

Portreath

Cornish Ports and Harbours



*Assessing heritage significance, threats,
protection and opportunities*



Historic England



Contents

1	Introduction	3
2	Outline history	4
2.1	Early origins	4
2.2	Docks, yard, tramway and incline	4
2.3	Twentieth century to the present day	10
3	Description	12
3.1	Gazetteer	15
3.2	Historic character	17
3.2.1	Early 19 th century character	17
3.2.2	Late 19 th to early 20 th century character	19
3.2.3	Present character	20
4	Designation, ownership and management	21
4.1	Designation	21
4.1.1	Heritage designations	21
4.1.2	Conservation designations	23
4.2	Ownership	23
4.3	Planning arrangements	23
4.3.1	The Marine Management Organisation (MMO)	23
4.3.2	The National Planning Policy Framework (NPPF)	23
4.3.3	Cornwall Local Plan	24
4.3.4	The Cornwall Maritime Strategy 2012–2030	24
4.3.5	Cornwall Devolution Deal	24
5	Forces for change	25
5.1	Climate change	25
5.2	Developmental pressure	27
5.3	Economic pressures and benefits	27
6	Assessment of significance	28
6.1	Evidential value	28
6.2	Historic value	28
6.3	Aesthetic value	28
6.4	Communal value	29
7	Summary of recommendations	29
8	References	30
8.1	Primary sources	30
8.2	Publications	30
8.3	Websites	31

Cover illustration: *The Pier (site 1) and 'Monkey House' (site 18) at Portreath (Barry Gamble © Cornwall Council).*

1 Introduction

Within a broader 'Cornish Ports and Harbours' project examining the heritage significance, protection and implications from forces for change affecting Cornwall's ports and harbours; Portreath (SX 6570 4530), a purpose-built 18th and 19th century mineral transport hub for the Redruth and Scorrier mines at the mouth of the Red River in west Cornwall, has been chosen for detailed study as a good example of a small industrial port. Discussion of the approach and working methods applied during the execution of the project can be found in the overall Project Report.

Located on the North Cornish coast approximately three miles north of Camborne, Portreath occupies a key place in Cornish industrial history and is part of the Cornwall and West Devon World Heritage Site. It demonstrates the impacts of commercial forces for change over two major phases: firstly construction of the port and transport hub infrastructure from 1760 to 1860 and subsequently, following decline of its mineral and latterly shipbuilding/trading business, residential housing construction during the late 20th century on and around the former coal/ore yards, railway lines and docks. This has had a dramatic effect on the setting and present character of the port.

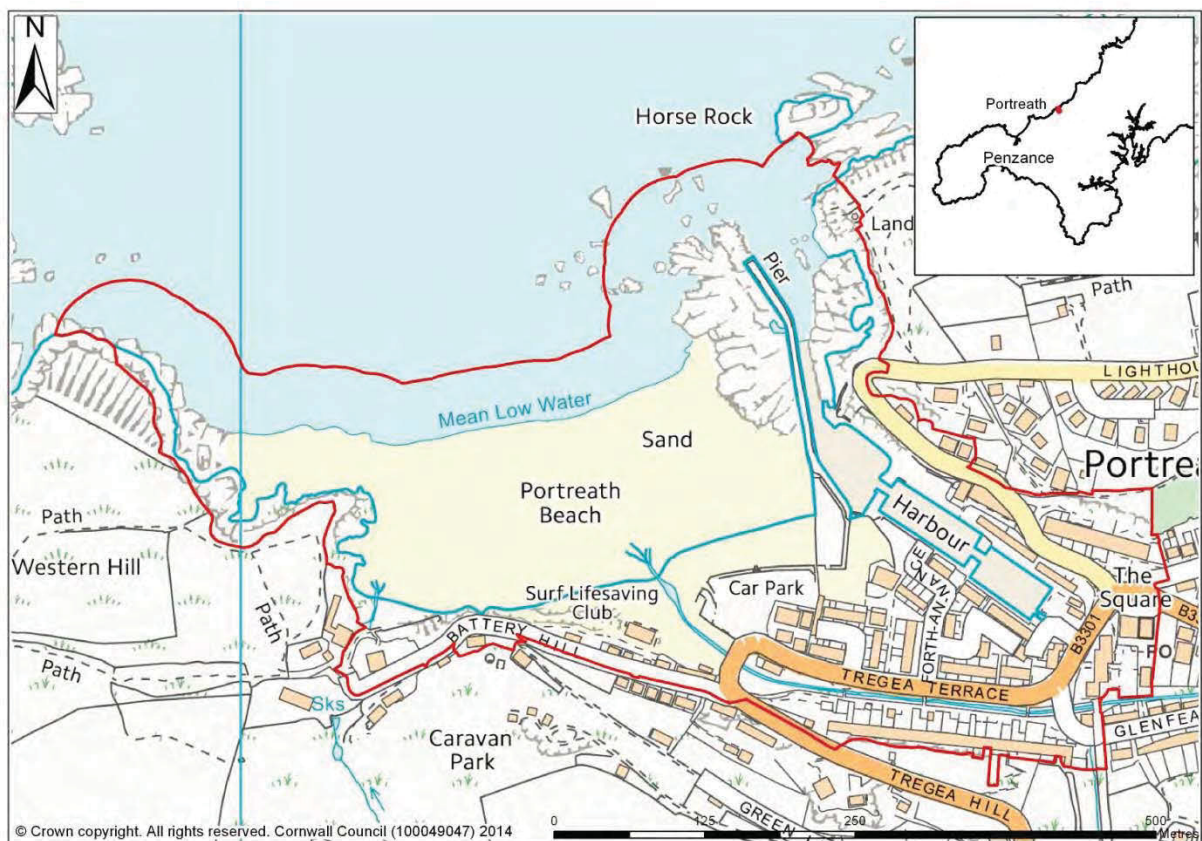


Fig 1 Location map. The red line denotes the study area.

2 Outline history

2.1 Early origins

Portreath is first recorded in 1485 as *Porth Treate*, the name is Cornish meaning 'sandy or beach cove' (Gover 1948, 607). Presumably there was a small settlement here focussed around fishing, for the markets of Illogan — the parish centre, two miles to the south east — and the Manor of Tehidy.

Although Carew described old tin streaming in Portreath Valley in 1602, market demands for copper began to impact on this small cove. In 1713, the Bassett family, mining entrepreneurs, speculators and landowners, invested in the construction of a 150ft long, 30ft wide granite stone pier on the west side of the cove (curving in the lee of Western Hill - site 1). This was designed to permit loading of copper ore via winches from the adjacent ground, to sea-going ships sailing to the smelters of South Wales. A lime kiln recorded in Portreath in 1742 may well have provided mortar to build the quay (Isham 2000, 186).

However, it appears this quay did not last very long; a combination of storm damage, the cost of transporting bulks of copper ore by horse and cart, and the need for filling larger ships resulted in its abandonment following the completion of a new pier (site 13) and harbour (site 12) on the east side of the cove. Work on the pier commenced in 1760 by a company under a lease from Francis Basset Esq, who also took a large share in the speculation. The cost of making the bason, building the pier, jetty, and warehouses amounted to about £12,000 (Polsue 1867-72, 232).

By 1771, the coal requirements for one month for Dolcoath Mine were met by 22 ships using the difficult harbour (Guthrie, 1994, 52). Between the years 1778 and 1781 all the shares were brought in by the Lord De Dunstanville (Francis Bassett's son), who expended about £3000 on extending and repairing the pier (Polsue 1867-72, 232).

In about 1782, to defend his substantial investment from the depredations of privateers, De Dunstanville erected a battery of four twelve-pounders on the west side of the harbour, and on the opposite side one of two six-pounder in about 1782 — sites 3 and 16 respectively (Polsue 1867-72, 232).

2.2 Docks, yard, tramway and incline

Portreath appears to have been booming and expansion was necessary. Thereafter the entire harbour was leased to an operating company owned in part by the Fox family of Falmouth and the Williams family of Scorrier. This company made further improvements, spending a further £6000 on an inner basin (site 11) to take 25 vessels, and on regularly dredging of the channel (Vaughan 2009, 113). Although the approach roads were improved, it was obvious to all that the ever-increasing long lines of mules carrying ore to the port and coal back to the mine from the expanding copper mines around Redruth was both tiresome and expensive.

The Portreath Tramroad was the earliest surface tramroad in Cornwall, its first rail laid in 1809 by Lord De Dunstanville, again run by a company with the Bassetts, Fox and Williams as main shareholders. By 1812 the line ran from the Quays (see Figs 2 and 3) to Scorrier House, extending up to Crofthandy by 1819, to supply the great mines of Poldice, Consolidated and United Mines with coal from South Wales and to take away vast quantities of copper ore for smelting. Formerly a mule could carry up to 3cwt while the same animal could now pull three tons along a single 3ft 6in wide track set on two 'L' section plateways, on granite setts (Stenglehofen 1991, 4). However, from 1825 the Tramroad experienced growing competition from first the Redruth & Chasewater Railway, then more seriously from the Portreath branch of the Hayle Railway (incorporating Portreath's famous incline). The tramway never had steam locomotives, and operated successfully until the 1850s — also a time of decline in copper mining.



Fig 2 Tithe Map for Illogan parish, c 1841. The red line denotes the study area.

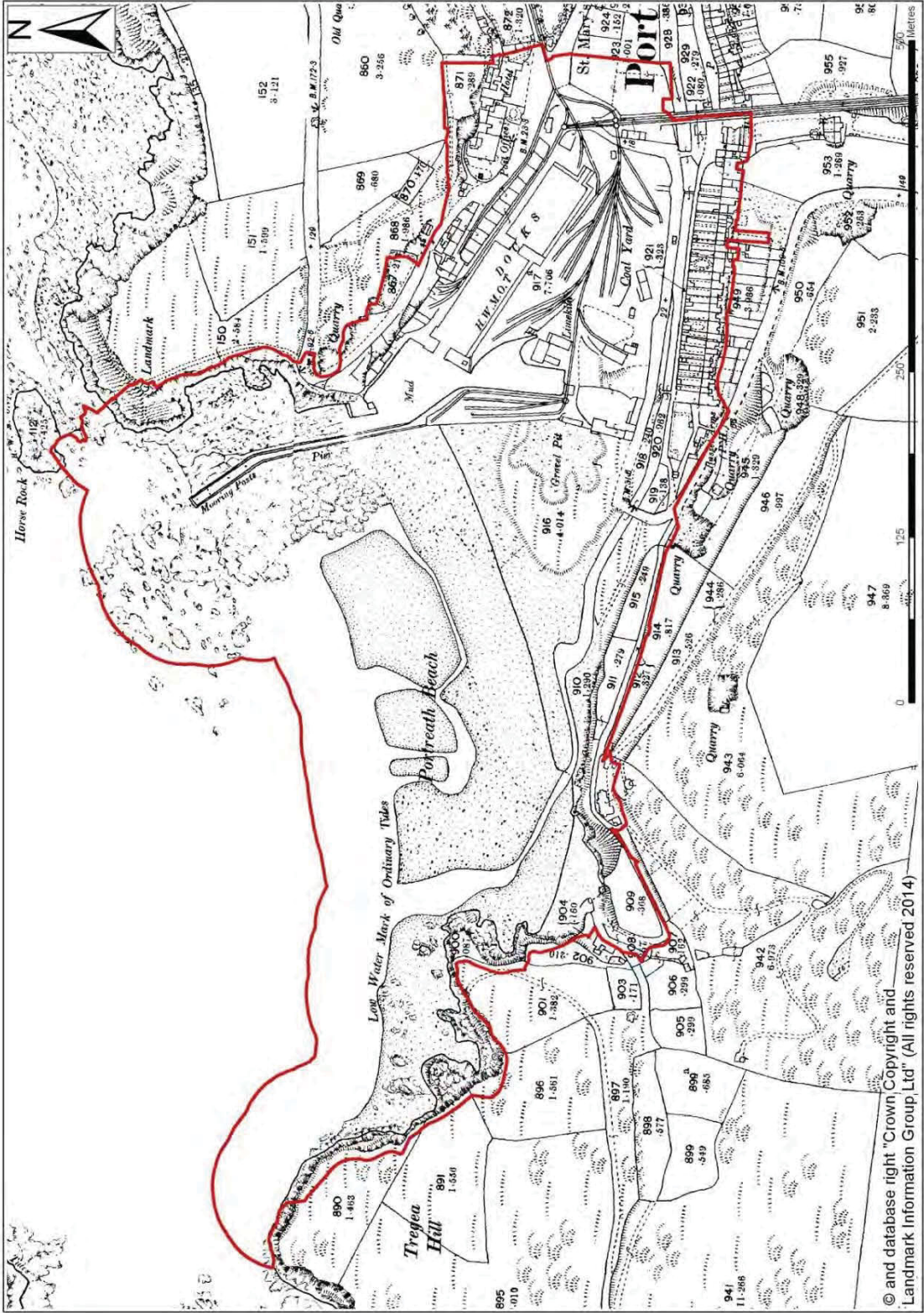


Fig 3 First Edition of the Ordnance Survey 25 Inch Map, c 1880

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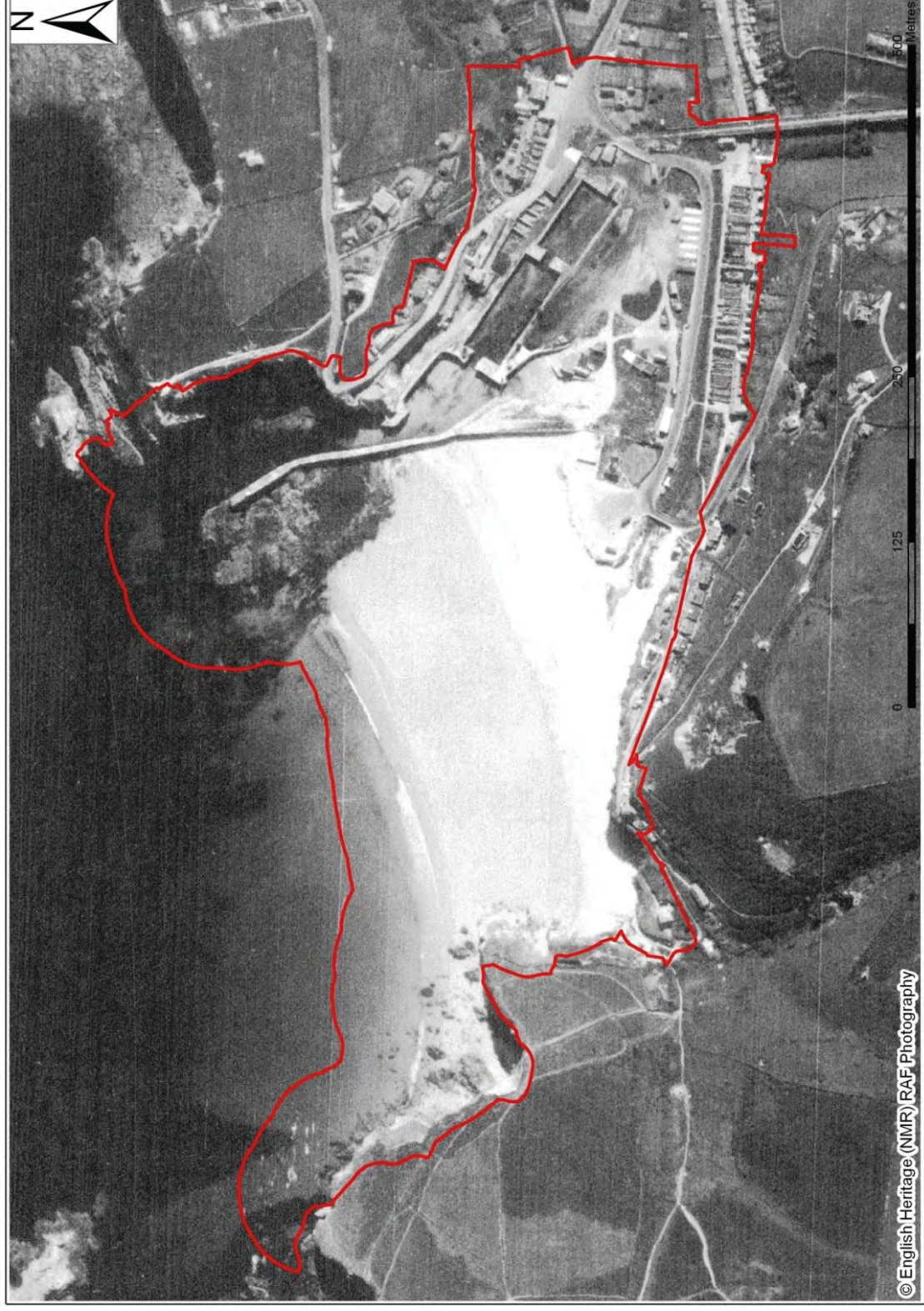


Fig 5 RAF aerial photo (1946: Ref No **D15 5457 19 Apr 1946**).

In 1838 Davies Gilbert (Vol 2, 241) recorded that '...a safe harbour has been constructed at Portreath, for the reception of vessels engaged in the reciprocal trade of exporting annually more than a hundred thousand tons of copper ore to Swansea, and of bringing to Cornwall a still larger quantity of coal'.

The Hayle Railway opened in 1837. This standard-gauge line linked the copper mines around Camborne and Redruth with the main export hubs of Hayle and Portreath. Four inclines were built as part of the railway: the Angarrack Incline at Hayle, the Tresavean Incline near Redruth, the Penponds Incline near Camborne, and the Portreath Incline into Portreath. The line from Portreath, three miles four chains long, joined up with the Hayle Railway south of Redruth, but its 1 in 7 inclined plane (1,716ft long; a rise of approximately 240ft), provided Portreath's secondary feature of interest, after the port. The Portreath and Angarrack twin track inclines were worked by a stationary engine at the summit (see Fig 17). This branch was later worked by the West Cornwall Railway, then latterly the Great Western Railway, until 1936 when the incline closed (Bodman 2012, 102).

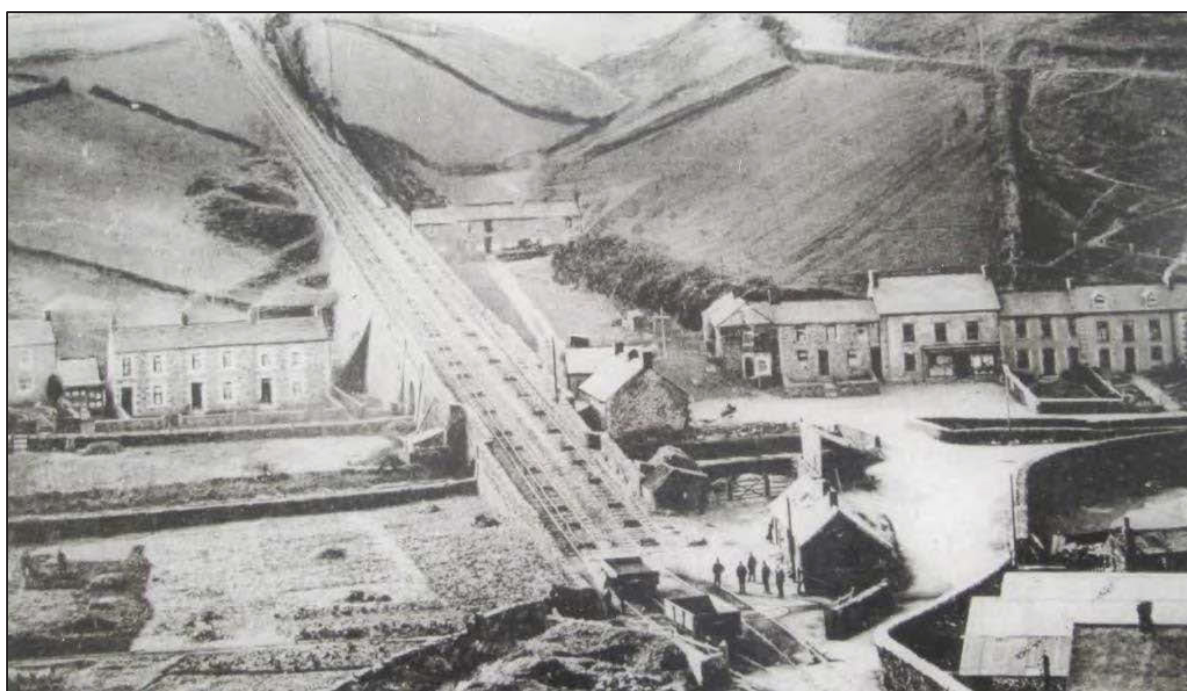


Fig 6 Archive image of the Portreath end of the incline taken in c1900 (APB142) (© Cornwall Centre Collection, Redruth).

The port infrastructure had been expanded since the 1820s, a consequence of its high demand for mineral imports/exports. This resulted in an extension of the pier in 1824, and construction of the second basin (site 10) in 1846. However, given its narrow entrance, it could still only be accessed in relatively good weather. By the mid 19th century, Portreath had the secondary activities of a thriving fishing and small ship building industry. In 1880 the main Portreath-based company (Baines) had 16 registered vessels, for fishing (pilchards), and coal transport (steam and household), although it could only accept medium sized vessels. The relative collapse of copper mining from the mid 1860s caused the emigration of about 7,000 miners, with the port having to diversify to keep port trade active. The 1880 OS map (Fig 3) shows the lime kiln, copper ore stocks, ore dump sites, numerous railway sidings, crane sites and a large coal yard to both the tramroad and incline. Given the influence of the main line into Cornwall and improving transport networks, rail traffic to/from Portreath gradually petered out and coastal ships became too large to use the harbour, so by 1900 there were only about 200 shipping movements per year, and much of that via steam ships.

By the turn of the century industrial stagnation had caused a massive reduction of trade; the tramroad had gone, mineral ships were no longer working, the fishing fleet reduced, and imports relating to house or small amounts of steam coal. Within 40 years the incline closed and port activity declined to nothing over the next 50 years.

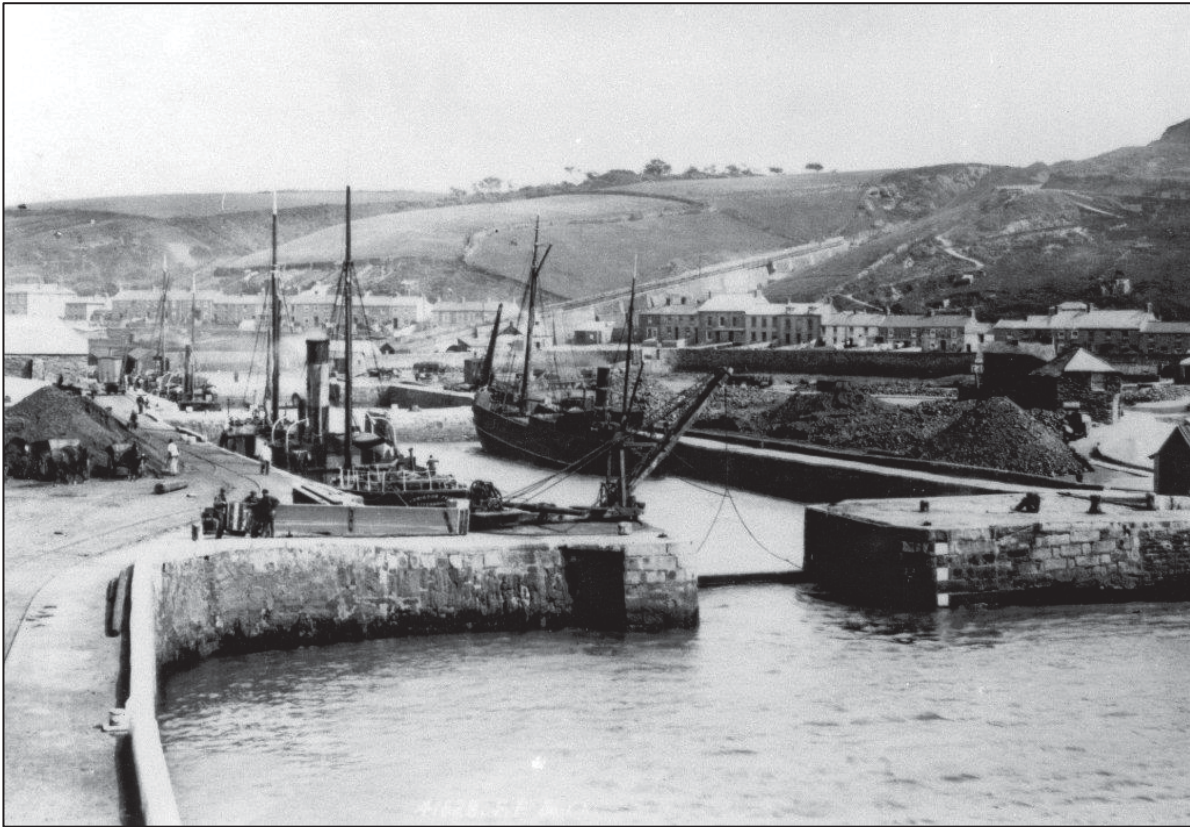


Fig 7 Archive image of Portreath harbour taken in c1898 (FF41628) (© Cornwall Centre Collection, Redruth).

2.3 Twentieth century to the present day

Tin streaming works had predominated along the Red River for many centuries, and did so at Portreath until at least 1933, when the river was diverted to the north of Portreath. This helped to clean up the beach, leaving only the small stream now running through the village. New housing development consisted almost entirely of bungalows, particularly on the upper slopes of the valley. While some of these were large, most were small timber chalets, typical of those built by the urban population of Camborne-Redruth and Truro along the north coast at places such as Porthtowan, Portreath, Gwithian Towans and Riviere Towans.

By the end of the First World War, Portreath was essentially turning into a holiday and residential village, with remnants of a small vestigial harbour function. The diversion of the Red River is perhaps symbolic of the change from industry to tourism as the major economic activity. As well as the coastguard and Portreath harbour, now owned by AC Reynolds & Sons, Kelly's 1931 Directory lists shopkeepers, hotels, refreshment rooms, genteel retired ladies and navy men; after World War Two mariners and sailors no longer formed a significant proportion of the population.

In 1939, the recently improved moorland on Nancekuke Common to the north of Portreath was taken over and made into an airfield, with associated defence batteries and buildings. While this intrusion of a new use and new military population was not unique to Portreath in the war years, the continuing use of the site as an air base into the later 20th century added a permanent military element to the character of the area.

By the end of the 1960s, the harbour had ceased to function commercially, and was used merely for leisure and small-scale fishing. The once extensive coal yards, railway sidings, and shipbuilding sites on the south side of the docks were developed for housing from the 1960s, and this continued into the 1990s. Portreath ceased to have any industrial activity at all. By the 1990s the airbase closed, with only a minimal early-warning radar function retained.

Today, infilling of spaces between the older holiday chalets and houses with larger modern designs have not helped to offset the impact of the late 20th century development in the heart of Portreath, over its former yards and mineral hub infrastructure (compare Figs 8 and 9 below).

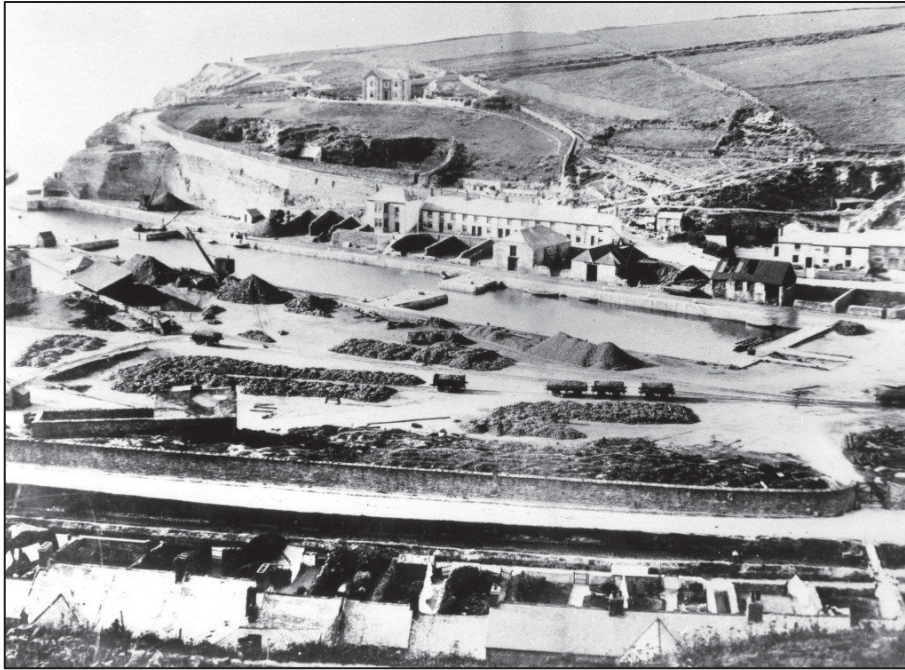


Fig 8 Portreath harbour in c1880 (© Cornwall Centre Collection,



Fig 9 A similar view of Portreath harbour taken in 2015.

3 Description

Portreath (SX 6570 4530) is sited at the seaward end of the Red River Valley, which runs through the valley dividing this small town. A second, smaller stream and valley enters the main cove on its south side. The setting is inevitably dominated by the sea to the west, with an expanse of sandy beach and cliffs rising on either side of the valley.

In times past, slimes and tin concentrate from the mines around Redruth resulted in a polluted stream (named Red River), which no doubt affected the beach area. The mid 18th century harbour and later basins constructed along the north side of the former beach changed the topographical form of this town forever. Its function also changed, from fishing, to a mineral transport hub. Today, Portreath has changed again, it now appears as a quiet tranquil place of residence with a nice beach, with remnants of industrial heritage and character.

The surviving historical components which form the overall former industrial character of Portreath, are by and large the pier, the harbour, the two basins (partially infilled with sand), and the inclined plane railway — the latter such a dominant economic and visual feature, and now difficult to see at all at its base. Of significance also is the construction of workers housing to serve the needs of the expanding mineral docks and yards. Set along both sides of the valley (sites 4, 8 and 9) these were quite early buildings, although development has now changed much of their original form. On the west side of Portreath beach, the original early 18th century quay's footings (site 1), still survive (under water/sand), but no buildings of this period survive, but there is much recent new build.

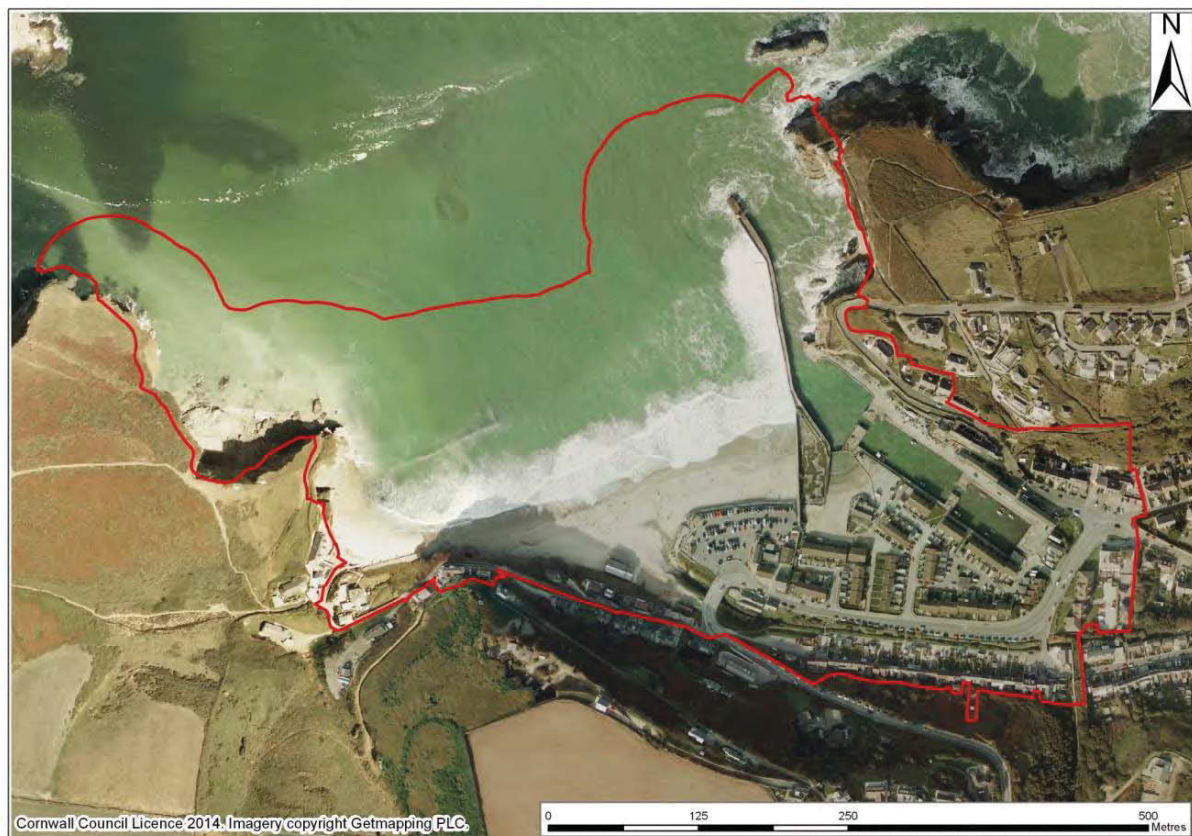


Fig 10 Aerial photograph (Cornwall Council 2005).

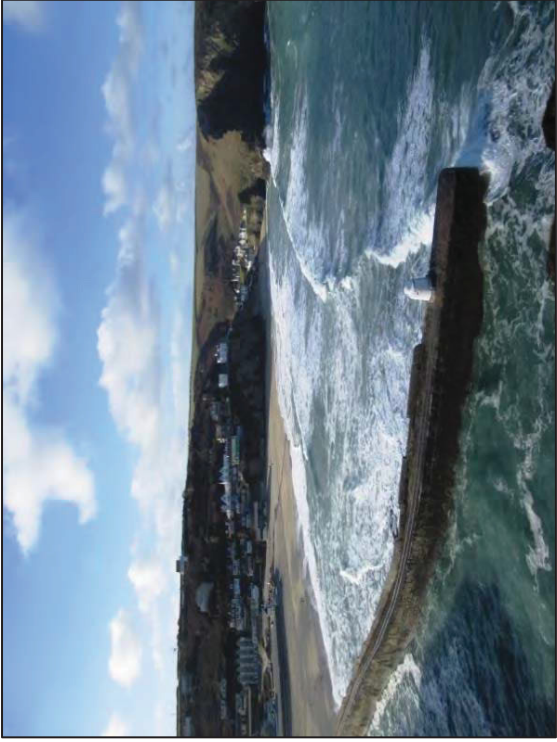


Fig 11 General view looking west along Portreath Beach towards Smuggler's Cove (Pier in foreground; sites 13, 18).



Fig 12 View of the two inner basins from the north west (sites 10 and 11), and adjacent housing estate.



Fig 13 The character of a small section of original quay surface near the hand crane site (site 12)

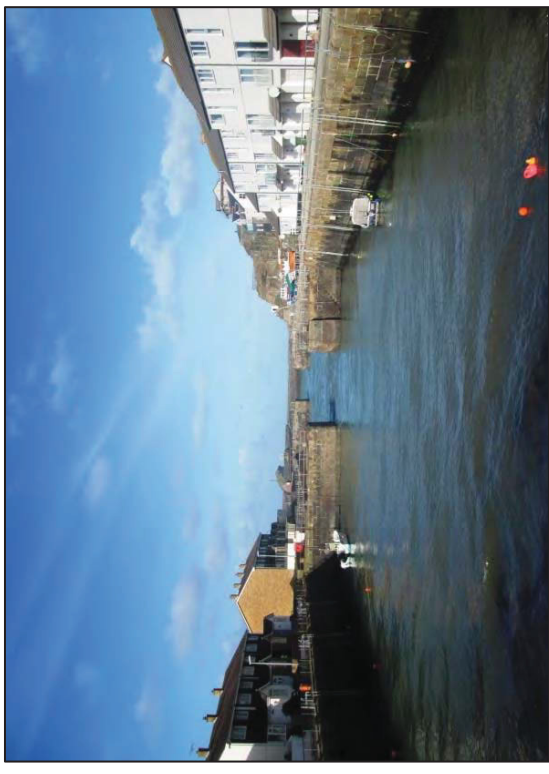


Fig 14 Portreath harbour basins and wharfs surrounded by housing (sites 10, 11).

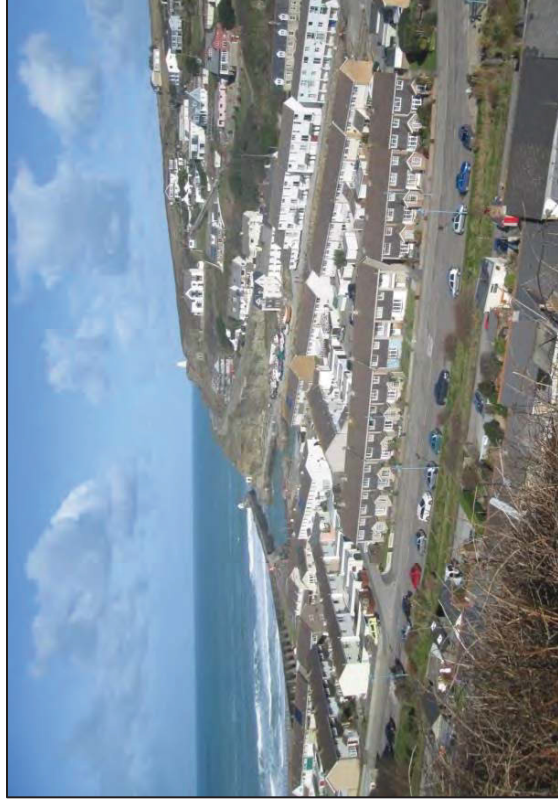


Fig 15 A view of the site of the former yard and wharves of Portreath from Tregea Hill (rear of Tregea Terrace in foreground).



Fig 16 A view of the site of the former 'Square' and incline railway (Site 5) from Tregea Hill (rear of Tregea Terrace in foreground).



Fig 17 A view looking down the Portreath incline plane (Site 5), from near its summit.



Fig 18 A view of Portreath Daymark and flag signalling station (Site 14 17), from the east.

The eastern extent of the study area includes the 'Square' (fronted by Portreath Hotel – site 7), but excludes the large 19th century houses along Penberthy Road (the entrance to Portreath), a row of early 19th century houses on the south side of the valley and the main track bed of the Portreath tramroad.

The development of late 19th and 20th century chalets and bungalows along the valley sides, overlooking the port, are an important part of the settlements' historic character, marking a phase in its transition from post-industrial use to that of a more sedentary residential and leisure-orientated role. Portreath is a good place to get a feel for the 20th century weekend seaside experience (a short trip from Redruth or Camborne) – a legacy of the West Cornwall miner's summer holiday/day trip.

Late 20th and early 21st century development (compare Figs 8 to 10), has manifested itself by residential infilling along both valley sides, and the creation of a large car park near the beach. More positive though, is Portreath's dramatic coastal and steep valley setting, especially when viewed from the upper sides of each harbour mouth, and the picturesque cove by Smuggler's Cottage below (site 2).

3.1 Gazetteer

No.	Site Type	MCO	NGR (SX)	Period	Description	Designation & Grade
1	PIER BREAKWATER	4889/54 064	65110 45396 65142 45382	POST MEDIEVAL	Submerged remnants of c1713 pier/quay built by Bassett Family to export minerals	None
2	BATH POOLS	26432	650 453 (centred)	EARLY MODERN	Five bath pools cut into rock located along coastline near site 1 by Lord De Dunstanville in late 18 th century	None
3	BATTERY	26420	65191 45271	EARLY MODERN	Partial remains of a cannon battery in rear gardens of Battery House, a 19 th century hotel.	None
4	TERRACED HOUSING	-	65489 45213 65702 45190	EARLY MODERN	Attached small cottages (River Row) built mostly pre 1809 as dockers' housing (incl. the Bassett Arms Inn).	None
5	INCLINE PLANE	48373	65710 45233 65764 44666	EARLY MODERN	Incline plane section from the port to meet the Hayle Railway. Built 1837.	LB Grade II
6	SMITHY	9257	65707 45214	EARLY MODERN	Smithy building. Now restaurant.	None
7	HOTEL	-	65742 45361	EARLY MODERN	Portreath Hotel, built by 1840.	None
8	TERRACED HOUSING	-	65703 45372	EARLY MODERN	Short line of terraced cottages built pre 1809 as workers housing.	None

No.	Site Type	MCO	NGR (SX)	Period	Description	Designation & Grade
			(centred)			
9	TERRACED HOUSING	-	65652 45385 (centred)	EARLY MODERN	Terraced cottages (Harbour Terrace) built pre 1809 as workers housing.	None
10	DOCK (Inner) WHARF	42727	65645 45329 (centred)	EARLY MODERN	An extension to the outer dock, built 1846 with small slipway at east end	LB Grade II 132871
11	DOCK (Outer) WHARF	42727	65570 45381 (centred)	EARLY MODERN	The outer dock, built c1780 by the port company. Hand Crane remnants.	LB Listed Grade II 132871
12	QUAYS	42727	65508 45433 (centred)	EARLY MODERN	The quays, built c1760 by the Bassett Family	LB Grade II 132871
13	PIER	57925	65506 45386 65422 45599	EARLY MODERN	The pier, built 1760 by Bassett Family, extended 1824	LB Grade II 132871
14	BEACH SLIPWAY	-	65517 45365 (centred)		Portreath Beach/slipway, closed by large timber locks	None
15	BUILDINGS	-	65693 45311 (centred)	EARLY MODERN	Timber and stone buildings (storage – maritime related)	None
16	BATTERY Pilot Lookout	26418	65510 45480	EARLY MODERN	Stone built (lower) piloti lookout (on site of earlier battery ?)	None
17	COASTGUARD LOOKOUT		65687 45558	EARLY MODERN	Stone built 'Daymark', lookout with flag signalling	Scheduled Monument NHLE 100545
18	PIER LOOKOUT	57925	65428 45589	EARLY MODERN	Porters hut at end of Pier (named locally as 'Monkey House').	None
19	FISH CELLARS	18616	65531 45335	EARLY MODERN	Remnants of 'Fish Palace' now an Inn	None
20	HARBOUR	42727	65616 43620	POST MEDIEVAL	Portreath Harbour enclosed by pier (13)	None
21	BEACH	-	65265 45400	-	Portreath Beach	None

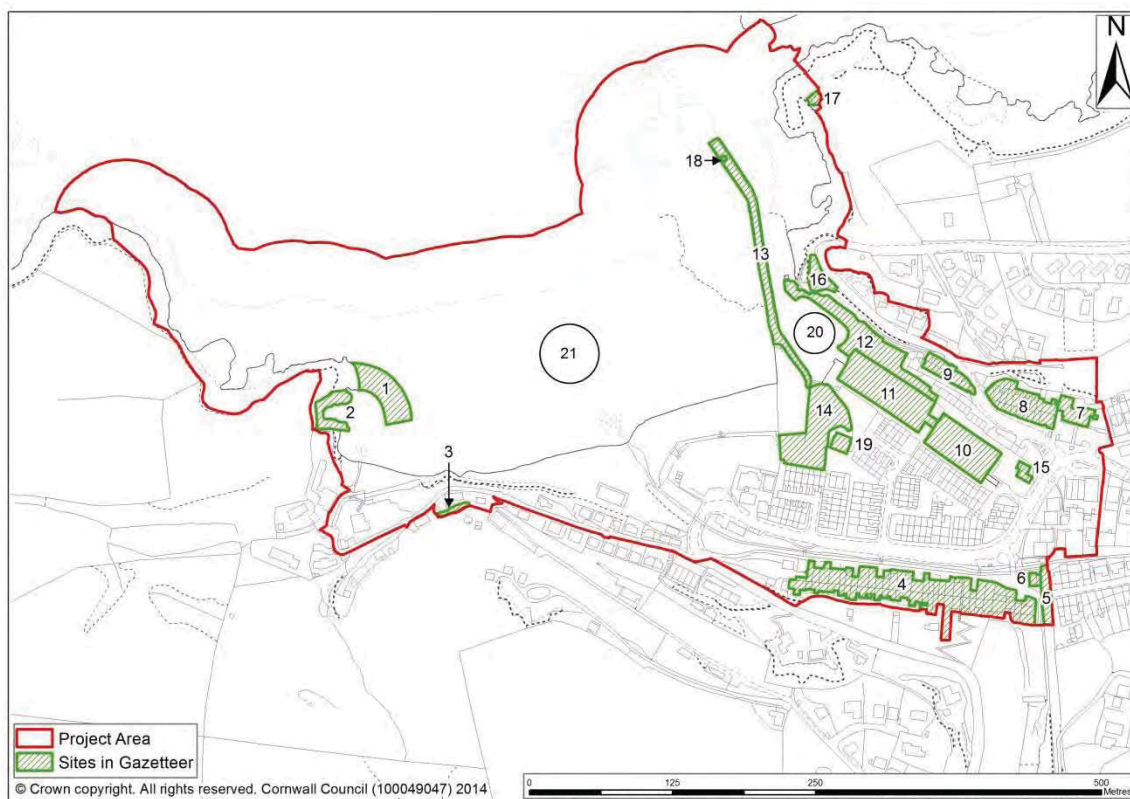


Fig 19 Map showing principal features/Gazetteer entries.

3.2 Historic character

The following sub-sections present the results of a rapid characterisation of the study area using information from three 'previous' time-slices based on: c 1841 Tithe mapping and the c 1880's First and Second Edition Ordnance Survey mapping (mid to late 19th century character); c 1907 Second Edition Ordnance Survey mapping and 1946 RAF vertical photographs (early to mid-20th century character) with present character based on 2014 Ordnance Survey digital mapping. The characterisation mapping is shown at Sub-Type level, the lowest hierarchy of historic characterisation. These component parts or site types are discussed below within a broader context of characterisation aimed predominantly at 'Broad Type' level.

3.2.1 Early 19th century character

The early 19th century character of Portreath reflects the growth of the industrial port from the late 18th century; once the early quay on the west side of the bay had been replaced by larger quays and docks to the east but before the port has expanded further to include an additional wet dock and a more complex mineral tramway system. The key elements of the port at this time comprised quaysides (sites 12 and 13) either side of a single wet dock (site 11) and open harbour. These component parts of the port are defined as Sub-Types 'Quay' and 'Wet Dock' within the broader context of port-related character, Broad Type 'Water Transport', Character Type 'Port and Dock Installation'. Adjacent to the wet dock stood a substantial coal yard (Broad Type 'Processing Industry', Sub-Type 'Coal Depot'). The incline railway (site 5) was in place, running north to join with the mineral tramway (Broad Type 'Extractive Industry', Sub-Type 'Mineral Railway') that accessed the quayside adjacent to the wet dock (Fig 20).

Beyond the hub of the industrial port the early 19th century character of Portreath was dominated by its physical setting and topography, situated as it was at the foot of a steep sided valley accessing onto a wide sandy cove. Further back in early prehistory

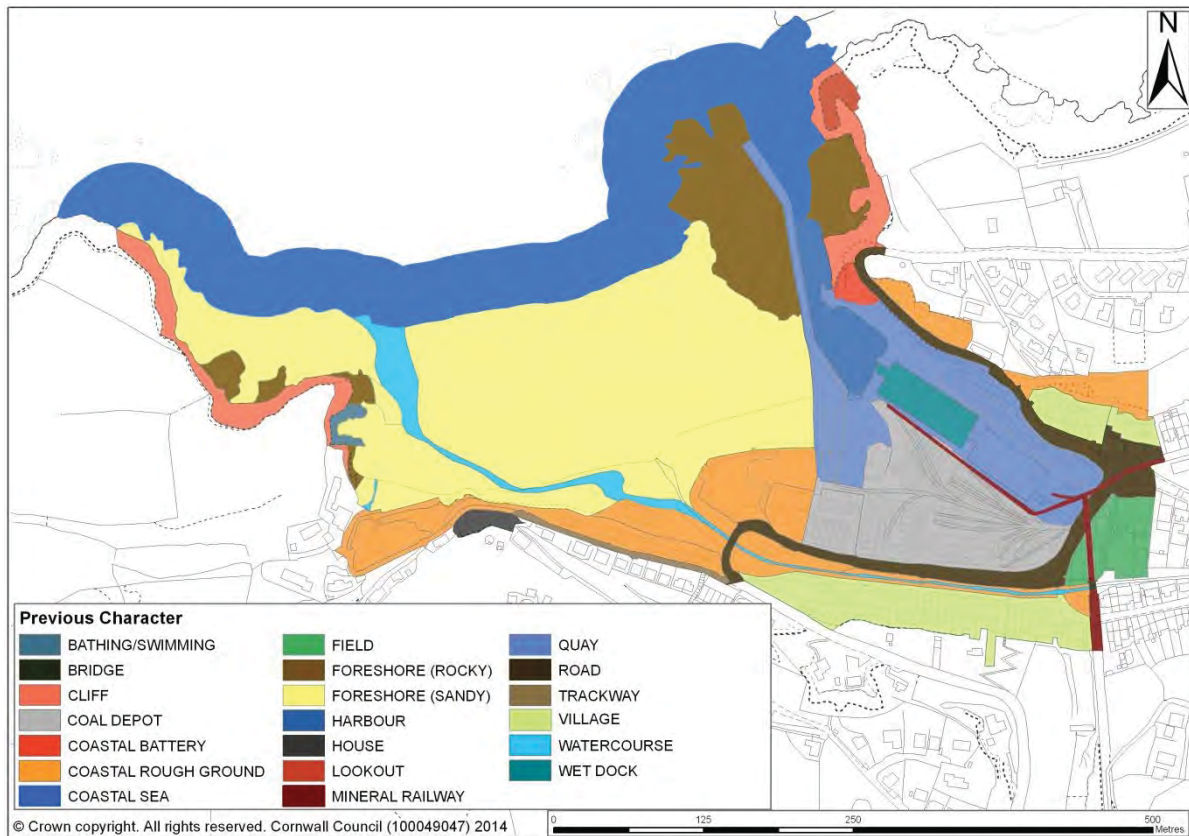


Fig 20 Early 19th century previous character map showing characterisation to Sub-Type level, based on the c 1841 Tithe map.

this proclivity would have been heavily wooded; the remains of a submerged forest (MCO38502) are still revealed when heavy storms scour the beach. The physical topography of the bay by the early 19th century, however, was characterised by steep cliffs and rocky foreshore edging a wide sandy beach. The Red River ran down through the valley and across open rough ground bordering the beach. As little of the physical landscape, coastal or landward, has gone untouched by human intervention or adaption the character of these areas combines both physical and cultural elements, even where these are not clearly observed. Historic characterisation reflects these dual aspects through the Broad Types 'Cultural Topography (Intertidal)' and 'Cultural Topography (Landward)', with respective Sub-Types 'Foreshore (Rocky)' and 'Foreshore (Sandy)'; 'Cliff' and 'Watercourse'.

Open rough ground on the coastal margins can be more difficult to characterise historically, as human usage cannot always be identified. These areas can variously be strips of waste within coastal settlement or along the coastal margins or wider areas of coastal rough ground on the higher clifftops taken in under agricultural management. During the early 19th century there were substantial areas of open rough ground (Broad Type 'Rough Ground (Coastal)', Sub-Type 'Coastal Rough Ground') to the south of the harbour along the coastal margins and clifftops. Inland and adjacent to these the landscape was more clearly agricultural in nature, with historic enclosure (Broad Type 'Enclosed Land', Sub-Type 'Field') extending up to the eastward edges of the harbour perimeter. By the early 19th century patchy settlement (Broad Type 'Settlement', Sub-Type 'Village') was springing up to the north and south of the harbour, largely comprised of workers housing (sites 4, 8 and 9) (Fig 20).

As a result of the developing port and settlement at Portreath the coastal topography was exploited to aid the port's defences and increase maritime safety. Of the two late 18th century coastal batteries only one (site 16) remained extant by the early 19th century, however, the other (site 3) having become the site of a private house. An

early 19th century coastguard lookout tower and daymark (Character Type 'Maritime Safety', Sub-Type 'Lookout') (site 17) established on the eastern clifftop still survives today. On the west side of the bay, close to where the early 18th century quay (site 1) had stood, were five open-air baths (site 2), carved out of the rocky foreshore to provide bathing facilities (Broad Type 'Recreation', Sub-Type 'Bathing/Swimming') for the Bassett family's private use.

3.2.2 Late 19th to early 20th century character

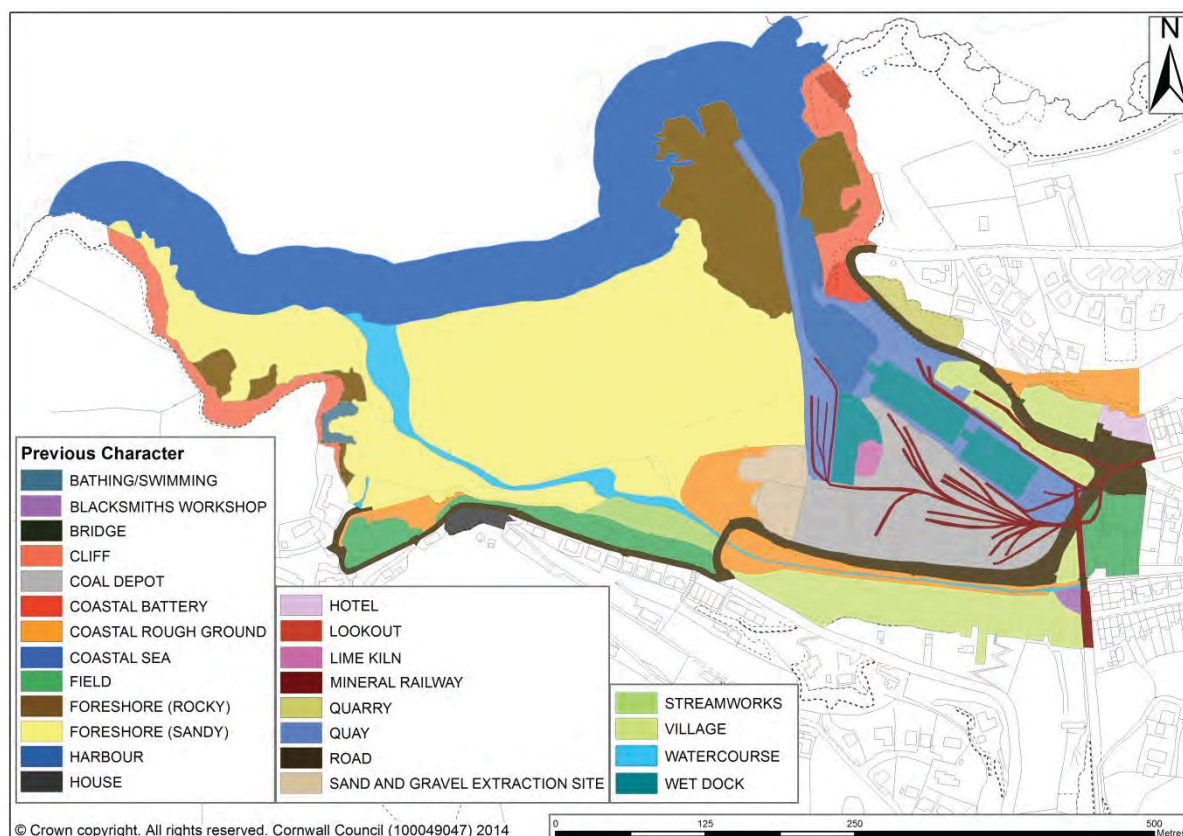


Fig 21 Late 19th to early 20th century previous character map showing characterisation to Sub-Type level, based on the c1880 and c1907 OS maps.

The late 19th to early 20th century character of Portreath reflects the port's industrial heyday, with the expanded port facilities now including two additional wet docks (sites 10 and 14) and a much more complex mineral tramway system (Fig 21). An expansion of industrial premises adjacent to the docks by this time included a lime kiln (site 19) and smithy (site 6) (Broad Type 'Processing Industry', Sub-Types 'Lime Kiln' and 'Blacksmiths Workshop') and a sand and gravel pit, tin streamworks and quarry (Broad Type 'Extractive Industry', Sub-Types 'Sand and Gravel Extraction Site', 'Streamworks' and 'Quarry'). These latter premises were established on former rough coastal ground bordering the mouth of the Red River where it met the foreshore and on the east side of the bay adjacent to the road leading to the coastal battery (Fig 21).

Residential settlement (Broad Type 'Settlement', Sub-Type 'Village') around the port and docks was also increasing by the late 19th to early 20th centuries, to include the demolition of some earlier buildings for the construction of the Portreath Arms Hotel (site 7). The core of settlement was still relatively tightly focussed around the port sides, however, and the village margins predominantly a mix of coastal ground and agricultural enclosure. Around the west side of the bay there was probably some ongoing enclosure (Broad Type 'Enclosed Land, Sub-Type 'Field') of the coastal rough ground, possibly to provide additional land for gardens and domestic cultivation as the west side of Portreath bay became increasingly settled (Fig 21).

Beyond the developing port and village the dramatic character of the Red River valley, sandy bay and rocky coastline remained largely unaltered, reflected in the Broad Types 'Cultural Topography (Landward)' and 'Cultural Topography (Intertidal)', respective Sub-Types 'Cliff', 'Watercourse', 'Foreshore (Rocky)' and 'Foreshore (Sandy)'.

3.2.3 Present character

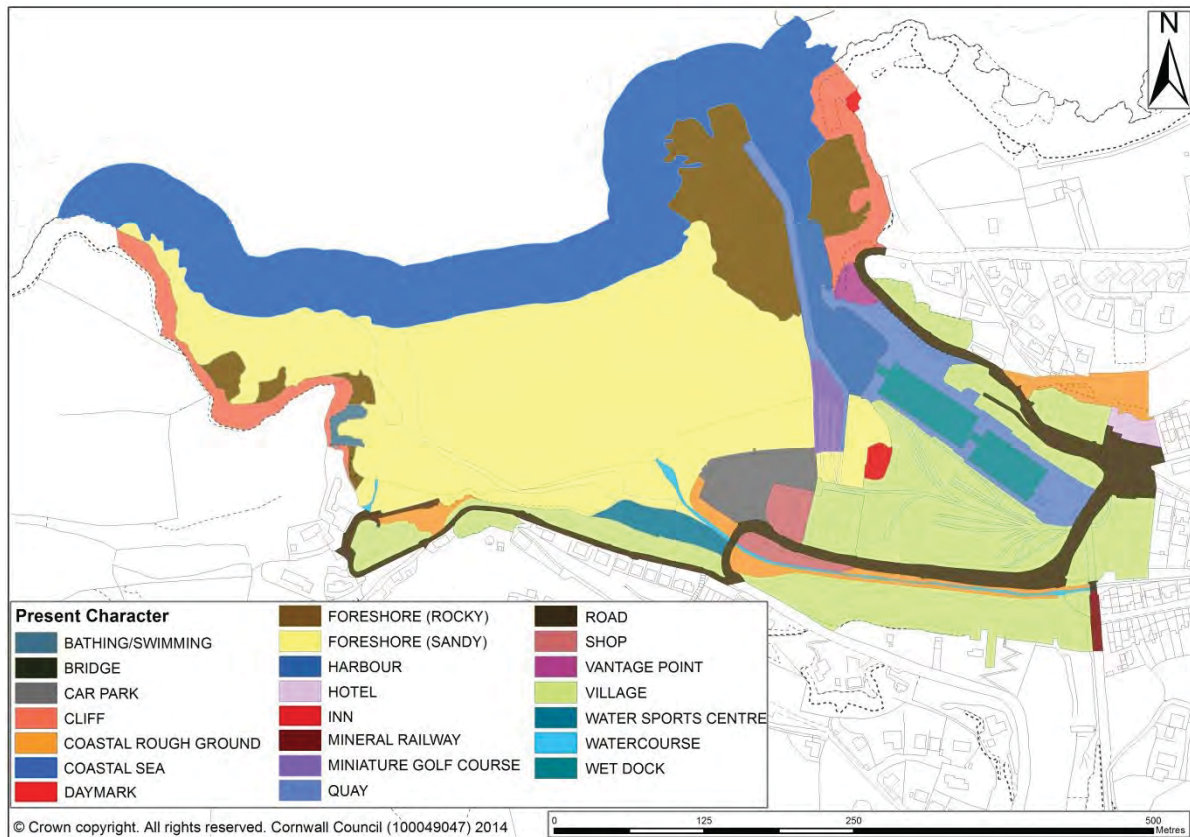


Fig 22 Present character map showing characterisation to Sub-Type level, based on OS digital mapping (2014)

Present day Portreath reflects its change in character from bustling industrial port to expanding residential village and coastal resort (Fig 22). The harbour and two main wet docks survive and retain their historic form, although they are now only used by small leisure craft. The quaysides and industrial premises have been replaced by residential redevelopment, seaside shops and a car park, the mineral tramways also long gone. The wet dock (site 14) adjacent to the pier is now a small sandy beach and the pierhead a miniature golf course. The Waterfront Inn occupies the site of a former lime kiln (site 19) and the former streamworks is now a water sports centre. Most of the open coastal ground bordering the beach has also been taken up by residential development (Fig 22). This change in character is reflected through the superseding of the Historic Characterisation Broad Types 'Water Transport', 'Processing Industry' and 'Extractive Industry' by Broad Types 'Settlement', 'Commercial' and 'Recreation'. Although the form of the incline railway where it enters Portreath survives, the Broad Type 'Transport' is now largely used to define the character of the improved road system through the village and the beach-side car parking. The coastal batteries are also both now gone; the form of the easternmost battery (site 16) survives to some extent but is now predominantly a place for sitting and enjoying the coastal views (Broad Type 'Recreation', Sub-Type 'Vantage Point').

Constant across all three time slices at Portreath, however, has been the surviving character of the sheltered bay in which the village of Portreath is nestled. The wide sandy beach remains, although the course of the Red River across it has changed over time. The cliffs and rocky coastline are also little altered by the growth of residential

development, although the coastal rough ground of the Red River valley is increasingly diminished by the modern development extending along the valley sides and around the west side of the bay. The rock cut baths (Broad Type 'Recreation', Sub-Type 'Bathing/Swimming') survive on the rocky foreshore, as does the coastguard lookout on the eastern clifftop. This latter is no longer in use as a lookout but continues to function as a daymark (Broad Type 'Water Transport', Sub-Type 'Daymark').

4 Designation, ownership and management

4.1 Designation

4.1.1 Heritage designations

World Heritage Site

Portreath forms part of the Cornwall & West Devon Mining World Heritage Site — Camborne & Redruth Mining District (A5) — that was designated by the UNESCO World Heritage Committee in 2006. World Heritage Sites are inscribed for their 'Outstanding Universal Value' under the 1972 Convention for the Protection of the World Cultural and Natural Heritage.

It was considered that the Cornwall and West Devon Mining Landscape, created principally during the period 1700-1914, made a key contribution to the evolution of an industrialised economy and society in the United Kingdom and throughout the world and has survived in a coherent series of highly distinctive cultural landscapes.

World Heritage Sites have policy guidance on protection and management under circular 07/2009 and were added to land described as Article 1(5) land in the Town and Country Planning (General Permitted Development) Order 1995 on 1st Oct 2008. The effect of such as designation is to restrict permitted development rights for some types of minor development on the land. The area within its boundary is subject to a number of strategic policies detailed in its Management Plan guided by the site's mission and aims.

Scheduled Monuments

A Scheduled Monument is one designated by statute as a site of national importance and is protected by The Ancient Monuments and Archaeological Areas Act 1979, as amended by The National Heritage Act 1983. By law, any proposed work affecting such sites requires Scheduled Monument Consent from the Secretary of State for Culture, Media and Sport.

There is one Scheduled Monument in the study area (Fig 23):

- Post-medieval 'Daymark' building (formerly with flag signalling): NHLE 1005456.

Listed Buildings

In England and Wales the authority for listing is granted to the Secretary of State by the Planning (Listed Buildings and Conservation) Act 1990.

The study area contains the following Listed Buildings (Fig 23):

- Listed Buildings Grade II Incline plane (1142580), Portreath Harbour and slipway (1328173).

The Historic England (HE) South West office is in Bristol. HE provides input and advice on heritage matters for Listed Buildings and Scheduled Monuments, together with strategic overviews and support at local, regional and national levels.

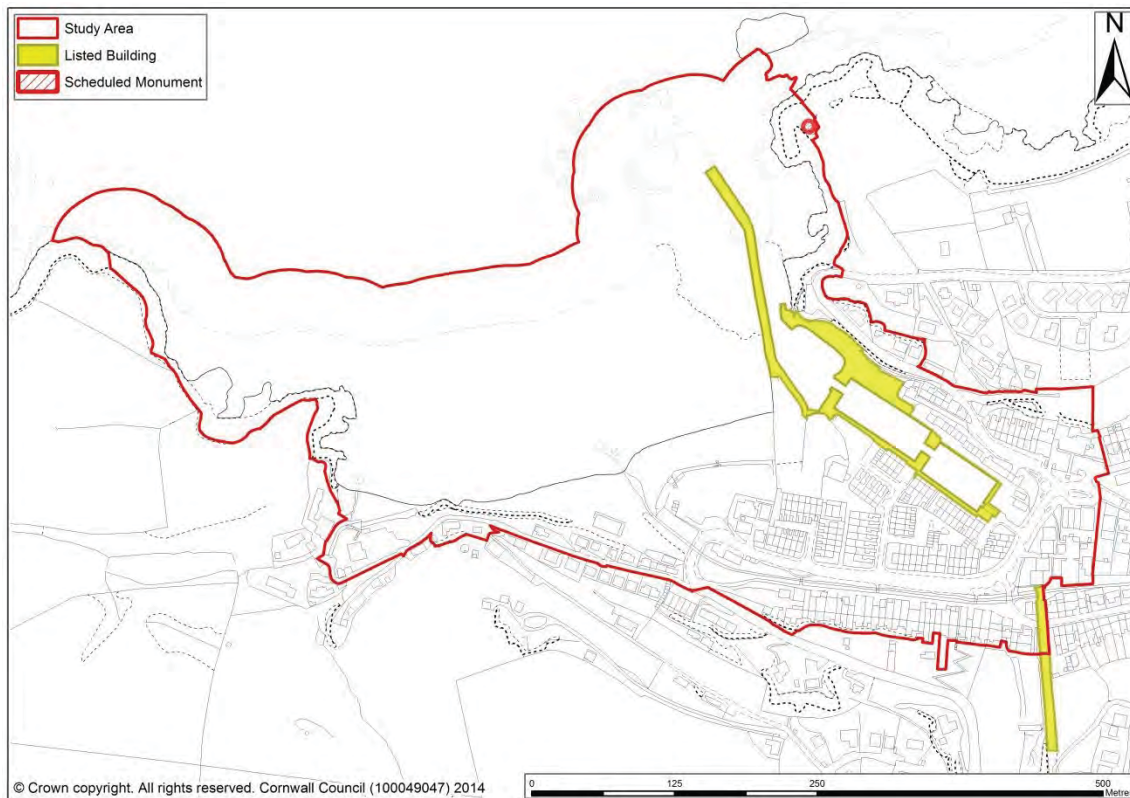


Fig 23 Listed Buildings and Scheduled Monuments within the study area.

Listed Building Heritage Partnership Agreements

Listed Building Heritage Partnership Agreements (LBHPAs) were introduced by section 60 of the Enterprise and Regulatory Reform Act 2013. They allow the owner of a listed building or buildings and their local planning authority to agree which necessary works to the building are routine and regular and, if done correctly, will not harm its special interest. The agreement grants listed building consent (LBC) for these works, for an extended period of time, and they can go ahead whenever convenient. Guidance on setting up LBHPAs is given in Historic England Advice Note 5 (Historic England 2015a).

Local Listed Building Consent Orders

Local Listed Building Consent Orders (LLBCOs) were introduced by section 60 of the Enterprise and Regulatory Reform Act 2013. They allow a Local Planning Authority to grant listed building consent for an extended period for works of any description for the alteration or extension of groups of listed buildings in all or part of their area, or buildings of a particular description in their area. This is a pro-active and blanket grant of consent, which means that owners of those listed buildings will not have to make individual applications, but will be able to proceed with the works, subject to any conditions that may be attached to the Order. Guidance on LLBCOs is given in Historic England Advice Note 6 (Historic England 2015a).

Heritage at Risk

There are no sites or buildings in the study area that are listed on Historic England's *Heritage at Risk Register 2015*.

Conservation Area

Conservation Areas were first introduced in 1967 through the Civic Amenities Act and to date more than 9000 exist in the UK. The current Act governing the designation of these 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' is the Planning (Listed Buildings and Conservation Areas) Act 1990. Under this Act local planning authorities are required to designate conservation areas, to keep them under review and if appropriate to

designate further areas. Designation remains the principal means by which local authorities can apply conservation policies to a particular area. Current guidance was set out by English Heritage in the 2011 publication 'Understanding Place: Conservation Area Designation, Appraisal and Management'.

Although it is part of the World Heritage Site, Portreath does not have a designated Conservation Area.

Local Lists

Local heritage listing is means for a community and a local authority to jointly identify heritage assets that are valued as distinctive elements of the local historic environment. There is no local list for Portreath apart from sites recorded in the HER. Cornwall Council supports the development of local lists and is currently looking at a standard way of assessing criteria for inclusion on lists by neighbourhood groups based on the 'Good Practice Guide for Local Heritage Listing' (English Heritage 2012).

4.1.2 Conservation designations

A large proportion of the land area in Great Britain is under the protection of conservation designations. Statutory designations broadly fall into three categories: nature conservation, landscape conservation and natural heritage conservation, which protects wildlife, landscape and cultural aspects of the countryside. The study area is included within the following conservation designations:

- The west side of Portreath above Battery Hill and Tregea Hill is within the Cornwall AONB (Godrevy to Portreath section).
- The west side of Portreath above Battery Hill and Tregea Hill is designated as Heritage Coast
- The Kerrier District Local Plan (adopted 1999) includes the following policies within parts of the study area:
 - Area of Great Landscape Value (Portreath AGLV-L313);
 - An Area of Great Scientific Value (AGSV-ENV21);
 - Site of Special Scientific Interest (SSSI-Beach and coastline).
- The South West Coastal Path (National Trail) follows the cliff sides before entering/leaving the settlement.

4.2 Ownership

Portreath is primarily owned by separate freeholders with the Town Council holding some public assets. The harbour is owned by the County Council but is leased and operated by the Portreath Harbour Association although the Council maintains the physical structure of the harbour.

4.3 Planning arrangements

4.3.1 The Marine Management Organisation (MMO)

Marine activities in the seas around England and Wales are licensed, regulated and planned by the Marine Management Organisation (MMO) so that they are carried out in a sustainable way. Their responsibilities include planning and licensing for marine construction, deposits and dredging that may have an environmental, economic or social impact and producing marine plans to include all marine activities, including those they do not directly regulate. The study area will come under the South West Inshore Plan which will be completed by 2021.

4.3.2 The National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) is the national planning policy document for England and Wales. This national guidance is applied at a more local level by Councils (also known as Local Planning Authorities), who form area specific policies and proposals that reflect the broad guidance of the NPPF, but with more locally specific detail.

4.3.3 Cornwall Local Plan

In Cornwall the main policy document is the emerging Cornwall Local Plan, which aims to control and influence the use of land in the public interest by identifying areas where development can and cannot take place. Sitting underneath the Cornwall Local Plan are area-based policies for settlements, reflecting the specific character and needs of each place. These are referred to as either Town Frameworks or Neighbourhood Plans — Neighbourhood Planning is now a potential way ahead for bringing positive management actions forwards.

The NPPF requires that Local Plans 'be prepared with the objective of contributing to the achievement of sustainable development.' Local Plans should cover a 20 year period, and be able to demonstrate that the content of the Plan is deliverable, meaning that a sufficient number of sites have been identified to achieve the objectives of the Plan.

From 1 April 2009, the six District Councils and the County Council became a unitary authority - Cornwall Council. Many of the planning policies that were used by the former districts have been saved until such time that a county wide Local Plan is adopted. These policies will be used to determine planning applications that are submitted to Cornwall Council, albeit that the national guidance of the NPPF will be given greatest weight in decision making if the saved policies are considered out-of-date.

4.3.4 The Cornwall Maritime Strategy 2012–2030

'A future for Maritime Cornwall: The Cornwall Maritime Strategy 2012-2030' was adopted by Cornwall Council in August 2012. It is the first, and to date the only, high-level maritime strategy to be produced by a local authority. Section 1.4 of the Strategy identifies strong roles for landscape and seascape character in building Cornwall's future sustainable economic and community development. The following objectives of the Strategy are of particular relevance to this study:

- Objective E: To recognise, protect and further develop the 'working harbour' role of Cornwall's estuaries, ports and harbours;
- Objective F: To better connect Cornwall's coastal communities and destinations and support sustainable, low carbon transport; and
- Objective G: Ensure Cornwall's natural and historic maritime environment and culture is renowned worldwide, and is a source of pride and inspiration to residents and visitors.

4.3.5 Cornwall Devolution Deal

The Devolution Deal gives Cornwall greater powers over public sector funding and is the first stage of a longer journey towards delivering the full Case for Cornwall, sets out details of the additional powers and freedoms we want from the new Government.

The Deal was officially signed by the Prime Minister, the Secretary of State for Communities and Local Government, the Leader of Cornwall Council and others on 16 July 2015.

Under the terms of the Deal, which is based on the proposals set out in the Case for Cornwall which were formally agreed by the full Council, Cornwall will have greater powers over areas of public spending which are currently controlled by London. The deal covers a range of key areas including Heritage and Culture:

44. The Government recognises Cornwall's rich and unique heritage, including its historic revived language and passionate communities, and that this cultural distinctiveness is an important factor in Cornwall's local economy. It underpins tourism and is a key driver that attracts other business to the location.

45. In order to support the cultural heritage of the local area Cornwall Council, Cornwall and Isles of Scilly Local Enterprise Partnership and Government agree to:

- Invite local partners to create a Cornish Heritage Environment Forum so that Cornwall can develop their vision for heritage at a more local level. Cornwall would be able also to use this group to explore links to the local tourism agenda. This forum would build on the work of the existing South West Heritage Environment Forum.
- Cornwall Council and Historic England will jointly produce a study of the cultural distinctiveness of Cornwall's historic environment. This will inform the work of the new Cornish Historic Environment Forum and the development of the Framework Convention for National Minorities (FCNM).
- Engage Government, through the Department for Culture, Media and Sport, on how to best support tourism in Cornwall.

5 Forces for change

Portreath is a relatively large town by local standards, and is now almost entirely residential with only limited employment outside its tourist industry; the harbour is used by pleasure craft and has a small fishing industry severely hampered by lack of adequate storage space and limited quayside access, largely as a result of the housing scheme in the harbour area.

5.1 Climate change

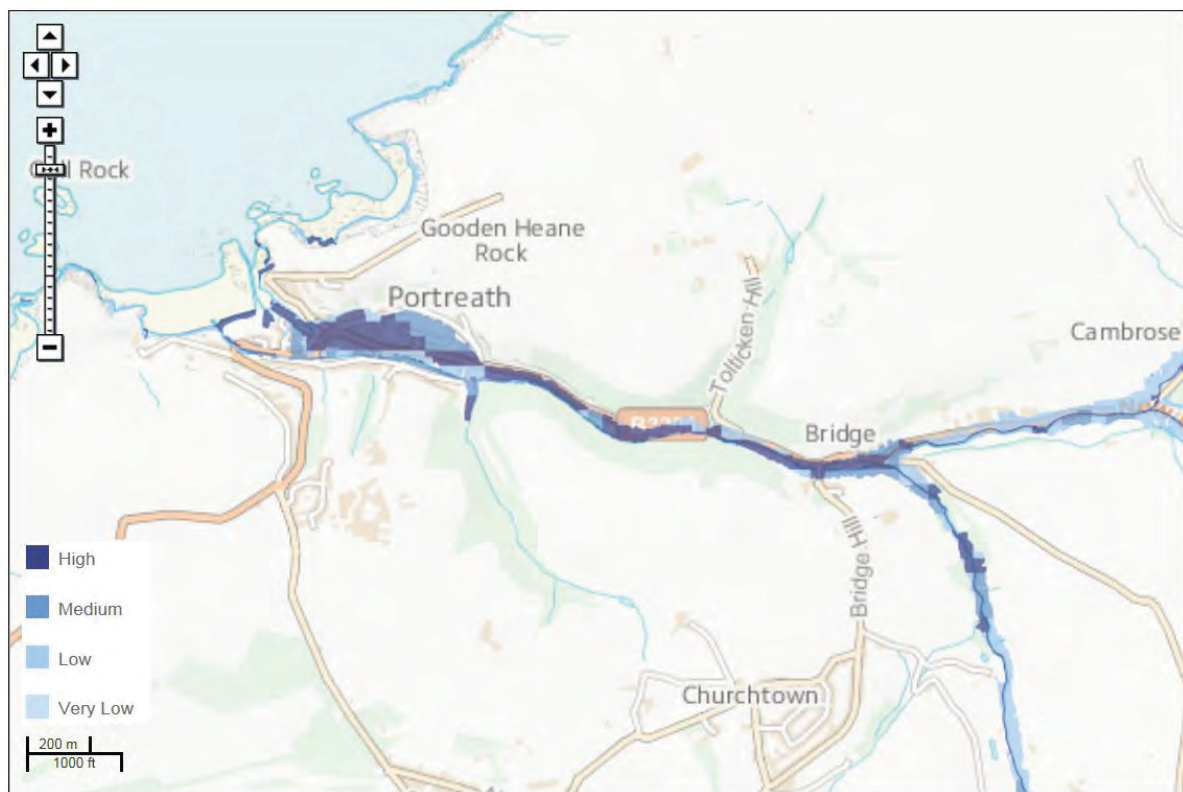
Average global temperature and sea level have risen since the late 19th century and at an increased rate over the past few decades. Average UK temperature has risen since the mid 20th century, as have average sea level and sea surface temperature around the UK coast. Over the same time period, trends in precipitation and storminess are harder to identify (UK Climate Projections (UKCP09)). Future sea-level rise around the UK is estimated to be between 12 and 76cm by 2090–2099 (Lowe *et al* 2009). This range is based on projections using low, medium and high scenarios for greenhouse gas emissions, and the central estimate for the medium scenario is 37cm by 2100, although this should not be taken as the most likely projection.

The Paris Agreement of November 2015 represented a historic moment in the fight against climate change. An enduring, legally-binding treaty, it is the first to commit all countries to cutting carbon emissions. 187 countries will reduce carbon emissions, starting in 2020, once 55 countries covering 55% of global emissions have acceded to it.

The main force for change to the outer harbour and the inner basins at Portreath is the unknown element of climate change affecting storm surges. In early 2014 the Monkey House building (site 18) at the end of the pier/harbour was damaged, as was the eastern breakwater (part of site 12) (Fig 24). The impacts of climate change also have the potential to cause damage to the adjacent housing around the inner basin (sites 10 and 11). In addition, storm surges could impact upon the profile of the sandy beach, causing it to be less of an asset for local holidaymakers. Increased precipitation or flash downpours may impact upon the Red River to cause flooding to the central parts of the river valley.



Fig 24 Storm damage to the eastern breakwater in February 2014 (photo: Ainsley Cocks).



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Fig 25 Risk of flooding from rivers and sea (© Environment Agency copyright and database rights 2015. © Ordnance Survey Crown copyright. All rights reserved.

Environment Agency, 100026380. Contains Royal Mail data © Royal Mail copyright and database right 2015).

The areas marked as 'High' on Figure 25 indicate that each year, this area has a chance of flooding of greater than 1 in 30 (3.3%). This takes into account the effect of any flood defences that may be in this area. Flood defences reduce, but do not completely stop the chance of flooding as they can be overtopped or fail.

The Environment Agency predict an anticipated retreat from the 2010 shoreline position of 0.7m–1.3m over the next 20 years, 1.7m–3.3m over the next 50 years and 3.4m–6.6m over the next 100 years. The Shoreline Management Plan (SMP) policy over each of these management epochs is 'No active intervention'.

5.2 Developmental pressure

The Cornwall Industrial Settlements Initiative (CISI) report for Portreath states the following: 'The greatest change in recent history in Portreath has been the 1960s redevelopment of the harbour area with housing. Judged in terms of its relationship to the historic fabric and character of the harbour and the settlement as a whole, the conclusion that this development fails to preserve or enhance local distinctiveness or the special historic character of Portreath is unavoidable. The lessons to be learnt from this development are legion and, if applied well, should ensure any future development enhances Portreath rather than detracts from its distinctive character' (The Cahill Partnership and Cornwall Archaeological Unit 2002, 19).

Comparisons of Figs 8 and 9 show that the building of bungalows and summerhouses on the hillsides above the village, although requiring careful monitoring and control, can be seen as a legitimate extension of well-established character going back 200 years, although infilling along the valley sides early 21st century has tended to consist of larger houses. The narrow, enclosed nature of the valley, together with the raft of conservation designations protecting the natural environment on the very edges of Portreath, mean that expansion outside the currently developed area is unlikely. 'In any case, any such development would cause harm to the setting and character of the settlement. There remain rather more development opportunities from a conservation and urban design point of view within the area than the Local Plan would suggest: the constraints to development in this sense being more related to the lack of sewage and other infrastructure facilities' (*ibid*, 20).

The inclusion of Portreath in Cornwall World Heritage Site designation in 2005 has added a measure of planning protection to its industrial setting and the character for new developments. The area immediately around the harbour has already been developed for housing and there is little scope for further development of this kind.

5.3 Economic pressures and benefits

During the last few years there is no doubt that variable summer season weather patterns and a declining economy have impacted upon tourist numbers across Cornwall. Portreath is no exception. Its seasonal economy depending on people visiting for sunshine and relaxation is both fragile and uncertain; a few wet summers could cause much damage to its commercial tourist occupations, now that even tourist fishing is very much low-key.

Of recent tourist benefit to Portreath has been the inclusion of the Portreath Tramroad as the western half of the Mineral Tramways route linking the north and south coasts of Cornwall in the 1990s. Later in 2004, the Mineral Tramways Heritage project included the Portreath Branchline Trail from Portreath to link with both the Tehidy Trail and the Flat Lode Trail at Higher Brea.

6 Assessment of significance

In 2008, English Heritage published 'Conservation Principles', containing its framework and guidance for assessing the range of values pertaining to the historic environment (English Heritage 2008). This guidance identifies four main types of values: Evidential, Historical, Aesthetic and Communal and the following subsections present a preliminary assessment of the values and significance relating to Portreath's port-related heritage.

6.1 Evidential value

— *'the potential of a place to yield evidence about past human activity'*

The sites of the two main port basins and outer pier are still extant, and are still of significance to Portreath, however any other related building contexts are now lost. Once a significant and visual feature of the settlement, the incline plane is difficult to see at all and its historic connection to the harbour is obscured by modern housing. However, the long lines of early 19th century terraced housing, particularly on the south side of Portreath provides evidential value for the settlement's *raison d'être* during the 19th century and provides clues as to its previous importance as a mineral transport hub for the mines of Camborne and Redruth.

There is relatively little surviving evidence of Portreath's importance as a seasonal holiday destination for workers from inland mining towns in the 19th and earlier 20th centuries, and the context for those buildings that have survived is progressively being denuded by 21st century infilling with modern designs.

6.2 Historic value

— *'the ways in which past people, events and aspects of life can be connected to the present (it tends to be illustrative or associative)'*

The early industrial development of the Cornwall and West Devon Mining Landscape during the period 1700–1914 made key contribution to the evolution of industrialised economy and society in the United Kingdom, and throughout the world. Its outstanding survival, in coherent and highly distinctive cultural landscapes, is testimony to this achievement.

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

6.3 Aesthetic value

— *'the ways in which people draw sensory and intellectual stimulation from a place'*

Portreath's coastal and Heritage Landscape Value designations reflects the value placed on this north coast 'industrial aesthetic' seaside resort: a protected landscape of great importance and natural beauty. The inclusion of Portreath in the Cornwall World Heritage Site, has also added a degree of historic aesthetic value, its significant port basins, pier and incline plane all create intellectual stimulation – amplified by the siting of some historic information boards on the quay.

Sensory stimulation may well be inferred for the relaxing aspects of going to a place where the sun may be shining, and the sandy beach a venue for sun-bathing and body surfing with the family. The town provides many amenities and facilities (especially eating and renting flats/bed and breakfast), in order to promote a sense of well-being.

6.4 Communal value

— *'the meanings of a place for the people who relate to it or for whom it figures in their collective memory'*

The communal value during its 19th century mineral transport hub heyday would have been strong, giving work to scores of families, lesser so it's later fishing years. However, since the early decades of the 20th century, Portreath's communal value has been reduced to that of a typical coastal village setting with a large beach, and aspects of its industrial past. Portreath, however, has its own Sense of Place; its industrial historical origins, the beach, the sea, the amenities, all of which are combined with feelings of relaxation and fun. These have attracted generations of families from Redruth, Camborne and elsewhere for the past two centuries – and will continue to do so.

7 Summary of recommendations

The three time slices identified to demonstrate the characterisation of Portreath (the early 19th century, the late 19th century and the present day), demonstrate how the symbiotic relationship between historic form, function and topography has developed through time. The present day industrial character of Portreath retains and relies on a few visible elements of its built historic character (the form and structure of its industrial port). It's present stark distinctiveness of form has completely (and irreversibly) changed its character and no doubt influenced how the town is currently used and perceived: how the tangible presence of the past within its present form and character of its industrial origins contrasts with Portreath's development, a result of the impact of later 20th century housing needs – and how the significance and character of the former stands in contrast to the conflicting needs of the latter, rather than becoming integrated with Portreath's distinctive 19th century style.

Cornwall Council is currently working on a Heritage Partnership Agreement (HPA) with the National Trust using Mullion Harbour as a pilot project with the idea of using it as model for HPAs for Cornwall Council owned ports and harbours, such as Portreath. The first stage of the HPA will be a Conservation Management Plan for the harbour. Portreath Harbour would also benefit from a similar HPA and an adequately-resourced Conservation Management Plan, informed by appropriate condition surveys and structural assessments. The Plan should include a vision for Portreath Harbour along with a set of management policies, taking into account what has gone before. These policies should be specific to the needs of Portreath Harbour and its port-related heritage and the people who value it and its current management issues.

Although it is part of the World Heritage Site, Portreath does not have a Conservation Area and this should be addressed by Cornwall Council

To help better understand the key historic areas a proper digital survey of their structural components is recommended; this should include a measured topographical survey of the historic harbour area and the three original settlement cores to assess the relationship between these and the historic topography of the foreshore prior to the three settlements being amalgamated into one. Full survey of selected historic buildings and structures is also recommended, particularly prior to any re-development being carried out.

The history and nature of Portreath means that there is archaeological potential virtually everywhere. Consequently any works that involve groundworks or dredging may reveal interesting finds. Where work is subject to the planning process it will be considered within the context of the NPPF and may be subject to relevant conditions. Where there are conditions attached to any planning, listed building or conservation area approval or any other relevant approval requiring archaeological investigation and recording then this work is funded by the applicant as it is not supplied by the local

planning authority. Similarly outside the planning system any investigation will require funding.

The impact of climate change through storms causing flooding (combinations of high tide, gale force winds, heavy rain and high river levels), could be mitigated through the reinstatement of the original lock gates (to perhaps enable a viable marina environment), and the installation of new secondary lock gates to protect the harbour.

To aid the appreciation and understanding of the historic harbour by both locals and seasonal visitors, there should be some provision of well-placed information boards containing a brief written account of the harbour's origins and development, supported by selected historic photographs and mapping.

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