

Underlying much of the interest in late 19th century buildings of all types in Redruth is the figure of James Hicks. While some of the many buildings he designed in Redruth are already listed (the Alma Road group notably), many of the best are not, and as an historical figure of outstanding local influence and impact, at the very least his own home and studio in Clinton Road (Penarth [437]) should be considered for listing.

- Industrial

While some industrial sites are listed, the vast majority of remains are not, and some, like the brewery complex [97], are composed of large-scale standing buildings dating in part from the late 18th/early 19th centuries. Others, like the gasworks/foundry complex at Treruffe [399-401] are more fragmentary but much standing fabric still remains, while the former factory and chemical works on the south side of Terrace Hill [408] [409] includes buildings ranging from the early to the later 19th century. The former smelter complex [363] [585], now Percy Williams' yard, retains many of

its original buildings and, even at Pednandrea, there is a whole series of buildings, walls and remains which need careful evaluation and protection – not least the surviving setts of the Redruth-Chasewater railway [499], and the adjacent building [497] and walls [498], all dating from 1824-6. Similarly, the walls and alignments of the 1834 railway terminus yard [644] [645] at West End survive intact as impressive industrial monuments.

While commercial and public buildings are present on the List, many of the best, and historically most important, are not. The market complex in Clinton Passage and behind Alma Place [293][294][295][301] contains substantial early and mid 19th century remains on a medieval fair site; many surviving shopfronts and commercial buildings in the town must be listable in their own right – a good and varied group at the top (east end) of Fore Street for instance [164][172][311], several in West End [246] and especially the former Arts and Graphics shop [258], an almost totally glazed structure. Similarly, many of the other bank buildings in Redruth should be considered – that at the corner of West End/Penryn Street [261] for instance.

8.2.2 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.

8.3 Policy and management

1. Article 4 Directions (Walls)

Article 4 Directions to control the demolition of walls and hedges, especially for the creation of hard standings.

Reason: To protect character and appearance against inappropriate incremental alterations and demolition.

2. Article 4 Directions (Buildings)

Article 4 Directions to control the demolition and alterations to individual houses, and to prevent demolition of free-standing outbuildings.

Reason: To protect character and appearance against inappropriate incremental alterations and demolition.

3. Archaeology

Full survey of archaeological potential, with an implementation review of the existing policy (B.EN1) ensuring proper investigation and recording of archaeologically sensitive sites does take place before development.

Reason: To comply with and strengthen existing Local Plan and PPG 16 commitments to prevent proposals that would harm archaeological heritage and mining remains in general (Policies B.EN1-5), and thereby preserve the special character of the settlement.

4. Housing land - allocations and design

Future developments to respect the historic grain and development pattern in and around the town, and incorporate a greater quality of landscaping, especially on the outer fringes of Redruth and Plain-an-Gwarry. This is especially important given the limited area in which to expand and meet housing requirements, and the inevitability that derelict mine sites and small areas of relict farmland within the urban area and on its borders will be allocated for development.

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 Barncoose, South Downs and Mount Ambrose/Redruth Highway, and to mitigate against the loss of open land, and the effects on the setting of historic areas.

5. Back-land areas

The back-land areas and rear lanes of Redruth and Plain-an-Gwarry should be recognised as an important aspect of its character, 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 Redruth and Plain-an-Gwarry, especially in areas unlikely to attract private investment and attention.

6. Derelict land

Proposals affecting the areas of derelict land that surround and permeate Redruth and Plain-an-Gwarry should be based on a thorough understanding of the unique historical and archaeological importance of the sites themselves, and of their value to the setting of Redruth and Plain-an-Gwarry. Conservation of surviving historic fabric and landscape to be a priority.

Reason: To ensure that the sites retain both their historical relevance to Redruth and Plain-an-Gwarry and Cornwall, and their own archaeological and historical integrity.

7. Management, development briefs etc.

Management schemes, development briefs and conservation plans for some of the most sensitive historic buildings and areas (prime examples are Fore Street, Plain-an-Gwarry, Church Town).

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

8. West End management plan

An integrated management scheme to plan the future use and development of the various large (and now empty) properties and open areas in the west of Redruth (the Hospital/ Tolvean/ Trewirgie/ Fairfield/ Trengweath).

Reason: To ensure that the area and buildings realise their full potential for the benefit of the whole town without damaging historic fabric and character.

9. Fore Street – review of design and street market

The current pedestrianisation scheme in Fore Street to be reviewed as to its design, materials and use. Promoting a street market could be one of the single most important initiatives for restoring both historical character and economic benefit in Redruth, and this is currently not possible given the present layout of Fore Street.

Reason: To improve the visual quality of the principal streets, and enable the development of a new street market, thus contributing to economic regeneration.

10. Design Guidance

Site-specific design guidance for the settlement, based on a detailed audit of materials, designs, details and character, both of standing buildings and of street paving materials.

Reason: In order to build on the expertise already demonstrated, and guidance on general principles already produced, and to preserve and enhance the distinctive local character, and promote change that will preserve and enhance that character.

11. Street furniture

Any 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 Upper Fore Street/St Day Road, East End, Station Road, Chapel Street/Tolgus Hill, Green Lane and Falmouth Road/Southgate Street

Reason: To enhance the historical character of the street scene and to recognise the distinctiveness of various areas within Redruth.

12. Street trees

New street tree-planting schemes in Falmouth Road, the car-parking areas, Drump Road, the brewery/Tesco leat footpath, with appropriate species and detailing, and assessment of streets such as Clinton Road needs to be carried out to ensure existing street trees are replaced at the end of their lives.

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

13. Traffic calming

Traffic calming measures to be investigated and landscaping schemes drawn up to emphasise the historic cores of the settlement.

Reason: To reduce the impact of heavy traffic on the character of Redruth and Plain-an-Gwarry and to restore its historical townscape.

14. Trees and ornamental landscapes

A full survey of existing trees and ornamental landscapes and protection measures taken where appropriate.

Reason: To ensure that the contribution made by existing trees to the townscape on both private and public land is recognised and protected where necessary.

15. Tree Preservation Orders

Designation of Tree Preservation Orders to protect trees and gardens outside the present and proposed CA boundaries (extensions to CAs will afford protection to most of the trees and gardens in Redruth).

Reason: To protect the exceptional landscape setting and wider townscape of Redruth and Plain-an-Gwarry.

16. Interpretation and Promotion

Existing town trails and guides and other promotional initiatives to be integrated further and promoted as a single package, and partnerships developed with bodies like the National Trust, Trevithick Society, the railway operators etc.. These initiatives should go beyond promotional activity, and seek to acquire, re-use, enhance and promote sites in Redruth and Plain-an-Gwarry, as both an end result of and a stimulus to regeneration investment. By integration with existing initiatives such as the Mineral Tramways trails, they could help develop completely new economic activities, such as specialist tourism.

Reason: To present Redruth and Plain-an-Gwarry's heritage to a wider audience and to attract new visitors and associated regeneration initiatives.

17. Further study

Further study to assess adjoining areas outside the existing CISI programme, especially Tolskithy Valley, South Downs (including the smallholdings on Carn Marth), Mount Ambrose/Redruth Highway.

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

9 References

9.1 Primary Sources

1764 Town Map of Redruth

1809 OS drawings

1819 Thomas

1825 Thomas, map of Wheal Sparnon sett

1841 Tithe Map

1877 OS 25 inch map

1908 OS 25 inch map

1946 RAF air photographs

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

9.2 Publications

Acton, R, *Exploring Cornwall's Tramway Trails*, Vol. 1, 1996, Landfall Publications.

Bradley, P, *The Archive Photograph Series, Redruth*, 1995, Chalford Publishing.

Bradley, P, *A Pictorial History of Redruth*, vol. 1, 1983, P.Bradley

Bradley, P, *A Pictorial History of Redruth*, vol. 2, 1985, P.Bradley

Cornwall County Council, *Cornwall Structure Plan*, 1997

Johns, C., *Alma Place, Redruth*, Archaeological Report, 2000, CAU

Hamilton-Jenkin, A K, 1979. *Mines and Miners of Cornwall Vol. 3*, Truro Bookshop

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

Michell, F, *Annals of an Ancient Cornish Town*, 1985 edn., Dyllansow Truran

Morrison, T. A., *Cornwall's Central Mines, The Southern District, 1810-1895*, 1983, Alison Hodge

Redruth, A Town Centre Strategy, 1992, Civic Trust Regeneration Unit

Redruth Town Guide 1992

Tangye, M, *Redruth and its People*, 1988, Michael Tangye.

Appendix 1: Detailed history and physical development

App 1.1 Pre-1809

App 1.1.1 Industrial and economic activity

Markets

Despite the number and fame of the mines in and around the town, Redruth's principal economic function was as a market centre. The first market and fair charters were in the early 14th century; these markets may have been at Church Town, but it is more likely that they indicate the existence by this date of a built-up area in Fore Street. By the early 18th century, the market had grown to be the largest in west Cornwall, as noted by Tonkin (1739) *'This town is of late years grown very considerable, and its market the greatest in the west, especially for corn'* (quoted in Michell 1985, 33). There is some evidence that the market was declining in the later 18th century as other centres in the wider area developed, for example at Camborne and St. Day.

Mining

Tin extraction was well established in the medieval period, with recorded encroachments by miners on church lands in 1237, and with Reswythen Bridge (the crossing point of the main County road and the stream at Blowinghouse) undermined by tanners in 1301. These were almost certainly streamworks, although by the 1580s Norden refers to Uni-redruth, where there are *'manie tynn workes, both loade and stream workes'* (Michell 1985, 23).

Contemporaries often observed that Redruth was in the centre of a great mining district, but this probably referred to a much wider area simply than Redruth parish. Although regarded as the capital of the mining district, none of the local mines were actually as important in the county-wide picture as those at Scorrier, Gwennap or Illogan/Camborne. Nonetheless, there was a great deal of mining in and around the immediate area of Redruth, the remains of which underlies the modern town perhaps more than any comparable settlement in Cornwall.

There is little historical evidence of these early enterprises. Most activity seems to have been to the west of the town in the Tolskithy/Blowinghouse valley. The group of small mines to the east, around the Dopps (East End), was working from at least the 1630s and continued to be locally important, until gradually taken over by Pednandrea in the 18th century. Tin streaming and stamping continued throughout the period in the Redruth valley (as indeed it did well into the 19th century). Most of these early mines were small and, if not actually alluvial streamworks, were based on lode-back and open coffin extraction, remains of which are shown on early 19th century maps (e.g. Sparnon 1825) and in some cases remain as landscape features in the area.

The principal expansion of mines in the town's immediate environs came around 1700, and was probably stimulated by the contemporary development of the Tolgus and North Downs areas, 1-2 miles to the north of Redruth. This was the first great copper mining boom in Cornwall and, as deep mining was necessary, stimulated an entirely new scale of investment, speculation, engineering and digging. However, in contrast with Camborne where there was almost exclusive mining of copper in the 18th century, the mines immediately around Redruth, while producing copper

(and some lead), continued to be large tin producers. Even so, there was a comparable shift from shallow lode-back/coffin works to adit and deep shaft mining.

The numerous adits dug in the early 18th century were principal features of local mining, and indeed played an important part in stimulating many other activities in the town by providing a constant supply of good quality water. One example was Wheal-an-Drump, an adit driven into the Dopps which, by 1819, watered the whole Pednandrea group of mines; it flowed out at Plain-an-Gwarry and thence by a leat several miles to Wheal Unity and Poldice mines in Gwennap.

During the first half of the 18th century, Redruth was hemmed in on all sides by extensive mining works. To the east, Pednandrea Mine (meaning ‘top of village’) started work around 1703. As it took over old setts and absorbed many other neighbouring mines throughout the 18th century, it gradually became the largest mine in the area. To the south, Wheal Sparnon was operating six sets of stamps by 1765, while various stream workings and smaller and older mines (Wheal Dumplings/Wheal Penticker and Dor Ear mine) were either absorbed by Sparnon or continued a largely anonymous existence throughout the period. South-west of Redruth, in what became one of the most important local mining areas in the 19th century, Wheal Uny, East Wheal Uny, Clijah, Wentworth, Wheal Buckett’s, Wheal Perseverance, all of ancient origin, were at work in the period. To the west of the town there were at least four small mines – Gweal Paul, Wheal Captain, Wheal Godspeed and Hosking’s Wheal Silver but these must have been of some antiquity because nothing but rock dumps was left of them by 1727.

North of Redruth things are less clear. Early mining maps show the existence of mineral lodes in the area of what was then the separate village of Plain-an-Gwarry, by the 1730s already a substantial settlement. Several local adits opened up around the village, but there appear to be no recorded mines here. A mile or so further north, however, was the great copper mining district at North Downs. These local mines employed large numbers, with 1078 people employed at North Downs in 1787.

Most of the mines in and around Redruth remained small, often only fleetingly in existence, sometimes producing next to nothing, and were very rarely profitable. Even the largest went through a series of closures and re-openings in the second half of the 18th century. Wheal Sparnon closed in 1768, Pednandrea was idle by 1778, and although re-opened (with Sparnon) in 1797, had closed again by 1806. Other mines came and went – Wheal Captain (at Trengweath) 1787-98; East Sparnon 1792-98, and again 1805-08. Even the North Downs mines had stopped, if only temporarily and largely through poor management, by 1802 - they had only lasted this long because Wheal Peevor, the only tin mine in the group, had turned out to be very rich.

By the end of this period, therefore, mining in and around Redruth, while ongoing and very visible, was far from healthy, much less booming.

Other industries

In keeping with its role as a major market centre, Redruth also provided many ancillary industrial, manufacturing, mercantile and financial services stimulated by the encircling mining industry. Most of these industries were heavily reliant at first on the water power readily available in the valley,

supplemented by a complex of leats or by the network of drainage adits from the mines, and in time supplemented by steam engine technology, itself a direct offshoot of the local mining industry.

Apart from a number of corn mills, there were numerous stamps mills along the main stream (the leat flowing along Falmouth Road, Chapel Street and on to Tolgus), as well as blowinghouses, hammer mills and small smithies. Many of these are shown as ruinous or disused on the 1825 map, and must have been of some antiquity. While the evidence is slight, there certainly were foundries in the town before the 19th century. When William Murdoch came to Redruth in 1778, he leased an already existing hammer mill and had his own small foundry near his house. The 1764 town map and other evidence makes it clear that milling, stamping, forges and smelting were taking place in the very heart of the built-up area.

Local records show the existence of a tanyard in Redruth in 1713 and pewterers in 1727 and 1737. Brickmaking was a local speciality in the 18th century; when in 1734 the mansion at Tehidy was being rebuilt the brickmakers came from Redruth, and brickworks were associated with both Pednandrea mine (1760) and Wheal Sparnon (1765). Associated with these brickworks were crucible manufacturers (the crucibles were used in smelting ore), established at Pednandrea by 1760, and slightly later at Plain-an-Gwarry.

Redruth Brewery started in 1742, was reformed in 1790-1800 (as Magor and Davey), and much of its plant built in 1802. The brewery was built here because of the availability of pure water from a long disused adit associated with Wheal Silver at West End.

Other industries included a copper sulphate works established by 1759 and two or three candle and tallow factories by 1790, directly linked to supplying the mines. In the town centre itself, there was a wire works at the potato market (Fore Street), said to have been in business for over 30 years in 1833.

Servicing the mining industry

Redruth's central position and traditional market function made it a natural focus for financing and managing much of the west Cornwall mining industry. In particular, it was where the auctioning of both mine setts and the ore produced (ticketing) was concentrated. The earliest record of ticketing (1726) shows the auctions alternating fortnightly between Redruth (at Tabb's Hotel) and Truro. After a mid 18th century lapse, ticketing started at Tabb's Hotel again in 1792, and continued into the 20th century. At the same time, Redruth became a banking centre, with the Copper Bank being built in West End sometime before 1764.

A further concomitant of the market was the number of market gardens and nurseries which, by the 19th century, had become major occupiers of back plots even in the heart of the town. The largest and best known, and one that still survives today, was that of Thomas Nichol established in Green Lane in 1806.

App 1.1.2 Extent of settlement

The Church Town/Carn Brea Village area was an ancient settlement focus, with recorded evidence of an early Christian presence by the 6th century. The church of St. Euny stands on the very edge of its parish, while the whole of Redruth and Illogan were subject to a single manor at Tehidy, itself

clearly linked tenurially with the ancient hillfort on Carn Brea, site of a medieval deer park belonging to Tehidy. A short distance to the north-east was the plain-an-gwarry, or playing place, probably a medieval re-use of a round (iron-age settlement site). The area around St. Euny was clearly an ancient focal point of some importance, and it is not surprising that a market centre evolved here at the junction of the principal east-west routes across the county and the north-south route running over the Lanner gap between Carn Brea and Carn Marth. The deeply cut valleys running off the high moors at this point were also an early focus for tin streaming, processing and milling.

The markets and fair charters of the early 14th century almost certainly relate to the town site. There is some indication from historical maps and surviving plot boundaries of various stages of development. What may initially have been medieval street-migration seems to have had some planned expansions; burgage plots, market place, the surviving fair meadow etc., are all elements of the medieval town which still form the basic structure of modern Redruth.

By c.1400 St. Rumon's Chapel (and a second chapel to St. Christopher, which may or may not have been a separate building) was well established at the foot of Fore Street. There are records of back-plot development off Fore Street in 1516 while, by 1577, a wine tavern and ale tavern are separately recorded, showing the early development of the inns and taverns of Redruth that remained such notable elements of the town.

Settlement had already extended the length of Fore Street and into many of the back lane and burgage plots by about 1700, probably as far as The Collins Arms in Higher Fore Street. At West End, the Copper Bank was constructed in the highway sometime before 1764 suggesting it marked the end point of the town at that time. In 1798, the old parish poorhouse was built further to the west, with the Classical School opposite in 1771, on the site of the present Tolvean House gardens.

The original focus of the town had been at the stream crossing, and there must always have been short extensions to the town north and south along the valley, although these seem not to have extended beyond the length of the burgage plots. Penryn Street was a creation of turnpike improvements of 1763, and had scarcely been developed as far as the junction with Trewirgie Road by 1809. Before this, Cross Street had been the only access from the south into Fore Street.

At the eastern end of Fore Street formerly stood a house dated 1711, suggesting that Back Lane East, the present Wesley Street, dates from about 1710, and was constructed as a link to Pednandrea Mine, which began around 1700. The first Wesleyan Chapel was built in 1760.

There is evidence that Redruth increased in size and activity in the early 18th century in line with the increased mining activity in the area (see above). In 1739 Tonkin noted: *'This town is of late years grown very considerable, and its market the greatest in the west, especially for corn. It owes its rise to the great confluence of people drawn together by the mines of tin and copper, with which it is surrounded. The town of R consists chiefly of the large street, near half a mile in length....'* (Michell 1985, 33).

Church Town

Church Town remained a separate settlement at this time, and scarcely expanded beyond its medieval extent (church, rectory, inn and glebe farm), with just a single row of cottages, and a new rectory built in extensive grounds in 1804-5. The growing size of the town was, however, reflected in the rebuilding of the church in 1756-68, and an extension to the churchyard in 1799.

Plain-an-Gwarry

Standing as a separate village to the north of Redruth, Plain-an-Gwarry was already well developed in the early 18th century. Tonkin noted in 1739, *'To the south of Treleigh are a long row of houses belonging to the barton, on a level piece of ground called Plain-an-Gwarry (a level for sports) from a round in the middle of it for a public playing place...'* (Michell 1985, p. 33). It is unclear why the village, often called Little Redruth or 'The Hill', had so developed. It may have been linked to the development of the North Downs mining area (much of this also was on lands belonging to Treleigh Manor), or the digging of adits and perhaps local mineral lodes or local tin-streaming and milling in the valley bottom.

App 1.1.3 Settlement function and characteristics

While much of the population was undoubtedly made up of workers in the tin and copper industries, Redruth was always much more than a mining town, and the overriding impression would have been of a busy market town, with many inns and taverns, shops and small workshops, banking and professional services – many, such as the ticketing auctions at Tabb's Hotel, based in the inns themselves. Late 18th century directories list gentry, clergy, grocers, mercers, maltsters, copper agents, attorneys, surgeons and apothecaries, hatters, ironmongers, merchants, shopkeepers, rope-makers and other manufacturers.

Some idea of the scale of the market can be gained from Pocock's description in 1750 of Redruth as *'a small tin town, where they have a great market of provisions once a week, and a great sale of shoes brought from all parts round for near thirty miles; and there are at the market generally 4 or 5,000 people'* (Michell 1985, 38).

Contemporary descriptions tended to underplay the wealth and variety that undoubtedly existed, for example: *'A market for miners...the Town is poorly built, nor does it contain anything that merits the notice of the traveller.....'* (The Modern Universal British Traveller, 1735). This is difficult to reconcile with the fact that the High Sheriff of Cornwall lived in the town (1765), and other records of substantial houses in Redruth in the 17th and early 18th centuries, as well as some major inns and hotels.

Many of the great names in the industrial and intellectual history of Cornwall lived in Redruth at this time – William Murdoch from 1778, the same year that James Watt lived at 12 Plain-an-Gwarry with his family in a house bought for him by Matthew Boulton; Richard Trevithick leased Moreton House (Nettel's Hill) in 1798; William Pryce (1735-1790), physician, mineralogist and man of letters lived at Belmont House, Green Lane – he was also one of the prime movers in the development of Portreath and organised a postal service between Truro and Redruth from 1777. More esoterically, the German exile Rudolph Erich Raspe is said to have written *The Adventures of Baron Munchausen* while living at Redruth (near Murdoch's house) and working as a chemist and geologist at Dolcoath between 1782 and 1789.

Many industries, often unpleasant, were located in the heart of the town. St. Rumon's Chapel had been abandoned and was becoming ruinous by 1705, houses already being built upon some of the foundations - it was probably abandoned because of increased flooding of the stream through industrial activity. Murdoch himself, in the 1780s, ran stamps, a hammer mill and a foundry in this part of town, powered by the leat along Falmouth Road.

While industrial activity was partly to blame for the physical decay of St. Rumon's Chapel, it also lay behind the declining influence of the established Church in the town and an increase in non-conformism. Fox had preached at St. Rumon's in 1655 and, as late as 1744, the only dissenters in the town were a small group of Quakers (their first purpose-built meeting house was at West End in 1763). The Wesleys were frequent visitors from 1743, however, and by 1765 there was a Methodist preaching house. This was enlarged in 1800, at which time virtually the whole town was said to be Methodist, in part because the parish church was out of town; the only rival non-conformist sect was the small Quaker congregation, although by 1804 the first (Ebenezer) Baptist chapel had been built on the site of the present mining exchange.

The presence of so many professional men led to the foundation of schools; the Classical (or grammar) School was founded in 1771, becoming a well-known institution locally, and a charity school was founded in 1791. These were relatively early foundations in a county where most schools were created as attachments to non-conformist chapels, or in repost by the Church of England authorities.

One of the peculiarities of Redruth was that it never obtained Borough status, despite being one of the larger Cornish towns. An oligarchy of merchants, mining interests and local landowners (several former manorial centres are now within the town bounds) dominated economic and social life in the town (even the market was privately owned and run) so that the town continued to be merely a hamlet of St. Euny, run by the parish vestry. The town seems to have been no better or worse for all this than many contemporaneously chartered boroughs, and was provided with public facilities, such as a poorhouse (1798) and a lock-up (the Roundhouse, built in 1734).

Church Town

Church Town remained scarcely touched by activity in the town itself; it was essentially rural dominated by the church, rectory, glebe farm, an inn and a few cottages. However, it stood on the banks of extensive stream works and, by 1809, the skyline was already beginning to fill with engine houses and dumps of nearby mine workings. The only connection with Redruth itself, however, was a long church path, devoid of any housing or development at this time.

Plain-an-Gwarry

Physically distinct from Redruth, Plain-an-Gwarry appeared much like many other small mining settlements: a long row of cottages with an inn, with some mining and milling and probably small scale manufacturing and smithing. Perhaps the largest local employers by 1809 were the mines (hence The Miners' Arms public house) and the nearby brewery. It was almost exclusively a residential village, and was already largely dependent upon Redruth for employment. It had clearly also become a favoured residential area for some of the professional men of the town by the late 18th century.

App 1.1.4 Summary

By 1809, then, Redruth was an ancient and great market centre, expanding greatly with the local boom in mining in the early 18th century, and becoming the recognised capital of the Cornish industry by the end of the century. It experienced severe problems during the crisis years from 1780-1810, reflected by often violent and widespread food riots, particularly in 1785, 1788 and 1793/4, which were to continue until about 1818.

App 1.2 1809-41

App 1.2.1 Industrial and economic activity

Markets

Despite the threat of competition from St. Day, Camborne and other growing centres in the area, Redruth started to improve its market facilities after the recovery in mining in 1820 (see below). A new market house was built in 1826, and the town clock, symbol of both the town and market, was rebuilt in 1828. In consequence, by 1838, Davies Gilbert was again asserting that Redruth market was the biggest in Cornwall (Michell, 1985, p. 114).

Mining

After the depression of the late 18th and early 19th centuries, the local mining industry started again in earnest around 1820. That many of the new and re-started ventures proved no more profitable than they had before (Pednandrea opened in 1824, and was closed again in 1835, to re-open almost immediately) was of little consequence, since many were partly controlled and kept going by the local merchants and professional men. Along with the miners themselves, they had everything to gain by working for or supplying mines, even when no profit was paid. Since most shareholders were not local businessmen and were absent in London, so it was rightly perceived that *they* bore the cost of unprofitably. Therefore, even though Redruth produced some of the greatest loss-making mines of the 19th century, the town still grew prosperous on the back of the industry.

The local mines that began re-opening after 1817 were mostly small independent concerns, although in aggregate they employed a large number of local people. However, recovery progressed far enough for the larger mines to re-open in 1822 (Wheal Sparnon) and 1824 (Pednandrea). Sparnon re-opened as a cobalt mine, the only one producing solely this mineral in the whole of Cornwall, while Pednandrea opened with huge investment in plant (including the great surviving stack) and in conjunction with the laying of the Redruth-Chasewater railway (completed 1826).

1824 also saw the first working of the modern sett at Wheal Uny, which worked producing copper sporadically and in different combinations with other mines in the area (Clijah, Wentworth and Buckets). The 1830s saw a great many other enterprises starting and failing in the area, and even when famous old mines like Great North Downs failed (in 1828) other local mines absorbed the working population. However, in common with most of the rest of the county, especially west Cornwall, the years after 1838 were generally more difficult for the mining industry, with closures in the Tolgus/Illogan area (West Tolgus and Wheal Raven). Redruth United, the company that ran the group of mines east of Church Town (East Wheal Uny, Clijah, Wentworth, Wheal Buckets, Wheal Perseverance) was liquidated in 1837, and Wheal Uny itself was closed and put up for sale in 1839.

The old tin-streaming works in the Redruth Valley disappeared during this period – the 1825 Thomas map of the Sparnon sett shows many old and ruined stamps and burning-houses along the stream and, by 1841, most of the valley bottom had been built on by housing.

Other industry

The opening of the Redruth and Chasewater railway from Pednandrea to Devoran was of great importance to the development of the local mines, and as a means of bringing in merchandise for resale. One of the principal features of the terminus at Pednandrea was a large coalyard. Coalyards were major features of the terminus of the Hayle Railway at West End built in 1838. The railways not only improved existing industrial and commercial activities in Redruth, they also stimulated much new activity with, by the mid century, even railway engines being built in the town.

There was an increase in the number of foundries: Thomas Bray's brass foundry at West End (1817), John Reed's foundry in Falmouth Road (part of the site of which was used for the town gasworks in 1826), the Redruth Hammer Mills established in 1830 by Capt. Thomas Teague, and Treloar's Foundry in Chapel Street, which was there by 1841; earlier established businesses continued alongside these newcomers. Ironmongers flourished as both manufacturers and retailers; JC Lanyon established an ironmongers in Fore Street in 1824, and went on to become a partner in the gasworks and other industrial concerns in the town.

The brewery started a second phase of expansion in 1834 with the purchase of a steam engine from Harveys of Hayle and, in 1838, successfully saw off by court action an attempt to restart Wheal Silver at West End, since it relied on the old Wheal Silver adit to supply fresh water. By 1841, the owner, JP Magor of Penventon was one of the leading figures in the town, his business being one of the most extensive.

The crucible works at Pednandrea was supplemented by another at Plain-an-Gwarry in 1824 (referred to as a pottery works).

App 1.2.2 Extent of settlement

The population continued to expand, despite the set-backs in the early 19th century and, by 1831, the town had 4927 inhabitants in 1308 inhabited houses. By 1841 there had been a considerable expansion in area. The Thomas map of 1818/19 makes it clear that very little of this expansion had taken place by then, and even the 1825 Thomas map of Wheal Sparnon sett shows virtually no housing along Falmouth Road. Contemporary texts speak of the building boom having almost run its course in 1841, so that most of this expansion can be closely dated between 1820 (1825 along Falmouth Road) and 1840.

One of the principal areas of expansion was along Falmouth Road to the south of the town centre, with a long series of rows built on the old tin streaming courses as far as Town Farm. At this point, the development met with an older series of miners' smallholdings which had been systematically planted on the moorlands of Carn Marth in the late 18th century, and which would gradually be swallowed up by further expansion (see 1841-78 below). By 1817, there were about thirty of these tenements, each with one or two cottages set on a holding of about 6 acres, set in a chequer-board pattern of fields enclosed from the moor and waste which is still largely traceable.

While industrial activity east of the town intensified around Pednandrea and the Chasewater-Redruth terminus, at the same time it contained expansion of the settlement in this direction. However, to the north of and outside the old town, a concentrated area of workers' housing was being developed in Ford's Row, Miners' Row and Rose Row, and much if not most of this must be directly related to the mines, other industries and railway works around Pednandrea.

The 1838 terminus of the Hayle Railway, and the attempt to re-open Hoskin's Wheal Silver in 1837 had the same effect of containing the spread of settlement at West End, although there was development on the north side of the main road, and on the south along Coach Lane, but much of it industrial rather than purely residential. This area also saw the rebuilding of Trewirgie House (1832), and the first of the large villas on the road leading to it, and the more isolated Quaker Meeting House and burial ground. There was also a completely new house at Penventon, which was built for the brewery owner J.P. Magor.

Just as the stopping of the streamworks south of the town released land, so on the route north the old road was widened and straightened. It was renamed Chapel Street from the new chapel of ease built to serve the Anglican community in 1828, with some good quality houses built close by. There was relatively little development at the time in the long back-plots attached to the properties facing the main market area in Fore Street – most were used as nurseries and gardens. Along the old leat running alongside Chapel Street there was a series of mills and foundries, but the only significant back-plot development in this area was by the Symons brothers in Symons' Terrace, like Chapel Street providing better quality housing. Along Green Lane, the main route to Plain-an-Gwarry, the housing spreading northward was again largely of this better quality, perhaps reflecting the status of Plain-an-Gwarry as a good residential area.

The main development in this area north of Fore Street, however, was in the previously empty ground between the town proper and Plain-an-Gwarry. Foundry Terrace, Roach's Row and the south side of Plain-an-Gwarry were all complete by 1841, and probably date from around 1827 when the chapel on the south side of Plain-an-Gwarry was built. The Tithe Map shows Blights Row half built (it was recorded in the vestry minutes as still being built in 1843). On the road out of the village to the north and the North Downs setts, further rows of cottages were built (Hambly's Row and Sandow's Row). By 1838, Davies Gilbert describes it thus: *'To the north-ward of Redruth, running nearly parallel with it, lies the village of Plain-an-Gwary.....This village, frequently called Little Redruth, is not only grown into a town, but extends so as almost to join the larger portion'* (Michell 1985, 14). Although it maintains something of a separate character even today, it is difficult to regard Plain-an-Gwarry as a separate settlement after this date.

Church Town

This tremendous activity and expansion passed Church Town by. Apart from a few more farm buildings, and the building of the present (and admittedly impressive) lychgate in 1810, the only acknowledgement of the changes in the town was the further extension of the churchyard in 1816 by ½ acre.

App 1.2.3 Settlement function and characteristics

Redruth continued to grow in complexity as well as size during the period. In many ways, the large numbers of humble miners' houses built in such a short time were a new element in the make-up of the town, and could give the misleading impression that this was purely a mining town. A visitor from Norfolk remarked in 1821, '*Redruth is nothing but the residence of the people that manage the mines, for at night and in the morning they ride off to their respective places*' (Michell 1985, 86). However simplified this statement is, it does show that there was a large managerial class as well as labourers (who would have walked rather than ridden to the mines). By 1841, although the majority of people going to the local mines would have been labourers, yet a huge proportion of the town remained of the class distinguished by contemporary directories as '*wholesale, capitalist, clergy, office clerks* [Redruth had acquired a post office by 1823], *professional and other educated men*'. Of a male population of 2276 (out of 4927), 760 were of this class in 1831, not including all the hundreds of shopkeepers, tradesmen and skilled workers in the town. This contrasts very notably with Camborne where, in 1841, only something like 70 figured in these middle-class categories, and nearly 70% of the population was involved in mining in some form.

The commercial and managerial bias continued to be reflected in the lack of an independent borough status, because the local oligarchy continued to provide for the town. The parish was involved in laying out roads and paths around New Cut and Pender's Lane in 1823, and contributed to the construction of the Chasewater-Redruth Railway. Private sponsorship paid for the new town clock, and in 1829 Lord de Dunstanville was pressing the Vestry to stop stalls being put up in the market street because he had lately rebuilt the market house and wanted that used. While the town acquired one of the earliest gasworks in the region in 1826 (not surprisingly given William Murdoch's experiments at his house which, in 1792, was the first in the world to be lit by gas) this was a private venture, and the town was lit by subscription in 1829.

Redruth became more of a non-conformist stronghold with growing numbers of mine workers and managerial classes (who provided most of the local lay preachers and congregation leaders), and alongside the chapels was an increasing number of schools. In 1812 there were 3 Methodist meeting houses, 1 Baptist, 1 Quaker, a grammar school and charity Sunday school; by 1821 there were Quakers, Baptists (with a resident teacher), 3 Wesley Methodist places of worship and 3 resident teachers and 4 Sunday schools (although still no benefactions for the poor, no almshouses, no hospitals or charitable endowments; the parish maintained the poorhouse at West End, and in 1831 had a new one built at Treleigh). The new Quaker Meeting House was built in 1812, the principal Methodist Chapel at the top of Fore Street was rebuilt on a larger scale in 1826, other chapels opened in 1827 (Plain-an-Gwarry), 1839 (United Methodist, in Fore Street), 1840 (Bethesda Chapel in Falmouth Road, now demolished) and, in 1825, a room for the use of Independents was licensed. A British (Methodist) school was established on the site of Wesley (old) Chapel in 1834.

The Anglican Church reacted to this growing non-conformist strength, with the building of the Chapel of Ease in 1828, although unlike the various non-conformist chapels paid for by their congregations, the Chapel of Ease was paid for largely by the rector himself and the Basset family. Despite this support, and the fact that the Bassets owned some property, manorial and market rights in the town, and again in contrast to Camborne, Redruth seems not to have benefited greatly from the patronage and liberality of major local figures, especially the Bassets, largely because of the strength of the middle-class oligarchy in the town.

The large number of schools, stimulated both by the non-conformist tradition and by the requirement for so many professional and technical men, led to the creation of a lively intellectual and social life in the town together with a spirit of improvement and self-help. The Redruth Savings Bank was founded in 1818 and the Redruth Mechanics Institute was in existence by 1838 at the latest. The town played host to some of the great travelling theatre companies of the time, including that of Edmund Kean in 1828. The town cricket club was founded in 1830.

The picture of Redruth by the 1830s was of a prosperous and growing centre. Where there had been general distress and trouble between 1810 and 1818, by 1838 Davies Gilbert could give a glowing account of Redruth: *'In consequence of the immense extension of working on lodes of copper...the town of Redruth has grown into a large size, and into considerable opulence. The main street is rendered splendid on both sides by continued lines of shops....'* (Michell 1985, 114); he further singled out the huge size of the Friday market, which supplied a wide area with fish, pork and shoes. With an average household size of only about four people, conditions were probably much better than in many comparable settlements.

However, the end of the decade revealed some serious problems. The parish vestry was virtually bankrupt by 1840 and had to sell off the parish buildings, including both the old and new poorhouses and the lock-up at the old Roundhouse. Acquiring its first uniformed police officer in 1841 was an admission of trouble in the town as much as of prestige, and the base of the clock tower was converted into a make-shift lock-up in the same year. Emigration from the town, especially of skilled and senior miners, mostly to South America and Cuba, was already a serious problem in 1838 and, by 1841, there were complaints that property was much lessened in value due to recent overbuilding, and there were many surplus houses to let.

App 1.3 1841-1880

App 1.3.1 Industrial and economic activity

Markets

In 1878, after nearly 30 years which saw only limited change in the facilities, a new and much enlarged market complex was built (severely damaged by fire in 1982), marking a recovery based not only on local prosperity but also, according to contemporary sources, increased demand resulting from the decline of St Day as a market centre. The new market was, moreover, part of a planned improvement to the financial and commercial function of town by the creation of Alma Road (see below).

Mining

The crisis in mining that had begun in the late 1830s continued into the next decade. Wheal Harmony, Cardrew and Montague mines to the north-east of the town went into receivership by 1842; in the same month (September 1842) six steam engines were offered for sale and in February 1843 the machinery of the consolidated sett was sold. In 1845, mining equipment was put up for sale at Wheal Buller and Beauchamp to the south of Redruth. Even at Pednandrea, for so long the mainstay of mining in Redruth, the 1840s were a difficult time, but recovery came with the re-forming of the company in 1850, and by 1859 the mine was in a healthy position and employing 460 people.

The forty years from 1840 were characterised by a bewildering series of mine openings, amalgamations, closures, re-openings (often in different combinations of mines and companies), vast investment, much speculation and usually very little profit. While each closure undoubtedly affected Redruth as a town, the overall picture is of a gradual and stepped decline in Cornish mining, but with more or less continuous employment, with occasional general collapses. Each of these, however, led to emigration and a loss of skilled workers that disguised the actual levels of job losses that made the following recovery much less successful than it could have been.

Despite this, the already well established pattern of unprofitable mines deliberately kept working continued throughout the century, partly because occasional spectacular profits from the sale of ore could be made, but largely through the interest of local merchants and middlemen operating the cost-book management system to their advantage. Wheal Uny, for instance, has the '*unwelcome distinction of having lost more money than any other 19th century mine in the Camborne-Redruth area.*' (Morrison 1983, 416), while fifteen years of heavy investment and driving of shafts at North Wheal Buller (Carnkie) had scarcely produced any ore at all by the time it closed in 1866. Even the combined Pednandrea/Wheal Sparnon setts, although they produced huge quantities of tin and copper and were of great importance to Redruth, in the long run were not profitable.

The 1850s marked something of a recovery period locally, with much investment in the local mines. At Pednandrea, the tremendously rich tin of the Great Carbona Lode was found in 1854 as well as good sources of copper and arsenic. The mine erected arsenic calcining works in 1856 and laid horse and steam tramways around the site and down to Sparnon.

In 1851 work restarted at Wheal Uny south of the town and continued for 40 years, although once set up, the company could scarcely afford to invest in new equipment for the rest of the century. North and east of Church Town, Wheal Union (from 1853) and East Carn Brea (1857-71) saw much investment and activity, often worked as a single mine producing copper and some tin, but rarely paying dividends. East Carn Brea employed 274 people in 1862. Further south, Clijah and Wentworth were re-worked from 1859.

However, by 1866 many local mines were again in difficulties. In 1867 Pednandrea introduced new patent stone crushers and other cost-cutting measures and mechanisation in the face of foreign competition, cutting employment, particularly of women. Sparnon itself was already closed, re-opening in 1863/64 under Pednandrea management, and was used as the Pednandrea dressing and stamping area from that date on. By 1872 Sparnon only employed eight people and closed completely in 1877, while Pednandrea was temporarily closed by 1879.

Elsewhere in 1865-7, the Buller and Basset mines, and the East Trefusis Mining Company, were wound up, and Vogue Mine stamps were in a state of ruin. In 1871 East Carn Brea was sold complete to F. Michell of Redruth, who used the mine as a stockyard for his second-hand mining machinery business.

The tin boom of 1871-2 saw some recovery, copper having by now become of much less significance throughout west Cornwall and, while there were many further closures, other local mines limped on throughout the 1870s - such as Wheal Uny which only ever paid dividends during these tin boom years of 1871-2, by which time it employed 400 people.

Other Industries

Following the mining recovery of the 1850s there was continuing growth in other industries in the town. Metal working of various forms remained one of the most important activities. There were three relatively large iron foundries by 1866: Nichols at West End, William Sara's at Tolgus, (started in 1860, by 1870 it employed 50-60 workers) and Carnells (or Willoughby Bros.) at Plain-an-Gwarry. In 1852, locomotives were built at Redruth. The Redruth Tin Smelting Co. at the southern end of the main leat through the town was started in 1862, lasting until 1923. Other industries related to mining included crucible makers and brickworks, sawmills and the new addition of the British and Foreign Safety Fuse Manufacturers near the brewery, itself by now reputedly the largest brewery in the west of England. The Hayle Railway terminus at West End stimulated some commercial activity around it – with a further coal yard, at least three foundries or ironworks and, in 1846, a bone manure mill. With a second building boom in the town after the 1850s, quarrying became an important local activity, the major sites in 1860 being Old Sparnon Quarry, Kneebone's Quarry behind Buller's Row (Falmouth Road), Turnpike Quarry at East End, and at the entrance to the new road from Helston Road into East Carn Brea Mine.

App 1.3.2 Extent of development

Population figures give some measure of the recovery and boom of the 1850s and early 1860s. Of the total parish population in 1861, 6612 were born in Redruth, but 4764 were born elsewhere; the ever fluid population of Cornwall was moving into this obviously thriving area at the time. By 1865 the population had increased by 700 since the 1861 census. Nevertheless, there was nothing like the scale of expansion in the area of the town that had been seen in the earlier period. At Plain-an-Gwarry, Blight's Row was completed around 1850. At East End, the revival and expansion of activity at Pednandrea in the 1850s and 1860s stimulated the building of rows along Higher Fore Street, St. Day Road and Trefusis Terrace.

The only other major area to be developed in the 1840s and 1850s was associated with the extension of the main railway. In 1846 the Hayle Railway was taken over by the West Cornwall Railway, and by 1852 had been extended from West End to link Truro and Penzance, with a viaduct over the main valley and a new station in its present location.

Blee's Terrace, below the site of the viaduct, was being rebuilt around 1850 (the date of the new Town Hall and Court House in the Terrace), perhaps in conjunction with the clearance and engineering works associated with the new viaduct. At the same time the large houses along Trewirgie Road increased in number and land to the south of the new railway in Treruffe Hill, Bond Street, Basset Street and Heanton Terrace was developed as a mixed commercial and residential area, with an unusual degree of uniformity and control in design in contrast to most of the cottage rows elsewhere in the town, being completed by 1863 (the date of the chapel in Treruffe Hill). By 1878 there had been a small area of extension to the rows along Falmouth Road, especially at Sparnon, and by the Trefusis Arms at the turnpike gate and in 1878 Clinton Road was laid out on Wheal Sparnon waste, and the first of the large houses and public buildings along its length were begun.

For the first time in this period development began to spread out from the town to connect with the Church Town area. West End was fully developed up to the old railway terminus, which was closed on the opening of the new line in 1852. By 1863 a large house had been built at Parkhenver, the new Miners' Hospital had been raised and Penventon Terrace probably dates from the same period. The development of the mines in

this area (Wheal Union and East Carn Brea) stimulated the spread of housing (of a better standard than the earlier 19th century cottage rows) along Coach Lane, over the Tresavean branch line, and along Trevingey Road (Trevingey Terrace), to absorb the old farming hamlet at Trevingey, and reaching the rectory and Church Town. In Church Town little of significance changed, although the churchyard was extended in 1843 and 1867.

While the town experienced limited expansion during the period, there was a great deal of rebuilding and intensification of development within the existing boundaries. The 1878 OS map shows a large number of courts of cottage housing in the rear plots and alleys along Fore Street which probably absorbed a large population increase. At the end of the period Alma Road was being developed as a major townscape feature.

App 1.3.3 Settlement function and characteristics

In the mid-Victorian period the building of the Hayle Railway terminus in 1838 confirmed the status of the West End and Penryn Street area as the centre of Redruth's banking, financial and administrative functions, away from the clamour of the market place. The 18th century copper bank at West End and the savings bank in what is now Station Hill (from 1827) was joined by banks such as Tweedy Williams and Co. (on the site of the 1906 Barclays Bank in Penryn Street). The new Vestry Room/Town Hall and Court House (1850) was built in Blee's Terrace in Penryn Street and Druid's Hall was built in 1859; this was one of the single most important mid-century buildings in Redruth, combining public assembly rooms with library and theatre. It was sponsored by the Redruth Institution for Promoting Useful Knowledge (Literary and Scientific Institution) founded in 1847, run by a limited liability company and built by subscription, not by the munificence of a local landowner, in contrast to Camborne's Town Hall and Assembly Rooms complex of 1866. In 1869 the town's first police station was built in the lower part of West End. Meanwhile, grand houses continued to be erected in this area (Trengeath, Parkhenver, and the Trewirgie Road villas).

The ruling elite controlling the vestry provided some public services for the town, including a rudimentary public gas lighting scheme in 1859 and road improvements, such as the laying of granite kerbs recorded in 1864 in Buller's Row (Falmouth Road) and Penryn Street. In 1860 the Redruth School of Mines was founded, and a directory of 1866 shows a still thriving and diverse town, with three public schools (National, British, Wesleyan), eighteen private schools, six banks and several societies. The Cornubian newspaper restarted in 1863 with offices later established in Alma Place, while Redruth Rugby Club, the oldest in Cornwall, was founded in 1875, and the foundation stone of the Masonic Hall was laid in 1876.

From the very outset of passenger services on the railway (1843), the train was one of the great recreational outlets for the whole population of the town; tea treats, temperance meetings, wrestling matches, seaside holidays etc., were often occasions for the whole town to celebrate and move en masse, acting as a great unifying social force as well as bringing economic benefits. In later years the railway also took huge numbers of local men and families to the ports to the emigration ships - in crisis times a weekly event, with a whole raft of emigration agents setting up local offices to cater for the new trade.

By the 1860s there were clear signs that Redruth was lagging behind some of the more recently developed towns and villages in provision of facilities and services. Although there was a small lock-up in the town clock tower, from 1841 to 1869 the town police force had to operate from Pool Police Station, and Redruth relied on Camborne fire service virtually until 1900. The town's appalling drainage, sewerage and water supply problems were

notorious throughout Cornwall. In 1852 Redruth relied on thirty or forty private pumps, a public well in Foundry Row, serving about 1/5th population and four abandoned mine springs. The overcrowded alleys and courts were also infamous for having one of the biggest prostitution problems in Cornwall, especially in the 1860s.

The economic misfortunes and distress of the late 1860s led to soup kitchens in the streets and 1390 miners had emigrated from Camborne/Redruth by 1867. In 1871 there were 200 empty houses in the parish through emigration and local shopkeepers were failing. While many local mines kept going, increasing mechanisation below and above ground meant declining numbers of workers were required – especially notable was the virtual disappearance of female employment at the local mines, which probably fuelled much of the continuing prostitution problem in the town.

One of the features of the town (and elsewhere in the mining district) was the amount the female workers spent on clothes and finery – which gave a much greater stimulus to clothing manufacture and shops in mining areas than might be expected. Redruth had a flourishing clothing manufacture and trade at the time; the Redruth Clothing Co. was founded in 1862, and continued through to 1972. It was frequently remarked by many visitors how excessive this attention to finery was compared to other working class areas in England. The effect of female unemployment on the local shops and traders must have been correspondingly great.

Although Redruth became a health district and the Local Board of Health was formed in 1853, in common with many other Cornish industrial towns, effective action seems to have waited until the slight economic recovery and further local government reforms of the 1870s. In 1870 there was a new post office, the police station was extended and, by 1873, there were twenty-three public taps in the town; while prostitution continued a great problem, attempts were made to fight it, with six brothels being closed in 1878 alone.

Seemingly responding to poverty and recovery alike, non-conformist chapels continued to be enlarged or rebuilt: the so-called Flowerpot Chapel, formerly in Fore Street, was re-built in 1865; the Baptist chapel in Penryn Street in 1872; schools and a hall were added to the Wesley Chapel in 1866, and the chapel itself extended at the same time. The Church of St. Euny was restored in 1866 and again in 1879. At Gweal-an-top (East End), a privately funded school of 1862 was rebuilt in 1874 as a Board School.

Another feature of the 1870s was the growing instances of public benefaction by some of the great local and absentee landlords in Redruth, a sign of a changing political situation. The Miners' Hospital was built largely by the support of the Agar-Robartes and Buller families. Clinton Road was built in 1878 on land donated by Lord Clinton and financed by public subscription as an employment scheme for out-of-work miners. At the end of the period Alma Road was being developed as a major townscape feature, with buildings partly funded by major local landowners (the Coffee Tavern, the Market House), but also with a considerable amount of investment by the financial interests of the town - Bain and Field's (Consolidated) Bank, a new post office, and a mining exchange, Thos. Pryor's office (he was a prominent mine purser) and Abbot and Wickett, stockbrokers.

Alma Place was conceived as a new civic centre situated close to the railway station, although the generally accepted view that building the new railway station in 1852 immediately shifted Redruth's economic centre away from West End simply cannot be sustained. Alma Place was built partly in

response to a resurgence in the economic fortunes of the town with, for example, the decline of St. Day reviving Redruth's market, but partly also as a deliberate attempt by public authorities to foster what in today's terms would be called a regeneration project.

App 1.4 1880-1908

App 1.4.1 Industrial and economic activity

Markets

Redruth's market and servicing functions continued throughout this period, although the fairs gradually declined in importance in the late 19th century. The market continued to be privately owned (by the Basset family) and leased out and, although the Redruth Chamber of Commerce debated acquiring it in 1902, nothing was done. Although the growing size and strength of the many shops and wholesale businesses in the town continued to replace the market as the mainstay of retailing and supply for the mining district, in 1897 Redruth Market (especially the Friday market) was still the largest in Cornwall. What is also clear is that the shops were themselves major employers, historical photographs of the many shops in Redruth graphically illustrating the numbers employed in even modestly sized businesses.

Mining and other industries

While many of the local mines struggled on, and some were re-formed and re-opened, the last two decades of the 19th century saw continued retrenchment in the local industry. When Pednandrea finally closed in 1891 it employed only a handful of men. Other mines near to Redruth closed in this period, usually after some fairly desultory years of under performance, including Clijah/Wentworth in 1884, Wheal Union/East Carn Brea also in 1884, Wheal Uny in 1892/3, Great North Downs in 1897 and Wheal Peevor in 1899. By the end of the century the nearest mines of note were several miles to the west at Pool, or to the south at Wheal Buller. Despite this decline, much of the financial and managerial investment in mining in west Cornwall, and indeed internationally, was centred on Redruth around 1900. The industry continued to be economically important, even if less so in terms of numbers directly employed as miners (although there remained a large labouring population).

The same period did, however, see an increasing scale in other industries in the town. The Redruth Tin Smelting Co. founded in 1862 continued throughout this time, being taken over in 1891 by the Bain family (prominent in both Redruth and Portreath). In 1887 a new smelter (Cornish Tin Smelting Co.) started at Seleggan, run by the Lanyon family. Established foundries like Sara's at Tolgus continued to prosper supplying a wide variety of goods, especially connected with building and drainage projects in the town. Other businesses expanded, as when in 1889 Redruth Foundry Co. took over Prout and Williams Foundry in Chapel Street and built new showrooms, demolishing many old houses over 200 years old in the process.

Other new ventures were connected both with local mining and wider markets, like the new Tangye's fuse works in the grounds of their house (The Elms) started in 1887, and the Cathedral Boot Co. by the railway in Drump Road, which had at first made clogs, then ordinary footwear, and by 1888 was employing over 100 people.

The West of England Bacon Curing Co. was established in 1892. This was a major enterprise with a large number of influential investors and supporters. By 1912, it processed so many thousands of carcasses that it had relocated to Drump and required its own goods yard and rail siding.

In 1878 JH Petts started a domestic articles manufacture that later occupied premises of ½ acre at Treruffe; largely producing food stuffs, it was water and steam driven, and very successful until the business collapsed in 1887 on corruption charges.

The brewery, although passing through changes of ownership, continued both to expand and to be one of the largest single businesses in the town.

App 1.4.2 Extent of settlement

Public benefaction building projects created to ease unemployment, together with new business ventures around 1880 led within five years or so to a corresponding rebuilding and expansion of the town on a scale not seen for many years; this had little to do with the mining industry, except in as much as the land freed up by mine closures was often used for new development and unemployed miners were the labour force.

Between 1879 and 1887 terraces and rows of cottages were built in Bellevue (Rose Row), along the easternmost length of East End and along the length of Falmouth Road right to the parish boundary at South Downs and Lanner. This last expansion brought into the town's boundaries many more of the 18th/early 19th century smallholdings previously on the outskirts or in the open countryside. Within the existing built-up area of the town, the major addition was Claremont Road, which was developed between 1879 and 1890.

The major building area, however, was on the old Wheal Sparnon grounds. Here, whole streets of working class cottages were laid out in parallel to streets of very substantial middle class housing (the 'Clinton Castles') in a building programme that only ended in about 1913. The development benefited from the vision of James Hicks, local architect, quarry owner, parish surveyor and politician, who laid out the streets, designed most of the principal buildings (including his own house/office in Clinton Road), and drew up plans for a public park, created after his death in the Victoria Jubilee Park of 1897/8. This grid of streets added to the town, in something like 25 years, an area greater than that which had taken some 600 years to develop up to that point. Much of this building boom was actually concentrated in the ten years between 1878 and 1888; the saturation of the market and slowing down of new construction in the latter year was noted in contemporary newspaper reports.

Concomitant with this expansion was a large-scale rebuilding within the town itself. This involved much clearance of slums, with many of the numerous back-plot courts shown on the 1878 OS map cleared by 1908 or soon after, although in Plain-an-Gwarry at least, there were several terraces inserted into the back plots of the 18th century rows.

Much of the remaining pre-18th century fabric was lost with the redevelopment of a large part of the bottom of Fore Street in 1885 (Tower House and Arcade), and a whole series of banks and large commercial premises appeared along the main roads, including the large West End Stores founded in 1886.

The other major work was, of course, the completion of Alma Road, which also included slightly later (1890) office and commercial development along Station Road, and the improvement of the station itself in 1885, with new waiting room, footbridge, and an extended sidings yard built in 1893.

While much of the expansion is accounted for by slum clearance and redevelopment of the central area, the creation of burial grounds at Church Town in 1880, enlarged in 1894, and at St Day Road (1880s) is an indication of the increase in local population, which had reached 10 324 (the whole parish) by 1900.

App 1.4.3 Settlement function and characteristics

Many of the most important buildings in Redruth, and those that give it its most distinctive character date from this period: the rebuilt viaduct (1887); the School of Mines building (1882), the nearby Science and Art School (also 1882), the Passmore Edwards Library (1894), St Andrew's Church (1883), (all in Clinton Road); Plain-an-Gwarry Chapel (1884); the Wesley Memorial Building (1891); the old Fire Station (1900); the rebuilt banks in Fore Street, Alma Place (1880) and West End (Bank House, 1895), and the large houses along Green Lane built for local industrialists and commercial families (such as The Elms rebuilt 1900 for the Lanyon Family).

In contrast to these monuments to progress, literacy, science and the creation of wealth, the Radical Club (1886) is one of the more interesting buildings reflecting the town's social character, and particularly the unrest amongst the miners facing an industry desperately trying to save on costs. It was founded at the time when C.A.V. Conybeare, the radical liberal, became MP for Camborne/Redruth (1885-95) and espoused the cause of the hard-pressed working miners – the hard times of 1894-6 saw soup kitchens in use in Redruth and renewed waves of emigration, while the Mining Exchange in Alma Place was forced to close in 1892 through lack of business.

Something of the tension between the two sections of the population came to the fore with the creation of Victoria Park in 1897. This was criticised at the time as being convenient only for the rich people of Clinton Road; ironically, much of the last flourish of workers' housing in Redruth was built east of the park in the years around 1900. Social problems of a scale rarely met in other Cornish towns continued to dog Redruth; in 1893 100 illegitimate children were born at the Barncoose workhouse, many the children of balmaidens exploited by the senior mine employees, while high rates of infant murder and illegal baby farms continued well into the early 20th century.

Facilities did gradually improve, but were still well behind those of the now burgeoning rival Camborne. In 1891 the County Council took over control of the main roads, in the process clearing many of the stalls in Fore Street, and undertaking road widening schemes (the foot of West End). A new drainage system was completed in 1882, in 1894 a reservoir and piped water system was begun, and in 1902 the first electric street lights were erected. In the same year the Redruth-Camborne tramway opened, with its terminus at West End. Redruth Urban District Council was created in 1894 as successor to the Local Board, although it continued the earlier practice of leasing office space, the old town hall and court house having already become private property. Redruth was never to acquire a recognisable town hall reflecting its status as did Camborne.

The chapels continued to expand and enlarge their premises, the Salvation Army barracks and hall were built in 1882, the new Plain-an-Gwarry Chapel in 1884 and the foundation stone of St. Andrews was laid in 1883. Apart from the Sunday schools attached to the chapels, new Board Schools were built at Trewirgie (Falmouth Road) in 1885-6, and the County Boys School West End in 1907.

By 1900, Redruth was experiencing a recovery based on the widespread reinvestment in mining in the area, especially with the switch from the ancient cost-book system of management to the use of limited liability companies. Tabbs Hotel, former site of ticketing auctions, became an informal share-trading office. While few of the mines local to Redruth re-opened, its role in providing financial, administrative and supply services brought new wealth – as always Redruth benefited more through the process of financing, exploration and development of the mining industry than from the extraction of ore itself, whatever the ultimate profitability of the mines turned out to be.

When Cornwall beat Durham at the County Championships held at the Rugby Ground in 1908, Redruth must have seemed well set to prosper; besides good work prospects, its population could now enjoy a full range of social and intellectual pursuits, the town well lit and with good quality housing, supplied with water and properly drained. Many townfolk owned small chalets by the sea at Portreath and Porthtowan, and the GWR started a bus service from Redruth to Portreath in 1903. The people also finally had a measure of democratic self-government.

App 1.5 1908-1946

App 1.5.1 Industrial and economic activity

Markets

The importance of the market relative to the shops continued to decline in the early 20th century, although the meat market continued as an important element in the town into the 1950s, still attracting many farmers and butchers from surrounding villages.

Mining and other industry

Mining near to Redruth had to all intents and purposes finished by 1900, but many hundreds of men from the town still worked in mines further afield that continued to operate in the early 20th century, such as Great North Downs (being worked with Wheal Peevor 1912–18), South Crofty, East Pool and Agar (closed 1945), and Wheal Buller (closed 1946). The formation of Tolgus Mines Ltd. in 1919 to rework the lodes north of Blowinghouse brought some activity close to the town, but this had failed by 1928. The small tin streaming enterprises by Carn Brea Village and Tolskithy (Cornwall Tailing Co.) and other streaming and tailing works along the valley continued into the 1930s, and those in Redruth Coombe continued to 1945.

In a town still closely linked to the fortunes of a much wider mining area, and still with a sizeable mining population itself, the crises of the 1920s and 1930s were felt hard in Redruth, with many hundreds unemployed in the worst periods around 1921 and 1932/36.

Many ancillary industries also closed during the period, with few of the long established foundries surviving the First World War (Sara's continued by making munitions on a small scale), while the Redruth Smelting Works closed in 1923, and the Seleggan smelter which employed 150 people at its

close closed in 1931, the last tin smelter working in Cornwall. Other well established businesses, like the Cathedral Boot Works, closed in the 1930s, although some survived beyond the Second World War, like the Redruth Clothing Company, and the Carkeek building company which had been building important commissions in the town since the 1880s. Some new businesses were still opening – in 1925 a new company making ball grinding machinery opened at Plain-an-Gwarry.

App 1.5.2 Extent of settlement

Apart from a single terrace in Rose Row and the completion of the latest roads in the Albany Road/Clinton Road area stimulated by the 1900 boom (Trefusis Road c.1910, Coronation Terrace 1913), there was little expansion before the 1930s. There were some important individual developments completed before the First World War, such as the Drump Road goods station completed in 1912, the County Boys School at West End dated 1907, and the new police station in Foundry Row dated 1908. Some small groups of very good quality houses were built at the south end of Albany Road in about 1910, in Trewirgie Road and Trevingey Road a little later, and at West Park, West End shortly before the Second World War.

As part of the national programme of house building in the early 1930s, a large new estate was laid out and built by the UDC at North Close in 1932/3, while the privately developed houses and bungalows built at Gweal-an-top were probably the last significant additions to the town before 1946.

The most significant alterations within the central area were a new main station building in 1932, the Regal Cinema, 1935 (which led to the demolition of some of the oldest surviving buildings in the town) and the addition of the east end to St. Andrew's Church, built in 1937/8 to a design of 1927, while a small Roman Catholic Church was built at West End in 1935-6.

App 1.5.3 Settlement function and characteristics

The period up to and during the First World War continued to be one of relative prosperity; houses were still being built, facilities continued to expand, with cinemas already in existence by 1910, the Territorials' new drill hall opened in 1912, and a new sewer scheme was also completed in 1912. In 1914 new premises were opened for Redruth Adult School, while the West End Stores were rebuilt on an even grander scale after a fire in 1916. The 1920s and 1930s, however, seem to have created both a physical and emotional end to the centuries-long development of Redruth.

The few building projects of the 1930s were not indicative of any strong economic or social progress in the town and when, in 1934, Redruth merged with Camborne to become one Urban District Council something of its independent character was lost, particularly as the council offices were at Camborne. The building of the by-pass in 1939 symbolically suggested that Redruth no longer held the central position that it once had in the industrial and economic life of the district.

App 1.6 Post 1946

The nature of industrial activity after 1945 changed in Redruth. Immediately after the Second World War a number of clothing companies opened workshops to take advantage of the skilled, but cheap supply of local machinists. A few established industries did continue - for example the Redruth

Clothing Company operated until the 1970s. Perhaps the most important survivor is the brewery, which remains a major enterprise in the town. Redruth is still a relatively important industrial centre with continuing development of trading and industrial estates, but few of the traditional strengths of the town are present. One industry that was always important in Redruth, although difficult to trace and quantify, is the construction industry. The engineering and building firm built up by Sir Arthur Carkeek of Penventon in the 19th century has only recently gone into receivership; long established building firms occupy the former Redruth Smelter site, with newer enterprises at the former Cathedral Boot Works and on the new Cardrew Industrial Estate.

Appendix 3: 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.

Appendix 2: Gazetteer of archaeological sites and 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		Colaine	Strawberry Lane	House	1841-78			
2		Site of quarry, adjoining Colaine	Strawberry Lane	Quarry (site of)	1809-41			
3	All		Harmony Close, Cardrew Close, Murdoch Close, Close Hill	House	1932-3			
4	20-26 (incl.)		North Street	Row	1841-78			
5	2-20 (incl.)		North Street	Row	1809-41			
6	27-36 (incl.)		North Street	Row	1809-41			
7	37 & 38		North Street	House	1809-41			
8		Former Treleigh Foundry	Treleigh Avenue	Foundry, now Industrial Unit	1908-46			
9		Treleigh Manor House	Treleigh Avenue	House	Pre-1809			
10		Sara's Foundry	Tolgus Place	Mill/foundry building	Pre-1809			
11		Sara's Foundry	Tolgus Place	Foundry	Pre-1809			
12		Foundry House, Sara's Foundry	Tolgus Place	Foundry House	Pre-1809			
13	1-3 (incl.)		Tolgus Place	Row	1841-78			
14		Sunny House	Tolgus Place	House	1878-1908			
15	1-3		Tolgus Hill	Row	1841-78			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
16	16 & 17		Tolgus Place	House	1841-78			
17	1 & 2	The Cottage	Tolgus Hill	House	Pre-1809			
18		Tregarth	Tolgus Hill	House	1809-41			
19		Manor Lodge	Tolgus Hill	House	Pre-1809			
20		Carn View	Tolgus Hill	House	Pre-1809			
21		Manor Cottage	Tolgus Hill	House	Pre-1809			
22		Manor House	Tolgus Hill	House	Pre-1809 –1906			
23	54		Plain-an-Gwarry	House	1809-41			
24	53 & 53a		Plain-an-Gwarry	House	1809-41			
25		Pentewan	Treleigh Terrace	House	1841-78			
26	1-3 (incl.)		Pond Lane	Row	Pre-1809			
27	1-6 (incl.)		Treleigh Terrace	Row	1878-1908			
28	1 & 2	Treleigh Villas	Treleigh Terrace	House	1841-78			
29	47 & 48		Plain-an-Gwarry	House	Pre-1809			
30	49 & 50a		Plain-an-Gwarry	House	1841-78			
31	50-52 (incl.)		Plain-an-Gwarry	House	1841-78			
32		Rose Cottage	Plain-an-Gwarry	House	1809-41			
33		Rose Villa & Hillside	Plain-an-Gwarry	House	1841-78			
34		Cartref & adjacent house	Plain-an-Gwarry	House	1908-46			
35	1		Rose Hill	House	1908-46			
36	4-8 (incl.)		Canfield Place, Plain-an-Gwarry	Row	1908-46			
37	1-3		Canfield Place, Plain-an-Gwarry	Row	1841-78			
37	28-31		Plain-an-Gwarry	Row	1841-78			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
38	100-107 (incl.)		Canfield Terrace, Plain-an-Gwarry	Row	1841-78			
39	24-27 (incl.)		Plain-an-Gwarry	Row	1841-78			
40	23		Plain-an-Gwarry	House	1809-41			
41	21 & 22		Plain-an-Gwarry	House	Pre-1809			
42		Miners Arms	Plain-an-Gwarry	Public House	Pre-1809			
43	19		Plain-an-Gwarry	House & shop	1841-78			
44	18		Plain-an-Gwarry	House	Pre-1809			
45	16 & 17		Plain-an-Gwarry	House	Pre-1809			
46	1&2		Stanley Terrace, Plain-an-Gwarry	House	Pre-1809 & 1809-41			
47	4-7 (incl.)		Stanley Terrace Plain- an-Gwarry	Row	1878-1908			
48	12 & 13		Plain-an-Gwarry	House	Pre-1809			
49	11 & 11a		Plain-an-Gwarry	House	1878-1908			
50	8-10 (incl.)		Plain-an-Gwarry	House	Pre-1809			
51	108 & 109	1 & 2 with Canfield House	Canfield Terrace, Plain-an-Gwarry	House	1878-1908			
52		Primitive Methodist Chapel (disused)	Plain-an-Gwarry	Chapel (disused)	1884			
53	4 & 5		Plain-an-Gwarry	House	1878-1908			
54	1-3 (incl.)		Plain-an-Gwarry	House	Pre-1809			
55	1-3 (incl.)		Elm Terrace, Plain- an-Gwarry	Row	1878-1908			
56	1-4 (incl.)		Manor Terrace, North Street	Row	1878-1908			
57		St Elmo	Plain-an-Gwarry	House	1908-46			
58		Rosedene	Plain-an-Gwarry	House	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
59		Navada	Plain-an-Gwarry	House	1908-46			
60		Hall (former chapel)	Plain-an-Gwarry	Methodist Hall	1827			
61		Chapel House	Plain-an-Gwarry	House	1841-78			
62	79-92 (incl.)		Plain-an-Gwarry	Row	1809-41			
63	77 & 78		Plain-an-Gwarry	House	1841-78			
64		Treves	Rose Hill	House	1841-78			
65	6		Rose Hill	House	1841-78			
66	1-3 (incl.)		Rose Hill	Row	1878-1908			
67	1 & 2		Wrexham Villas, Rose Hill	House	1878-1908			
68	1 & 2		King Street	House	1809-41			
69	3-21 (incl.)		King Street	Row	1809-41			
70	21	Outbuildings	King Street	Outbuilding	1878-1908			
71	1-5 (incl.)		Chapel Row	Row	1809-41			
72	1-19 (odd)		Claremont Road	House	1887-1890			
73	20-36 (even) & 37		Claremont Road	House	1887-1890			
74	38		Claremont Road	House (bungalow)	1908-46			
75		Stafford House	Claremont Road	House	1887-1890			
76	59		Green Lane	House	1878-1908			
77		Malvern	Claremont Road	House	1878-1908			
78	55 & 57		Green Lane	House	1878-1908			
79	49 & 51 (odd)		Green Lane	Hall	1841-78			
80	53		Green Lane	House	1878-1908			
81		The Stables	Green Lane	House	1841-78			
82	47		Green Lane	House	1809-41			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
83	1-7 (incl.)		Balmoral Terrace	Row	1878-1908			
84	18-27 (incl.)		Blight's Row	Row	c.1841			
85	13-17 (incl.)		Blight's Row	Row	c.1841 (being built 1843)			
86	3-12 (incl.)		Blight's Row	Row	1809-41			
87	1, 1a & 2		Blight's Row	House	1841-78			
88	28-37 (incl.)		Blight's Row	Row	1841-78			
89		Adj. 28	Blight's Row	Wall	1809-41			
90		Trevenner House	Nettel's Hill	House & shop	1884			
91	1-3 (incl.)	Old Police Station	Foundry Row	Former Police Station (now House)	1908			
92	5-21		Foundry Row	Row	1809-41			
93		Community Centre	Tolgus Hill	Former school	1908-46			
94		Bains Field	Tolgus Hill	Recreation Ground	1916			
95	59 & 60		Vauxhall	House	1841-78			
96	61		Vauxhall	House	Pre-1809			
97		Redruth Brewery	Vauxhall	Brewery	1809-41			18048
98		Chymbbla House	Vauxhall	Fuse works, now Brewery Offices	1841-78			
99		Kimberley	Tolgus Hill	House	1908-46			
100		Warehouse	Tolgus Hill	Warehouse	1908-46			
101		Warehouse	Tolgus Hill	Warehouse	1878-1908			
102		Vauxhall/Tolgus leat	Tolgus	leat	PM			
103		Tolgus Place leat	Tolgus Place	leat	PM			
104		The Cottage	Tolgus Place	Mill/house	Pre-1809			
105		Gate, steps and walls, The Manor	Tolgus Hill	Gate, steps and walls	c.1900			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
106		Walls and building fragments, Redruth Brewery	Vauxhall	Walls and building fragments	1809-41			40627
107		Building Fragments	Vauxhall	Building Fragments	1809-41			
108		Leat	Foundry Row	leat	PM			
109		Foundry (site) on site of Solmeor corn and hammer mills	Foundry Row	Foundry (site) on site of corn and hammer mills	1809-41			18052 18053
110		British and Foreign Safety Fuseworks Chimney	Vauxhall	Chimney	1841-78			
111		British and Foreign Safety Fuseworks including magazine (site of)	Vauxhall	Fuseworks (site of)	1841-78			18046 40626
112		Mill buildings (sometime bone mill, also sawmill)	Tolgus Hill	Mill buildings, now brewery outbuildings	1841-78			40585
113		Works (site)	Treleigh Terrace	Works (site)	Late C19 & early C20			
114		Water stand pipe recess	Plain-an-Gwarry	Stand pipe recess	1878-1908			
115		Outbuilding, rear of no.3	Plain-an-Gwarry	Outbuilding	1809-41			
116		Gates and Wall, Treleigh Manor House	Treleigh Avenue	Gates and Wall	1841-78			
117		Lower Cardrew House	North Street	House	1878-1908			
118		Entrance gate and office, The Recreation Ground	Cardrew Lane	Gates and ticket office	1878-1908			
119		Grandstand, The Recreation Ground	Cardrew Lane	Grandstand	Late C19/early C20			
120		Lower Cardrew Farmhouse	Cardrew Lane	House	1841-78			
121	1 & 2	Trecarrel Cottages	Cardrew Lane	House	1878-1908			
122		Trecarrel (Police Station)	Drump Road	House, (now Police Station)	1878-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
123		Trenessa, with entrance gateway and walls	Drump Road	House, gateway and walls	1841-78			
124	76 & 78		Green Lane	House	1809-41			
125		Plain-an-Gwarry (site of)	Green Lane	Plain-an-Gwarry (site of)	MD			
126	74		Green Lane	House	1878-1908			
127		The Elms	Green Lane	House	1900			
128	58-66 (even)		Green Lane	Row	1809-41			
129	54 & 56		Green Lane	House and outbuilding, now houses	Pre-1809			
130	52	Radnor House	Green Lane	House	1841-78			
131		Outbuilding in Nurseries	Green Lane	Outbuilding	1809-41			
132	50	Shop in Nurseries	Green Lane	Shop	1878-1908			
133	43 & 45		Green Lane	House	1878-1908			
134	21-37 (odd)		Green Lane	Row with shops	1809-41 (altered later C19)			
135		Woodville	New Cut	House	1908-46			
136	48		Green Lane	House	1878-1908			
137	2-64 (even), 21-63 (odd)		Bellevue	Terraces and Rows	1878-1908			
138	1-59 (odd)		Rose Row	Row	1809-41			
139	2-6 (even)		Rose Row	Row	1841-78			
140	8-14 (even)		Rose Row	Terrace and corner shop	1908-46			
141		Chy an Noweth	Fords Row	House	1841-78			
142	1-4		Carn View Terrace	Terrace	1878-1908			
143	34-36		Ford's Row	Row	1841-78			
144	2-33		Ford's Row	Row	1809-41			
145	44 & 46		Green Lane	House	1841-78			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
146	36-42 (even)		Green Lane	Row	Pre-1809			
147	34		Green lane	House	1878-1908			
148	26-32 (even)		Green Lane	House	1809-41	LB II LB II	SW 64 SE 11/275 SW 64 SE 11/276	
149	24	Belmont House	Green Lane	House	Pre-1809	LB II	SW 64 SE 11/274	
150		The Hollies	Green Lane	House	1809-41			
151	37-41 (odd)		Green Lane	Row	1841-78			
152		Outbuilding adjoining no. 23	Rose Row	Outbuilding	1878-1908			
153		The Coachhouse, rear of no 46	Green Lane	Coachhouse, now house	1878-1908			
154		Workshop, adjoining no. 34	Bellevue	Workshop	1878-1908			
155	1-6		Gladstone Terrace	Terrace	1878-1908			
156	1-6		Paul's Row	Terrace	1878-1908			
157		Tunnel Terrace. Site of rows	Tunnel Terrace (site of)	Rows (site of)	1841-78			
158		Marker stone	Toigus	Marker Stone	PM			
159		Railway Cutting and tunnel	Higher Fore Street	Railway cutting and Tunnel	1852			
160		Railway Bridge	Miners' Row	Railway Bridge	1852			
161		Warehouse, rear of no. 5 Higher Fore Street	Miners' Row	Warehouse	1841-78			
162		Shoot Row	Shoot Row	House, now commercial	Pre-1809 altered mid C20			
163	1 & 2		Higher Fore Street	Shops	Pre-1809, altered 1892			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
164	3	Former Williams' Store	Higher Fore Street	Clothing store, now Commercial	1908-46			
165	4-10		Higher Fore Street	House and shops	Pre-1809, altered mid C19 and C20			
166	90	Former Britannia Inn, also called Railway Inn (1840)	Higher Fore Street	Inn, now house	1809-41			
167		Wesley Memorial Building and school hall	Wesley Street	Institute	1863 (school) 1891 (Memorial Building)	LB II	SW 74 SW 11/317	
168		Wesleyan Church	Wesley Street	Methodist Chapel	1826, extended 1866	LB II	SW 74 SW 11/316	
169		Yard to Methodist Chapel (site of old chapel)	Wesley Street	Yard walls, formerly railed, (site of old chapel)	mid C19			
170		Building fragments, site of row, Flower Pot Chapel car park	Ford's Row	Building fragments	1809-41			
171		Building fragments, site of row	Shoot Row	Building fragments	Pre-1809			
172	41-47		Fore Street	Commercial and domestic	Pre-1809 to c.1900			
173		Gatepiers to former Chapel, now car park	Fore Street	Gatepiers	1865			
174	36-40		Fore Street	Commercial and domestic	Pre-1809, altered 1841-78			
175		Red Lion	Fore Street	Inn	Pre-1809, altered late C19	LB II	SW 64 SE 11/271	
176	33 & 34	The Old Coach House (former London Inn) & adjoining property	Fore Street	Inn and commercial	Pre-1809	LB II	SW 64 SE 11/269	
177		Walled yards to rear of nos.33-40	Fore Street	Walled yards	Pre-1809			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
178	31 & 32		Fore Street	Commercial	1908-46			
179	2-18 (even)		Green Lane	Commercial and domestic	Pre-1809, altered and rebuilt late C19			
180		Outbuildings and walled garden, Belmont House	Green Lane	Outbuilding and walled garden	Pre-1809			
181		Boundary Stone (Treleigh/Redruth Manor – either manorial or mining sett boundary)	Green Lane	Boundary Stone	C19			
182	19	Radical Club	Green Lane	Clubhouse	1886			
183	17		Green Lane	House	1841-78			
184	15		Green Lane	Commercial	1901			
185	13	Masonic Hall	Green Lane	Masonic Hall	1876			
186	5-11 (odd)		Green Lane	House and Commercial	1809-41			
187	6-11		Symons' Terrace	House	1809-41	LB II	SW 64 SE	
						LB II	11/307 SW 64	
							SE 11/308	
188	1-5		Symons' Terrace	House	1809-41	LB II	SW 64 SE	
						LB II	11/305 SW 64	
							SE 11/306	
189		Green Lane Chapel	New Cut	House, now chapel	1841-78			
190		Garden walls, east side	Symons' Terrace	walls	1809-41			
191		Rear of no.24	Fore Street	Commercial	1908-46			
192		Moreton House	Nettell's Hill	House	Pre-1809			
193		Wall to Moreton House	Nettell's Hill/New Cut	Walls	Pre-1809			
194		Shop, incorporating fragments of St Rumon's chapel	Nettell's Hill	Shop and building fragments	1908-46			18064.04

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
195		Walls to burgage plots rear of nos.17-28	Fore Street	Walls to burgage plots	Pre-1809			
196	28	The Oxford Inn	Fore Street	Inn	Pre-1809, rebuilt late C19			
197	27a & 27b, 29		Fore Street	Commercial	1908-46			
198	27	Lloyd's Bank	Fore Street	Bank	1920			
199	26	Olivers	Fore Street	Commercial	1894			
200	25	Site of Tabbs Hotel	Fore Street	Inn (site of)	C17 rebuilt 1894, demolished 1968			
201	23 & 24		Fore Street	House, now Commercial	c.1700	LB II	SW 64 SE 11/268	
202	22 (rear)	Rear wing, partly ruinous	Fore Street	House (part remains)	Early C19			
203	21		Fore Street	Commercial	1841-78			
204	19-20	Former Kings Head	Fore Street	Inn, now bank	C18	LB II	SW 64 SE 11/267	
205	17-18		Fore Street	Commercial and domestic	1809-41			
206	2 & 3, 7-9		Fore Street	Commercial and domestic	Pre-1809			
207	11	National Westminster Bank	Fore Street	Bank	1888	LB II	SW 64 SE 11/266	
208	1-3		Lemin's Court	House	1878-1908			
209		Regal Cinema	Fore Street	Cinema	1935			
210	16-18	Includes site of cock-pit	Chapel Street	Shops and houses, part on site of cock-pit	1878-1908			18055
211		Rose Cottage Tavern	Chapel Street	Public House	C18	LB II	SW 74 SE 11/247	

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
212		Stable range, Rose Cottage Tavern	Chapel Street	Stable range	Early C19			
213		Warehouses to rear (west) of Rose Cottage Tavern, site of early C19 sawmills	Chapel Street	Warehousing	1878-1908			40584 40625
214		Treloar's Foundry (site of), site of PM cornmill	Chapel Street	Foundry (site of) on site of earlier cornmill	Early C19			18054
215		Thompson's	Chapel Street/Nettell's Hill	Warehouses, possible remains of Foundry	C19			
216		Oak House	Chapel Street	House, now office	1841-78			
217		Site of Bioscope Cinema, west of Oak House	Chapel Street	Cinema (site of)	1910, demolished 1971			18059
218		Walled path and leats	Brewery Leats	Walls and leat	1841-78			
219	3,4,5		Chapel Street	House, now offices	1809-41	LB II LB II LB II	SW 74 SE 11/249 SW 74 SE 11/250 SW 74 SE 11/251	
220		Former Chapel of Ease (St John's)	Chapel Street	Church	1828, closed 1916			
221		Workshops and warehouses, rear of no.2	Chapel Street	Workshops and warehouses	Early-mid C19			
222		Workshop adjoining no.2	Chapel Street	Workshop	1809-41			
223	2		Chapel Street	Commercial and domestic	1809-41			
224	65 & 66		West End	Commercial and domestic	1809-41			
225		West End Stores	West End	Commercial, now housing	1916			
226	55a-57a		West End	Commercial	1878-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
227	57b & 57c	Houses on site of Hoskin's Wheal Silver	West End	House on mine site	Pre-1809			40633
228	58	No. 58, stables and outbuildings to rear	West End	House, shop and outbuildings	1809-41			
229	49-55		West End	House and Inns	Pre-1809			
230	1-13		Hoskings Row	Row	1841-78			
231		Tolvean Cottage	Hoskings Row	Lodgehouse	1878-1908			
232		Former Michell's foundry adjoining no.14	Hoskings Row	Foundry, now workshops	Late C19			40638
233	14-17		Hoskings Row	Row	1809-41			
234	48	No. 48 and warehouse	West End	Commercial	1809-41			
235	47	Redruth-Camborne Tram terminus and Office	West End	Tram Office	1902			
236	40-45		West End	Row	1809-41			
237		Classical school (site of)	West End	School (site of)	1771, demolished 1872			
238		Tolvean	West End	House	1870			
239		Stables, gates and walls, Tolvean	West End	Stables, gates and walls	1870			
240		Coalyard	Coach lane	Coalyard	1841-78			
241	34-36	Nos. 34-36 and Elm House	West End	House and Commercial	Pre-1809, rebuilt late C19			
242	30-33		West End	Row	Pre-1809 and late C19			
243		Milestone, Camborne 3, Truro 9	West End	Milestone	MidC19			
244	26-29	Former parish Poorhouse	West End	Parish Poorhouse, now houses	1798			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
245	23-25		West End	Commercial and domestic	1809-41			
246	11-21a		West End	Row and commercial	Pre-1809, later C19 shopfronts			
247		Quaker Burial Ground	Church Lane	Burial Ground	1813			
248		Railway bridge and abutments	Church Lane	Railway bridge and abutments	1860s, altered C20			
249		Former Quaker Meeting House	Church lane	Quaker Meeting House	1813			
250		Walled lane	Church Lane	Walls	C19			
251		Cobbled drainage channels	Church Lane	Paving	C19			
252		The Little House	Church Lane	House	mid C19			
253		Laburnum House	West End	House	1809-41			
254	9		West End	House, now commercial	1809-41	LB II	SW 64 SE 11/320	
255		Bank House, site of 1764 Copper Bank	West End	Bank, now offices	1895			18064.01
256	5		West End	House, now commercial	1846	LB II	SW 64 SE 11/319	
257		Boundary stone inscribed 'P', wall to no. 5	West End	Boundary stone	C19			
258	4	'Arts and Graphics'; site of police station	West End	Shop	1910; site of police station 1869-1908			
259	3		West End	House, now commercial	1809-41	LB II	SW 64 SE 11/318	
260	1 & 2		West End	Commercial	mid C19			
261		Fulford's Estate Agents	Penryn Street	Bank, now offices	c.1900			
262		Former Bank	Penryn Street	Bank, now housing	1906			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
263		Trengweath House (Royal British Legion Club)	Penryn Street	House, now club	C18	LB II	SW 64 SE 11/289	
264		Walled garden to Trengweath House, with building fragments	Penryn Street	Walls and building fragments	C18-C19			
265		Entrance gates to Trengweath	Penryn Street	Entrance gates	1878-1908			
266		Trengweath	Penryn Street	House, now offices	1841-78			
267		Trengweath Cottage and building fragments to rear of no. 12	Penryn Street	House and building fragments	Pre-1809			
268	7-12	Blee's Terrace	Penryn Street	House and commercial	1840s			
269		Old Town Hall	Penryn Street	Town Hall and Courthouse, now club	1850	LB II	SW 64 SE 11/290	
270	7		Penryn Street	House	Pre-1809			
271		Railway viaduct	Penryn Street	Railway viaduct	1884-8	LB II	SW 64 SE 11/239	
272		'Cats'; former warehouse; theatre in early C19	Penryn Street	Warehouse, sometime theatre, now commercial	Pre-1809			
273		Baptist Chapel	Penryn Street	Baptist Chapel	1872, 1877			
274		Public House	Station Hill	Public House	1841-78			
275	3 & 4		Station Hill	House, now offices	1827	LB II	SW 64 SE 11/300	
276	2	Redruth Albany Club	Station Hill	Savings bank, sometime UDC offices, now Clubhouse	1827	LB II	SW 64 SE 11/299	
277		Steps and walls to forecourts, nos. 2-4	Station Hill	Steps and walls	1908-46			
278		Outbuildings and yard, rear of nos. 1-4 Station Hill	Back Lane West	Outbuilding and yard	Pre-1809, rebuilt in part c.1900			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
279		Hotel	Penryn Street	Commercial	Pre-1809, altered C20			
280		Druid's Hall	Penryn Street	Public Hall, ruined, now gardens	1859			
281		Cross on shaft, site of St. Rumon's Chapel, removed from garden of Rose Tavern 1999	Cross Street	Cross, site of chapel	1400	LB II	SW 74 SE 11/248	18051 19310 18064
282		Murdoch House	Cross Street	House, now museum	1660, rebuilt 1922	LB II*	SW 64 SE 11/260	
283		Tower House and Arcade and nos. 91-92	Fore Street	Commercial	1885			
284	1-5		Back Lane West	Row	Pre-1809, early C19			
285	82-86		Fore Street	Commercial	1878-1908			
286	81	HSBC Bank	Fore Street	Bank	1920			
287		Gurnards House	Back Lane West	Commercial, now housing	1841-78			
288		Great Court; possible site of C17 'Great House'	Back Lane West	House and yard	Pre-1809			
289		Wall to fair Meadow and Building fragments	Back Lane West	Wall and building fragments	Pre-1809			
290		Fair Meadow	Station Hill	Fair meadow, now carpark	Pre-1809			
291	75-80		Fore Street	Commercial	Late C19			
292	73a-74a	Burton's	Fore Street	Commercial	1931			
293		Outbuildings opposite The Clinton Club	Clinton Passage	Outbuilding	1841-78			
294		The Clinton Club	Clinton Passage	Clubhouse	1841-78			
295		Old Meat Market	Market Strand	Market	1877			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
296		Town Clock and lock-up	Fore Street	Town Clock tower and lock-up	1828, heightened 1904	LB II	SW 64 SE 11/273	18063
297	2-4		Alma Place	Commercial	1878-1908			
298		Coffee tavern	Alma Place	Coffee Tavern	1880	LB II	SW 74 SW 11/240	
299		Bank (Bain and Field's) and Post office	Alma Place	Commercial	1880	LB II	SW 74 SE 11/241	
300		Mining Exchange	Alma Place	Commercial	1880	LB II	SW 74 SE 11/242	18061
301		Former mine purser's office and market yard to rear	Alma Place	Office and market yard	1880 (poss. C18 remains in yard)	LB II	SW 74 SE 11/243	18062
302		Wall to Fair Meadow, incorporating 4 Clinton and Basset boundary stones	Station Hill	Wall and boundary stones	1841-78			
303		North Side	Alma Place	Commercial	1841-78			
304	70 & 72	Former Trounson's Store	Fore Street	Commercial	1870	LB II	SW 64 SE 11/272	
305	73		Fore Street	Commercial	1878-1908			
306	67-70		Fore Street	Commercial	1878-1908			
307		Site of market, chapel and houses	Jack Splat	Market, chapel and houses	Pre-1809			
308	57-60		Fore Street	Commercial	1841-78			
309	56	Jim's Cash and Carry, former United Free Methodist Chapel	Fore Street	Chapel, now Commercial	1839 (chapel 1839-1865)			
310		Walls and building fragments to rear of nos. 57 & 58	Fore Street	Walls and building fragments	Pre-1809			
311	51-52		Fore Street	Commercial and houses	Pre-1809, altered mid C19			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
312	50	Incorporating gable end of demolished house dated 1711	Fore Street	House	1841-78; fragment of house dated 1711, demolished 1970			
313		Channelled granite paving adjoining no. 1 Higher Fore Street	Shoot Row	Paving	C19			
314		Walls and building fragments	Station Road	Walls and building fragments	1841-78			
315		The Redruth Centre	Station Road	Warehouse, now offices	1878-1908			
316		Redruth Station footbridge	Station Road	Railway footbridge	1888	LB II	SW 64 SE 11/304	
317		Redruth Station, down-line	Station Road	Railway station	1888	LB II	SW 64 SE 11/303	
318		Redruth Station, up-line	Station Road	Railway station	1932			19309
319		Station car park, site of Goods sheds	Station Road	Railway Goods sheds (site of)	mid-late C19			
320		Small timber office adjacent to Post Office yard	Station Road	Office	1878-1908			
321		Office, formerly of the Malayan Tin Dredging Co.	Station Road	Office	1880	LB II	SW 64 SE 11/302	
322		Office, formerly of Messrs Abbot & Wickett	Station Road	Office	1891	LB II	SW 64 SE 11/301	
323		Shops	Station Road	Commercial	1841-78			
324		Railway Bridge	Bond Street	Railway Bridge	Late C19			
325		United Methodist Chapel (Flowerpot Chapel) (site of)	Fore Street	Methodist Chapel (site of)	1865			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
326		Telephone Box. Type K6, outside the London Inn	Fore Street	Telephone Box. Type K6	mid C20	LB II	SW 64 SE 11/270	
327	9-10		Fore Street	Commercial	c.1900	LB II	SW 64 SE 11/265	
328		Bacon factory (site of)	Chapel Street	Factory (site of)	mid C19			
329		The Bungalow	Trewirgie Road	Outbuilding, now house	1809-41			
330	1		Chapel Street	Shops and houses	Pre-1809			
331		Site of parish pound, rear of nos. 26-29	West End	Parish pound (site of)	PM			
332	1		Station Hill	House	c.1830	LB II	SW 64 SE 11/298	
333	4-6		Penryn Street	Shops and houses	Mid C19	LB II LB II	SW 64 SE 11/287 SW 64 SE 11/288	
334			Cross Street	House and shops	Pre-1809			
335		Treglyn	Penryn Street	House	1870s			
336	1-5		Trewirgie Road	Row	Pre-1809			
337	6-10		Trewirgie Road	House, walls and outbuildings	1841-78			
338		Railway arch and embankment	Trewirgie Road	Railway arch and embankment	1852, altered 1863 and 1885			
339		Embankment repair retaining wall (embankment collapse 1863)	Trewirgie Road	Retaining walls	1863			
340		Building fragments	Trewirgie Road	Building fragments	1809-41			
341		Lamppost base outside Burgenstock	Trewirgie Road	Lamppost base	Late C19			
342	11-13		Trewirgie Road	House	1841-78			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
343	14-18		Trewirgie Road	House	1850s			
344	19		Trewirgie Road	House	Pre-1809			
345		Printworks, site of early C19 forge	Trewirgie Road	Forge (now printworks)	Pre-1809, extended c.1900			
346		Paving outside old forge building	Trewirgie Road	Paving	Pre-1809			
347	1	Buller House, former public house	Falmouth Road	Public house, now commercial	Pre-1809, rebuilt mid C19			
348	3-13 (odd)		Falmouth Road	Row	1809-41			
349		Workshop, corner of Trewirgie Vean and Falmouth Road	Falmouth Road	Workshop	1878-1908			
350	10a-15		Trewirgie Vean	Row	1841-78			
351		Trewirgie School	Falmouth Road	School	1885-6			
352		Additional blocks and playground, Trewirgie School	Falmouth Road	School	dated 1915			
353	6	Gilly House	Gilly Fields	House	1841-78			
354	29-55 (odd)		Falmouth Road	Row	1809-41			
355	57		Falmouth Road	House	1841-78			
356	2-10 (even)		Little Gilly Hill	Row	1841-78			
357	59-79 (odd)		Falmouth Road	Row	1809-41			
358	1-20		Gilly Hill	Rows	1840s			
359	81-93 (odd)		Falmouth Road	Row	1809-41			
360		Leat, or old stream	Falmouth Road	Leat	Pre-1809			
361		Town Farmhouse	Falmouth Road	House	1809-41	LB II	SW 74 SW 6/264	
362		Town Farm Cottage	Falmouth Road	House	1841-78			
363		Percy Williams' builder's Yard; site of Redruth Smelting Works	Falmouth Road	Tin smelter, now builder's yard	Operated 1862-1923			19283

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
364		Smelting Works Cottage	Bucketts Hill	Lodge, now house	1878-1908			
365	119-143 (odd)		Falmouth Road	House	c.1908			
366	1-3		Clijah Terrace, Bucketts Hill	Row (possible former industrial building)	1841-78			
367	1-1 (odd)		Southgate Street	Row	1841-78			
368		Mine burrow or shaft, r/o no.19	Southgate Street	Mine burrow or shaft	C19			
369	15-19		Southgate Street	House and workshop	1878-1908			
370	23-49 (odd)		Southgate Street	Rows	1878-1908			
371	59		Southgate Street	House	Pre-1809			
372	65-91 (odd) , 97 & 99		Southgate Street	House	c.1908			
373	93		Southgate Street	House	Pre-1809			
374	102		Southgate Street	House	1809-41			
375	92, 94, 98, 100		Southgate Street	House	1878-1908			
376	86		Southgate Street	House	Pre-1809	LB II	SW 64 SE 11/298	
377	76		Southgate Street	House	Pre-1809			
378	66-74, 78- 82 (even)		Southgate Street	House	1878-1908			
379	56-64		Southgate Street	Row	1841-78			
380	1		Garby Lane	House	Pre-1809			
381	2-5		Garby Lane	Row	1809-41			
382	40-54		Southgate Street	Row	1878-1908			
383	38		Southgate Street	House	Pre-1809			
384	32-36 (even)		Southgate Street	Row	1809-41			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
385	2-22 (even)		Southgate Street	Row	1841-78			
386	166-186 (even)		Falmouth Road	Row	1878-1908			
387	136-144 (even)		Falmouth Road	Row	1841-78			
388	128 & 130		Falmouth Road	Row, (part)	1841-78			
389	120-126 (even)		Falmouth Road	Row	1809-41			
390	68-110 (even)		Falmouth Road	Row	1809-41; some altered later C19			
391	60-66 (even)		Falmouth Road	Row	1809-41	LB II	SW 64 SE 5/376	
392	24-58 (even) and 2		Falmouth Road Treruffe Hill	Row House	1809-41			
393	10-22 (even)		Falmouth Road	Row	Pre-1809			
394		Old Fire Station	Falmouth Road	Fire Station (disused)	c.1900	LB II	SW 64 SE 11/263	
395	2 & 4		Falmouth Road	House and shops	1850s	LB II	SW 64 SE 11/262	
396		Edward VII Pillar box, adjacent to no.2	Falmouth Road	Pillar box	1901-07			
397		GWR boundary stone, in pavement below Viaduct on west side of street	Falmouth Road	Boundary stone	Late C19			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
398		Walls incorporating building fragments, site of Reed's Foundry and Town Gasworks	Gas Lane	Walls and building fragments	Pre-1809			40611
399		Foundry (site of), on site of earlier tin smelter	Treruffe Hill	Foundry (site of)	Pre-1826			
400		Gasworks (site of)	Treruffe Hill	Gasworks (site of)	1826			
401		Gas Cottage, part of former gas works	Treruffe Hill	House, part of former gas works	1826			
402		Premises west of and adjacent to Treruffe Hill Chapel	Treruffe Hill	House, now Commercial	1841-78			
403		Bible Christian Chapel	Treruffe Hill	Chapel	1863			
404		Chapel House	Treruffe Hill	House	1863			
405		Treruffe Cottage	Treruffe Hill	House	1841-78			
406	6-9		Sunnyside, Treruffe Hill	Row	1841-78			
407	1-8		Treruffe Terrace	Terrace	1882			
408		Derelict buildings former chemical works (Western Manufacturing Co.) on site of earlier buildings	Treruffe Hill	Chemical works (site of)	1809-41, altered and extended 1841-78			40636
409		Redruth Business Centre, former chemical works	Treruffe Hill	Chemical works (site of)	1878-1908			
410	3-12		Bond Street	Rows with shops	1841-78			
411		GWR Bus garage, now workshop	Basset Street	GWR Bus garage, now workshop	1903			
412		Walls and embankments at entrance to Station Yard	Station Yard	Walls	1878-1908			
413		Richmond & Richmond House	Richmond Place	House	1841-78			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
414		Thornton Hall	Basset Street	Hall	1908-46			
415	1-29		Basset Street	Rows	1841-78			
416		Gates to House south of nos. 1 & 2	Richmond Place	Gates	1878-1908			
417		House south of nos. 1 & 2	Richmond Place	House	1878-1908			
418		St. John Ambulance Hall	Basset Street	Hall	1908-46			
419	33-41 (odd)		Basset Street	Row	1878-1908			
420		Tamarisk	Seaview Terrace	House (bungalow)	1908-46			
421	1 & 2		Richmond Place	House	1809-41			
422		Walled yard south and east of Chapel complex; site of mine shaft	Seaview Terrace	Walls; site of mine shaft	1809-41; pre-1809			
423		Morwenna & Sowenna	Seaview Terrace	House	1878-1908			
424		Berryman's Bakery	Seaview Terrace	Bakery	1878-1908			
425	1-7		Seaview Terrace	Terrace	1878-1908			
426		Pednandrea House	Seaview Terrace	House	1809-41	LB II	SW 64 SE 11/286	
427	2-28 (even)		Heanton Terrace	Row	1841-78			
428		Inscribed boundary stone outside no.2	Heanton Terrace	Boundary stone	C19			
429		Workshops and outbuildings r/o nos. 2-12	Bond Street	Outbuilding	1841-78			
430	1-15 (odd)	Heanton Villas	Heanton Terrace	Row	1878-1908			
431		Church of St. Andrew	Clinton Road	Church	1882; east end 1937-8	LB II	SW 74 SW 11/258	
432		Church Hall, St. Andrew's	Clinton Road	Church Hall	1882, rebuilt 1930s			
433		Site of Treruffe Manor House	Clinton Road	Manor House	MD, demolished c.1880			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
434		Passmore Edwards Library	Clinton Road	Library	1894			
435		Library extension, former YMCA, sometime Technical College (from 1891)	Clinton Road	YMCA, now library	1894			
436		Redruth Meadery, opened as Redruth School of mines,(with Robert Hunt Museum attached) sometime School of Art	Clinton Road	Educational institute (school of mines) now restaurant	1882, museum 1890			
437	1	Penarth	Clinton Road	House and architect's office	1880			
438	5-64		Clinton Road	House	1878-90			
439	39 & 41		Clinton Road	House	1841-78			
440	53	The Rectory	Clinton Road	House (Rectory)	1878-90			
441	50		Clinton Road	House	1930s			
442	68	With adjoining workshop	Clinton Road	House and workshop	1878-90			
443		Trefusis Arms	Clinton Road	Public house	1809-41			
444	19-27 (odd)		Sparnon Hill	Row	1878-1908			
445	1-5		Sparnon Hill	Row	1841-78			
445		Sparnonville	Sparnon Hill	House	1841-78			
446		Wall and building fragments r/o Sparnonville	Sparnon Hill	Walls and building fragments	1841-78			
447	2-14 (even)		Sparnon Hill	Row	1841-78			
448	1 & 2		Sparnon Terrace	House	1841-78			
449	8-18 (even)		Sparnon Terrace	Row	1841-78			
450		Clinton Forge	Clinton Road/Albany Road	House and forge	1878-1908			
451		Albany Cottage	Clinton Road/Albany Road	House	1878-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
452		Hall	Clinton Road/Albany Road	Hall	1878-1908			
453	22		Park Road	House	1898-1908			
454		Gwenryan	Park Road	House	1908-46			
455	59		Park Road	House	c.1908			
456	31-57 (odd)		Park Road	Terraces	c.1908			
457	4-10 (even)		Park Road	House	1878-1908			
458	29		Park Road	House	1809-41			
459	1-27		Park Road	House	1878-1908			
460	1-35 (odd)		Albany Road	House	1878-1908			
461	51	Sparnon House	Clinton Road	House	1809-41			
462	71-79 (odd)		Albany Road	House	1908-46			
463	99		Albany Road	House (bungalow)	1908-46			
464	111-129 (odd)		Albany Road	House	1908-46			
465	148-154 and	Dunheved	Albany Road Albany Gardens	House	1908-46			
466		Higher Carvedras	Albany Road	House	Pre-1809			
467		Outbuilding to north of Higher Carvedras	Albany Road	Outbuilding	Pre-1809			
468		Clinton Farmhouse	Albany Road	House	Pre-1809			
469		Seredner, Clinton Farm	Albany Road	House	1841-78			
470		Carbis Cottage/Hillcrest	Mount Carbis Road	House	Pre-1809 & 1809-41			
471		Mount Carbis House	Mount Carbis Road	House	1841-78			
472	132		Albany Road	House	1878-1908			
473		Walled enclosure (former quarry yard?)	Albany Lane	Walls	1878-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
474	90-128 (even)		Albany Road	House	1878-1908			
475	80-88 (even)	Former couthouse, cottages and smithy for Sparnon Mine	Albany Road	Mine buildings, now row	1809-41			
476		Wheal Sparnon (central area of main lode)	Park Road	Mine (site of)	C17-1891			
477		Walled yard, related to Sparnon Mine (last phase)	Park Road	Walls	1878-91			
478		Gates to Victoria Park	Albany Road	Gateway	1898			
479		War Memorial, Victoria park	Albany Road	War Memorial	1925, moved here from station Hill 1969	LB II	SW 74 SW 6/315	
480		Victoria Park	Albany Road	Public Park	1897-8			
481	2-78 (even)		Albany Road	House	1878-1908			
482	1-26		Raymond Road	Rows	1890			
483	36-70		Raymond Road	Rows	c.1908			
484		Reservoir	Raymond Road	Reservoir	1890			
485		Quarry (site of)	Trefusis Road	Quarry (site of)	Active all C19			
486	2-56 (even)		Adelaide Road	Terraces	c.1891			
487	2-36, 50- 52b (even)		Trefusis Road	Row	c.1908			
488	54-136 (even)		Trefusis Road	Terraces	c.1908			
489	1-19		Coronation Road	Terraces	'partly completed' 1913			
490	15-19, 25- 31 (odd)		Trefusis Road	House	1908-46			
491	1-11		South Albany Road	Terraces	c.1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
492	1-23		Trefusis Terrace	Row	1841-78			
493	1-5		Channel View Terrace	Terrace	1878-1908			
494	24-31	Trefusis Square	Trefusis Terrace	Row	1841-78			
495		Pednandrea Bungalow	Pednandrea	House (bungalow)	1908-46			
496		Nancothan	Pednandrea	House	1809-41			
497		Building, Redruth-Chasewater Railway Coalyard site	Higher Fore Street (Pednandrea)	Railway building	c.1824			
498		Walls to east and west sides of former Redruth-Chasewater Railway terminus yard	Higher Fore Street (Pednandrea)	Walls	1809-41			
499		Granite setts, Redruth- Chasewater railway terminus	Higher Fore Street (Pednandrea)	Railway setts	1824			
500		Redruth-Chasewater Railway (line of)	Pednandrea	Railway	Operated 1824- 1915			19298
501		Builders' merchants, incorporating building remains from Pednandrea Mine	Pednandrea	Building fragments	1841-78			
502		The Count House	Pednandrea	Count house, now house	1770s, altered C19	LB II	SW 64 SE 6/285	
503	1 & 2		Pednandrea	House	1878-1908			
504		Pednandrea Stack	Pednandrea	Chimney stack	1824	LB II	SW 64 SE 6/284	19296 40990
505		Workshops r/o nos. 1-7 Seaview Terrace	Pednandrea	Workshops	1908-46			
506		Outbuildings r/o Bakery, part of Pednandrea Mine complex Seaview Terrace	Pednandrea	Outbuilding	1878-1908			
507	22 & 23		Wesley Street (Back Lane East)	House	1878-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
508	19-21		Wesley Street (Back Lane East)	Row	1841-78			
509	18a		Wesley Street (Back Lane East)	House	Pre-1809			
510	36-39		St. Day Road	Row	1841-78			
511		Building fragments, adjacent to no.8, related to nearby shaft	St. Day Road	Building fragments	Late C19			19297
512		Revetted mine burrow/shaft, r/o no.8	St. Day Road	Mine burrow/shaft	C19			
513	1-7		Sidney Terrace, St. Day Road	Row	1878-1908			
514	32 & 33		St. Day Road	House	1809-41			
515		Outbuildings r/o nos. 32/33	St. Day Road	Outbuilding	1841-78			
516		Water stand pipe and wall recess	St. Day Road	Water stand pipe	Late C19			
517		Cemetery	St. Day Road	Cemetery	1880s			
518		Cemetery Chapel	St. Day Road	Cemetery Chapel	1880s			
519	2-29		St. Day Road	Row	1841-78			
520		Workshop adjacent no.11	Wesley Street (Back Lane East)	Workshop	1841-78			
521	9-11		Wesley Street (Back Lane East)	Row	1841-78			
522	4-6		Wesley Street (Back Lane East)	Row	1809-41			
523		Former forge buildings	Wesley Street (Back Lane East)	Forge, now workshops	1878-1908			
524		Penberthy's garage	Wesley Street (Back Lane East)	Garage	1930s			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
525		Eastwood, La Verne, Stoneleigh & Autumn Lodge	St. Day Road	House	c.1908			
526	84-88		Higher Fore Street	Row	Pre-1809			
527	74-81		Higher Fore Street	Row	Pre-1809, altered in part C19			
528	72 & 73 and 1		Higher Fore Street St. Day Road	House	1809-41			
529	62-71		Higher Fore Street	Row	1841-78			
530	60 & 61		Higher Fore Street	House	c.1878			
531	57-59		Higher Fore Street	Row	1809-41			
532		Outbuildings, site of C18 mine buildings (Dopps Mine), r/o no.1A	Dopps Terrace, Higher Fore Street	Outbuilding, site of C18 mine buildings	C19			
533	1-21		Dopps Terrace, East End	Row	c.1840			
534		Retail warehouse	East End	Warehouse	1908-46			
535	1 & 2		Lemon Place, East End	House (now pair)	Pre-1809			
536	35-39		East End (Lemon Place)	Row	1809-41			
537		Walls, outbuildings and paved court to rear of Lemon Place	Lemon Place, East End	Walls, outbuildings and paving	1878-1908			
538		Nos. 1-3, Gew House, Gew Villa, Cambrose House	Gew Terrace, East End	House	1878-1908			
539	27-31		East End (Gew Terrace)	Row	1841-1908			
540		Marysville to Serena	Gew Terrace, East End	House	1878-1908			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
541		Sunset Cottage	East End (east side)	House	Pre-1809			
542		Del Tor, Roseigh, Adelong, Pentire	East End (east side)	House	1878-1908			
543	1-5		Clarence Villas, East End	Terrace	1878-1908			
544	17 & 19		Cardrew Terrace, East End	House	1809-41			
545	12-16		Cardrew Terrace, East End	Row	Pre-1809-1841			
546	1-10		Cardrew Terrace, East End	Terrace and houses	1878-1908			
547	4-30		Buller's Terrace, East End	Row	Late C19 (c. 1880)			
548	1-5		Hillside Terrace, East End	Row	1809-41			
549		Cardrew House	Drump Road	House	1841-78			
550		Camhome	Drump Road	House	1841-78			
551		Iron post in footpath adjoining no.95	Drump Road	Post	1908-46			
552		Wall and building fragments below depot building	Drump Road	Wall and building fragments	PM			
553	41-56		Higher Fore Street	Row	1840s			
554	29-40		Higher Fore Street	Row	1809-41			
555	25		Higher Fore Street	House	Pre-1809			
556	19-23		Higher Fore Street	Row	Pre-1809, some rebuilding mid C19			
557	18	Collins Arms Public House	Higher Fore Street	Public House	C17 to mid C19			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
558	12a-17		Higher Fore Street	Row and Commercial	Pre-1809, some alterations later C19			
559	7 & 8		Middleton's Row	House	c.1882			
560		Salvation Army Hall	Middleton's Row	Salvation Army Hall	1882			
561	38 & 40		Miners Row	House	1841-78			
562	33-45		Drump Road	Row	1841-78			
563	51		Drump Road	House	1841-78			
564		Railway Arch	Drump Road	Railway Arch	1841-78			
565		Cathedral Joinery Works (former Cathedral Boot Works)	Drump Road	Factory	1841-78			40989
566		Cathedral Joinery Works (former Cathedral Boot Works)	Drump Road	Factory	1878-1908			
567		Cathedral Boot works (extension with water tower) – site of	Drump Road	Factory and water-tower (site of)	1878-1908			19295
568	75a-93 (odd)	Bungalows on site of old mine waste/quarry (Gweal-an-top or Gew Mines)	Drump Road	House (bungalows) on site of old mine burrows	1908-46; Pre-1809?			Mine burrows
569	95		Drump Road	Outbuilding, now house (?)	1809-41			
570	94-112 (even)		Drump Road	Row	c.1840			
571	56-92 (even)		Drump Road	Row	1841-78			
572	34-50		Drump Road	House	1841-78			
573		Hall	Drump Road	Hall	1908-46			
574		Warehouse	School Lane	Warehouse	1908-46			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
575		Gweal-an-top School (former National, then Board School)	School Lane	School	1862, refounded and rebuilt 1874, extended c.1910			
576		Chy-an-Gwel to Trevose; Shangri-La to Green View	Gweal-an-top	House	1908-46			
577		Eight bungalows, in three groups, east side	Sandy Lane	House (bungalows)	1908-46			
578	1-4	Vista del Mar	Sandy lane	House	1878-1908			
579		Milestone, f/o no.32	Higher Fore Street	Milestone	C18	LB II	SW 74 SW 6/261	
580		Shaft (Wheal Buggins?), opposite Cemetery	St. Day Road	Shaft	Pre-1809			
581		Shaft, Dopps Mine, r/o no.1A	Dopps Terrace, Higher Fore Street	Shaft	Pre-1809			
582		Turnpike Quarry, Higher Cardrew, (site of)	East End (east and west sides)	Quarry (site of)	Late C19			
583		Streamworks	Falmouth Road stream	Streamworks	Pre-1809-1880s			41017
584		Shafts to adit (site of)	Spannon Close	Shafts to adit (site of)	Pre-1809			
585		Stamps (site of) (and earlier shaft), now part of Percy Williams' Yard	Falmouth Road	Stamps and earlier shaft (site of)	1841-78 (Pre-1809 shaft?)			41019
586		Windmill (site of)	Raymond Road	Windmill (site of)	C17-C18			19300
587		Brickworks (site of)	Pednandrea	Brickworks (site of)	1841-78			41021
588		Crucible Works (site of)	Pednandrea	Crucible Works (site of)	PM			19299
589		Dopps lode, Pednandrea Mine, sites of shafts, burrows and buildings	Miners Court	Mine (site of)	Pre-1809, reworked mid C19 to 1891			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
590		Shaft (site of), Dopps Mine, r/o no.24	Higher Fore Street	Shaft (site of)	Pre-1809			
591		Former mine burrow/quarry r/o Gew House (Gweal-an-top or Gew Mines)	Gew Terrace, East End	Mine burrow/quarry (site of)	Pre-1809			
592		Mine burrows (site of) east of cathedral Joinery Works	Drump Road	Mine burrows (site of)	Pre-1809			
593		Old mine waste (Gweal-an-top or Gew Mines)	School Lane	Mine burrow	Pre-1809			
594		Boundary wall, old mine burrows (Gweal-an-top or Gew Mines)	East End	Mine burrows (site of)	Pre-1809			
595	1-4		Park Road	Probable industrial building, now House	1878-91			
596		Church of St. Euny	Church Town	Church complex	MD, 1495, 1756-68	LB II*	SW 64 SE 5/252	18070
597		Churchyard	Church Town	Churchyard	MD, extended 1799, 1816, 1843, 1867			
598		Coombe Gardens	Church Town	House	1809-41			
599		Streamworks	Church Coombe	Streamworks	MD-1945			40538
600		Streamworks	Carn Brea Village	Streamworks	MD-1930s			40536 40537
601		Ruined buildings	Church Town	Ruined buildings	1841-78			
602		Churchside	Church Town	House	1809-41			
603		The Glebe (former rectory) and farm buildings, Glebe farm	Church Town	House and Farm buildings	Pre-1809, additions and alterations early-mid C19	LB II	SW 64 SE 5/257	
604		Former Princes Plume .h.	Church Town	Inn, now house	Pre-1809	LB II	SW 64 SE 5/256	

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
605		Burial ground	Church Town	Burial ground	1880, extended 1894			
606		Trelowen	Church Town	House	Pre-1809	LB II	SW 64 SE 5/255	
607	1-5		Church Town	Row	Pre-1809	LB II	SW 64 SE 5/254	
608		The Rectory	Church Town	Rectory	1804-5, extended 1880	LB II	SW 64 SE 5/376	
609		Outbuildings (ruinous) north of Rectory	Church Town	Outbuilding	Early C19			
610		Mine waste dumps, Wheal Union (in field boundaries)	West Trevingey	Mine dumps	Pre-1809/C19			
611		Western Shaft, Wheal Union	West Trevingey	Shaft	Pre-1809/C19			
612		Wheal Union, site of Engine Shaft, engine house etc.	Euny Close	Mine (site of)	1848-84			40553
613		Trevingey Farmhouse	Euny Close	Farmhouse	1841-78			
614		Barn, west of Trevingey Farmhouse	Euny Close	Barn	1841-78			
615		Former field boundaries	West Trevingey	Hedges	Pre-1809			
616		Hedgerows to roads, incorporating mine waste	Trevingey Road	Hedges	C19			
617	55		Trevingey Road	House (bungalow)	1908-46			
618		Trelawney	Trevingey Road	House (bungalow)	1908-46			
619	47 & 49	Site of Trevingey tenement	Trevingey Road	House	Pre-1809			
620	45 & 51		Trevingey Road	House	1878-1908, and 1908-46			
621	15-41 (odd)		Trevingey Road	Row	1841-78			
622	7-13 (odd)		Trevingey Road	Row	1841-78			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
623	8 & 10		Trevingey Road	House	1908-46			
624	8-14		Coach Lane	Row	1809-1908			
625		Railway bridge	Coach Lane	Railway bridge	mid C19			
626	4-7		Coach Lane	Row	1841-78			
627	3		Coach Lane	House and shop	1809-41			
628	1-2	Site of foundry	Coach Lane	House, site of foundry	1809-41			40637
629	17-31		Coach Lane	Row	1841-78			
630		Carnside to Uist	West Trewirgie Road	House	c.1908			
631		Trewirgie House and outbuildings	Trewirgie Road	House and outbuildings	Pre-1809 site, rebuilt 1832	LB II	SW 64 SE 5/323	
632		Walled footpath	Lovers Lane	Footpath and walls	1841-78			
633		Roadside hedges and walls incorporating mine waste	Trewirgie Hill	Wedges and walls	C19			
634		Trewirgie Cottage	West Trewirgie Road	House	1841-78			
635		Penvean & The Close (north side), Gweleath to Endsleigh (south side)	West Trewirgie Road	House	1908-46			
636		Allotments, site of nursery	Trewirgie Hill	Nursery, now allotments	1841-78			
637		Site of engine houses, East Carn Brea	Trewirgie Hill	Mine (site of)	1841-78			
638		Site of engine houses, East Carn Brea	Trewirgie Hill	Mine (site of)	1841-78			40570
639		Site of mine buildings (smithy etc.) East Carn Brea Mine	Trewirgie Hill	Mine (site of)	1841-78			
640		Shafts, East Carn Brea Mine	Trewirgie Hill	Mine shaft	1841-78			
641		Shaft (site of), part of East Carn Brea Mine	Trevingey Crescent		1857-71			
642		Hayle Railway line (site of)	Trevingey	Railway (site of)	1838-			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
643		Old Engine shafts & dumps (site of), r/o Trevingey Terrace, part of Wheal Union	Trevingey Road	Mine shafts & dumps (site of)	Mid C19			
644		Hayle Railway terminus yard (site of)	West End	Railway yard	1838			18049.01
645		Buttressed walls to former railway yard	West End	Walls	1838			18049.01
646		Site of Bray's Foundry; later a coach works	West End	Foundry (site of)	1817-1901;			40589
647		Outbuildings r/o no.1	Penventon Terrace	Outbuilding	1841-78			
648	1-18		Penventon Terrace	Row	1841-78			
649		Gateway to Redruth Hospital (cast iron posts)	Penventon Terrace	Gateposts	1863			
650		Redruth Miners' Hospital	Penventon Terrace	Hospital	1863, 1890, 1898, C20			
651		Highlands	West End	House	1908-46			
652		Road embankments, sliproads and steps	Blowinghouse Hill	Embankments	C19			
653		West Park (east side)	West Park	House	1908-46			
654		Redruth county Boys School	West End	School	1907			
655		Playing fields north of Redruth School, site of first Redruth Cricket Club (founded 1830)	West End	Cricket ground	1841-78			
656		Parkhenver	West End	House	1841-78			
657		Outbuildings, Parkhenver	West End	Outbuilding	1841-78			
658		RC Church of the Assumption and Lowena	West End	Church and house	1935-6			

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
659		Parkhenver	West End	House	1840s, extended mid C19 and late C20			
660		Gates and walls to Penventon House	West End	Gates and walls	1841-78			
661		Lychgate, St. Euny's churchyard	Church Town	Lychgate	1810	LB II	SW 64 SE 5/253	
662		Letter Box (VR) outside no.30	Bullers Terrace, East End	Letter Box	1841-78			
663		Boundary Stone outside no. 92	Drump Road	Boundary Stone	1841-78			
664		Paving in front of no.22	Higher Fore Street	Paving	mid C19			
665		7 & 8, & White Haven	Wesley Street (Back Lane East)	House	1908-46			
666		Workshop/ outbuilding, east side	Sunnyside, Treruffe Hill	Workshop/outbuilding	1841-78			
667		Building fragments, part of former gas works	Treruffe Hill	Building fragments, part of former gas works	1826			40582
668		The Roundhouse (site of), former Parish Clink	Falmouth Road	Parish lock-up (site of)	1734, demolished c.1880			40643
669		Fire station yard and outbuildings	Falmouth Road	Walls, yard and outbuilding	Pre-1809, fire Station yard created c.1900			
670		Gateway and wall to no. 11	Trewirgie Road	Gateway and wall	1908-46			
671		Site of Sparnon (Pednandrea Mine) Dressing floors	Park Road	Mine dressing floors etc.	1864-91			19302 41041
672	24-30 (even)		Southgate Street	Row	1878-1908			
673		Site of engine house, coal yard, stamps etc., Sparnon Mine	Park Road	Mine (site of)	Pre-1809 to 1891			19319 19303

Ref.	Street no.	Name	Street	Site type	Period	Status	SM or LB No	PRN
674		Gateway to Victoria Park	Park Road	Gateway	1898			
675		Wall to no. 29 (boundary wall to Chasewater and Redruth Railway)	Park Road	Wall	c.1898			
676		West of England Bacon Curing Co. and rail sidings (sites of)	Penhale Estate	Factory and rail sidings (site of)	1892, 1912 (sidings)			
677		Saw mill and timber yard (site of)	Chapel Street	Saw mill and timber yard (site of)	mid C19			40624 40558
678		Tangye's Fuseworks (site of)	Green Lane	Fuseworks (site of)	1886			40641
679		Stamping Mill (site of)	Falmouth Road Leat	Stamping Mill (site of)	Pre-1809			40583
680		Site of Trengweath mine or Wheal Godspeed	Penryn Street	Mine (site of)	Pre-1809			40528



Figure 5 Fore Street looking east to the Town Clock [296], built 1828, heightened 1904, symbol of Redruth's commercial strength, the greatest market of west Cornwall from the 17th to early 20th centuries.



Figure 6 Penryn Street from Cross Street, the core of the medieval settlement, looking south to 18th century expansion [347] and high class redevelopment [267-280] associated with the building of the first viaduct in 1850-52, rebuilt 1884-8 [271]



Figure 7 West End. By the 18th century, the town already stretched more than a mile along the main road, substantial houses [259] and business premises were concentrated at West End until mid-late 19th century developments around the new Station (e.g. Alma Place).



Figure 8 St Day Road, looking west to Pednandrea Stack [504]; industrial housing [513-514] linked to the mine and its associated industries



Figure 9 Clinton Road, looking north. In contrast to the tight streets and cottage rows in East End, Clinton Road and the roads around have large houses (the 'Clinton Castles') and institutional buildings set in broad tree-lined streets.