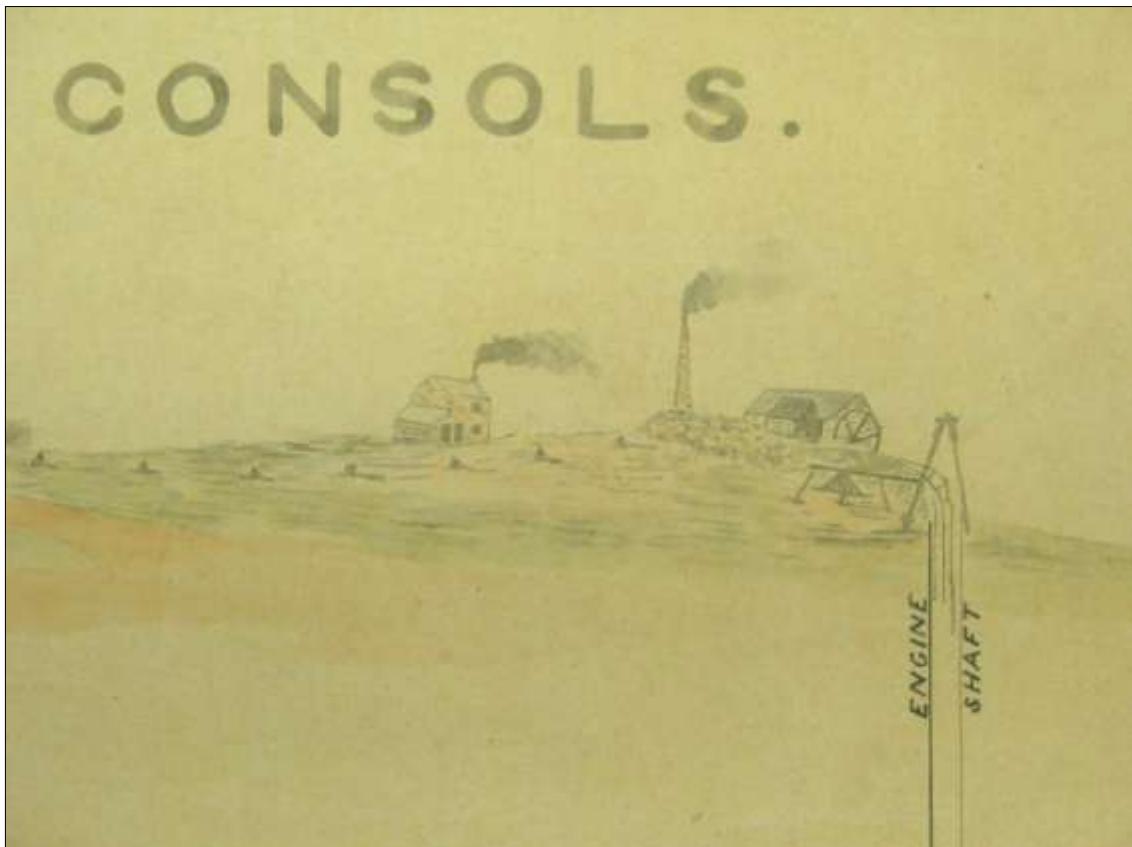


LAND off MOUNTLEA DRIVE WEST PAR, ST BLAISE CORNWALL

Results of a Desk-Based Assessment & Walkover Survey



The Old Dairy
Hacche Lane Business Park
Pathfields Business Park
South Molton
Devon
EX36 3LH

Tel: 01769 573555
Email: mail@swarch.net

Report No.: 150807
Date: 07.08.2015
Author: B. Morris
J. Bampton

**Land off Mountlea Drive
West Par, St Blaise
Cornwall**

**Results of a Desk-based Assessment
& Walkover Survey**

For

Mr. & Mrs. Perren, Mr. M. Sutcliffe, Mrs. P. Whetter

By



SWARCH project reference: PCM15
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Project Director: Dr Bryn Morris
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Walkover Survey: Dr Bryn Morris
Report: Dr Bryn Morris
Report Editing: Natalie Boyd
Graphics: Dr Bryn Morris

August 2015

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Summary

This report outlines the results of a desk-based assessment and walkover carried out by South West Archaeology Ltd. on behalf of Mr. & Mrs. Perren, Mr. M. Sutcliffe and Mrs. P. Whetter for land off Mountlea Drive, St Blaise, West Par, Cornwall. This survey was undertaken in advance of plans to develop the site for residential use.

The site is adjacent to a ruinous engine house that formed part of the Par Consols Mine (Treffry North Shaft), the foundations of which extend into the proposal area. The plot also includes the base of a chimney and a small, half-buried structure adjacent to Underlay Shaft. This suite of structures is by no means remarkable in a Cornish context, and numerous better-preserved examples could be cited. However, Par Consols was developed by Joseph Treffry and these structures are among the few relating to that mine to survive. Treffry was a leading industrialist of the first half of the 19th century, whose achievements in the Luxulyan Valley have been accorded World Heritage status, so they have clear associational value.

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Robert Rowett and Dan Rickard, Robert Rowett Architectural Services

1.0 Introduction

Location: Mountlea Drive
Parish: West Par, St Blaise
County: Cornwall

1.1. Background

South West Archaeology Ltd. (SWARCH) was commissioned by Mr Robert Rowett of Robert Rowett Architectural Services (the Agent) on behalf of Mr. & Mrs. Perren, Mr. M. Sutcliffe and Mrs. P. Whetter to prepare a desk-based assessment and undertake a walkover survey of an area of land off Mountlea Drive, West Par, St Blaise in Cornwall (Figure 1). The site lies immediately adjacent to a ruinous engine house that formed part of the Par Consols Mine [Treffry's Shaft]. The purpose of this work was to identify and briefly describe the surviving structures on the site, and assess their historical and architectural significance.

1.2. Topographical and Geological Background

The site is located on the north-east facing slopes of a discrete hill overlooking the valley just north of Par Sands, at an altitude of c.40m AOD. The soils of this area are predominantly the well-drained fine loamy soils over slate or slate rubble of the Denbigh 2 Association (SSEW 1983). These overlie the slates, siltstones and sandstones of the Devonian Meadfoot Group (BGS 2015).

1.3. Historical Background

The site is located in the south-east of St Blazey Gate, on the edge of West Par, in the south-east of the Parish of St Blazey. Par is partly in the parish of Tywardreath. Although Tywardreath is set further east from the site it was the nearest principle Domesday manor. A settlement of Par (HER no.20605) is first documented in 1327 as *Porth*, derived from the Cornish for harbour. The site lay within the land attached to the manor of Trenovissick. The settlement at Trenovissick (HER no.20609) is first documented in 1337 as *Trevenerseck*, the place-name derived from the Cornish **tre* and *neved* meaning 'estate/farmstead' and 'sacred place'.

1.4. Archaeological Background

The amount of archaeological fieldwork that has taken place in the immediate area is limited, but a number of extensive surveys have taken place in the district (e.g. CAU 1991; 1999) and a small number of more targeted development-led projects (e.g. CAU 2003; ACA 2008).

The modern landscape is a complex mosaic of different character types. The site itself lies within an area characterised as *recreational* (late 20th century chalet holiday homes) on the Cornwall and Scilly HLC, with an extensive area of 20th century *residential* development to the north (St Blazey Gate and West Par) and the highly *industrial* Par Docks and associated clay dries to the south. Areas of former *medieval farmland* (*Anciently Enclosed Land*) wrap around the site and extend to the west to Biscovey. The surviving elements of *medieval farmland* contain the settlement of Trenovissick, first documented 1337(MCO17627), and a series of cropmark enclosures at Biscovey (MCO7587; MCO41805-6). Three early Bronze Age flat axes were recovered from near

Trenovissick in c.1922 (MCO1635), and serrated flint blade has been reported north-west of the site (PAS: CORN-704280).

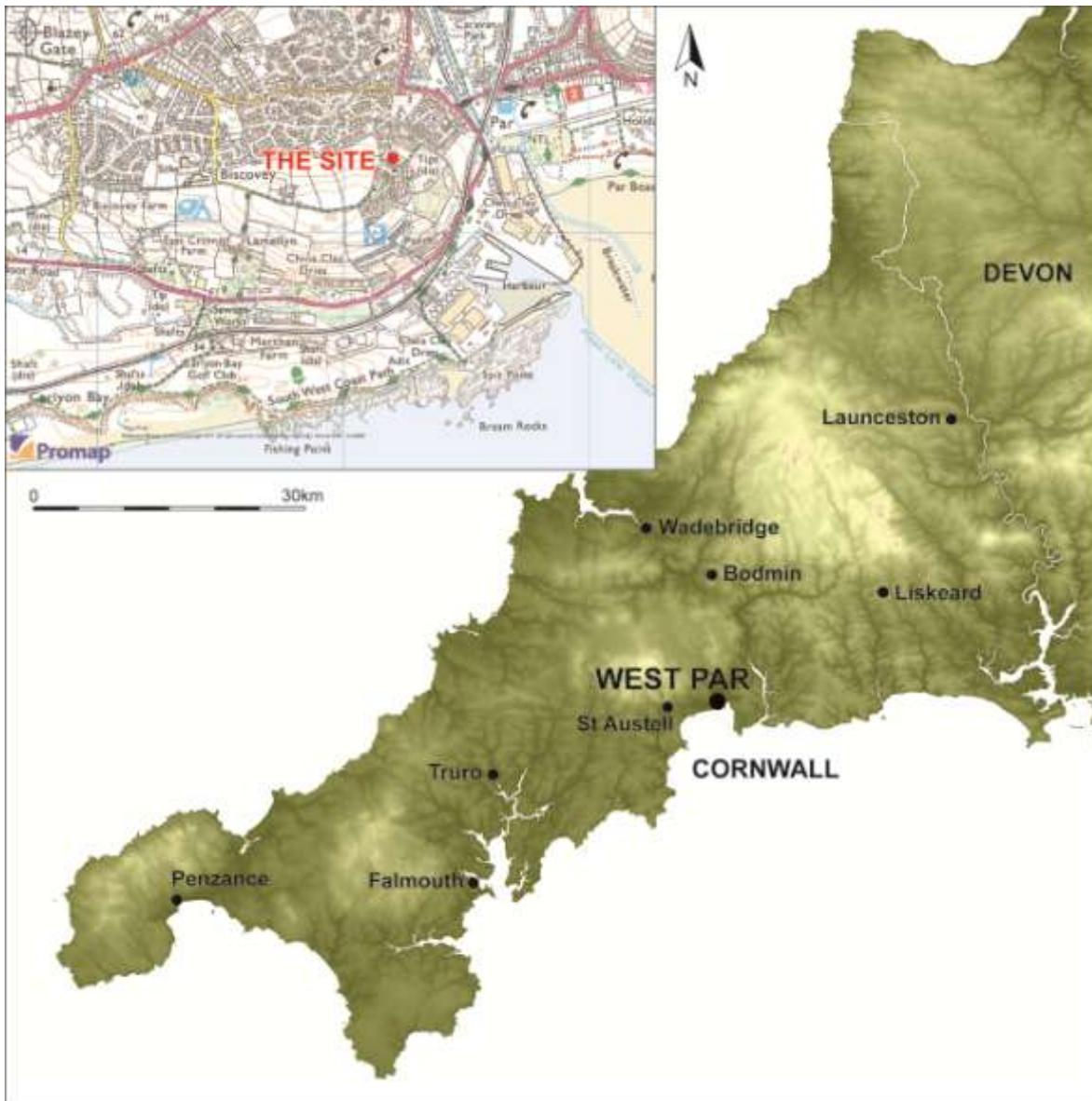


Figure 1: Site location.

1.5. Methodology

The desk-based assessment was undertaken by Joe Bampton and Dr. Bryn Morris, with reference to the CIIfA guidelines on the preparation of Archaeological Desk-based Assessments (2014). Printed and unpublished material in the Cornwall HER (CCHER), the Cornwall Record Office (CRO) and internet resources were consulted as part of this work

The original site inspection was undertaken on 14th July 2015 by Dr. Bryn Morris.

2.0 Results of the Desk-based Assessment

2.1. Historical Background

The site is located south-east of St Blazey Gate, on the southern edge of West Par, itself on the southern edge of the Parish of St Blaise. Although some distance to the east, Tywardreath was the closest large Domesday manor. A settlement of Par (HER no.20605) is first documented in 1327 as *Porth*, derived from the Cornish for harbour.

In 1822 the principal manors of St Blaise were Tregrehan, Boscovey, Trenovissick (aka Mount) and Roselyon. The site lay within the land attached to Trenovissick, originally held by the Kellios family and later the Williams. In 1814 it was owned by Edward Carthew of Liskeard, but by 1840 John Carthew was a leasee of Earl Edgcumbe (Lysons 1814). The settlement at Trenovissick (HER no.20609) is first documented in 1337 as *Treveneleck*, the place-name derived from the Cornish **tre* and *neved* meaning ‘estate/farmstead’ and ‘sacred place’.

2.2. Joseph T. Treffry

Joseph T. Treffry was the principal share-holder (75% of the 6400 shares), owner and developer of the industrial landscape relating to Par Consols mine. Originally Joseph Austen, he changed his name to *Treffry* when he inherited Place in Fowey on the death of his uncle in 1808. He took control of the Fowey Consols Mine in 1822, and developed Par Consols during the late 1830s.

Fowey Consols was originally comprised of Wheal Treasure, Wheal Fortune and Wheal Chance, and later Wheal Polharmon, Wheal Lanescot and Wheal Hope. When it closed in 1867, Fowey Consols directly employed 1680 people. However, production at Fowey Consols halved in the 1840s, and production continued to drop into the 1850s.

Joseph Treffry was a leading industrialist in mid Cornwall. He developed the docks at Par and Newquay, created the industrial infrastructure within the Luxulyan Valley (WHS), operated Luxulyan granite quarries, and developed the china clay area around Hensbarrow. This work included tramways, canals and workshops as well as mines and quarries.

2.3. A Brief History of Par Consols Mine

The first major copper strike at Par Consols Mine occurred in 1839, with production starting in 1840. The mine had been taken to 80 fathoms below the adit, and the machinery consisted of 80", 50" and 24" pumping engines, to steam whims, two sets of steam stamps, and an inclined plane which linked the mine with Par Harbour and canal below. In 1844 the mine had raised over 17,300 tons of copper and employed 700+ people. On the 28th September Treffry told John Buller a single share in Par Consols had recently been sold for 1000 guineas, but that he now believed them to be worth £1500. The mine produced a finer grade of ore than Fowey Consols, and produced tin and zinc ore as well as other minerals, including Blende, Cassiterite, Chalcopyrite, Chlorite, Haematite and Pyrite (Mundic).

The mine operated in two sections: the western section was comprised of *Puckey's Shaft*, *Puckey's North Shaft*, *Puckey's South Shaft*, *Rashleigh's Shaft* and *Edgcumbe's Shaft*. These exploited *Puckey's Lode* and *South Lode*. The eastern section was comprised of *Underlay Shaft*, *Meredith's Shaft*, *Treffry's Shaft*, *Treffry's North Shaft* and *Treffry's South Shaft*, and worked the *North Lode*, *Branch Lode*, *Main Lode*, *Treffry's Lode*, *Treffry's South Lode* and three other

unnamed lodes. The shafts were named for the owner, other local landowners, and other persons associated with the mine: an article in the *West Briton and Cornwall Advertiser* in 1841 Capt. Puckey is described as the managing agent of the mine on behalf of J.T. Treffry Esq.



Figure 2: Map of the mining setts in the St Blaise area (Spargo 1860).

In 1843 the first horizontal steam engine installed (a variant of the vertical steam engine) at Par Consols Mine by Sims and West. These whim engines (devices used for winding/hauling materials to the surface) were used for raising ore and eventually for transporting miners. In the same year Simon Uren (timberman) was rewarded with a gold-laced hat for diligence and superior workmanship, particularly relating to *Treffry's North Engine Shaft*, which was considered '*not to be equalled in the country*', according to an article in the *West Briton and Cornwall Advertiser*. In 1846 the first steam capstan installed at Par Consols, designed by West. This was a small steam whim geared down with a small winding drum. This technology was uncommon outside the larger and deeper mines until after the 1870's.

By 1865 the yield of copper from the mine was falling, and the prices for copper and tin depressed. By this date the workforce had declined to 300 men, 80 women and 100 boys. The Par Consols Company bought the lease of West Fowey Consols when it expired, after which the eastern part of West Fowey was closed. Par Consols struggled on until 1870 before it too closed. Between 1841 and 1869 it produced 122,689 tons of copper ore.

Although an important mine, according to Keast (1983, 196) there are no descriptions of the lodes, making the mineral constituents of the remaining spoil heaps more important. The mine reached a depth of 253 fathoms.

2.4. Cartographic History

The scale of the earliest cartographic sources (e.g. Norden 1610, Gascoyne 1699) precludes useful detail. The first cartographic source of any value is the Ordnance Survey surveyor's draft of 1805, and this demonstrates that the main structural features of the landscape were in place by the early 19th century. By analogy with similar areas across Cornwall it is likely that, in basic outline, this landscape was much as it had been in the early post-medieval period. The draft maps are usually reliable in terms of settlements and roads, and show Trenovissick, with its tree-lined approach, to be a dwelling of some aspiration. The road that curves down to Porth is visible on the later cartographic sources, although defunct today. The pattern of field boundaries is illustrative rather than accurate, but some elements are recognisable on the later maps.



Figure 3: Extract from the 1699 Gascoyne map of Cornwall; the approximate location of the site is indicated.



Figure 4: Extract from the 1805 OS surveyor's draft map of the area (BL). The approximate location of the later engine house is indicated.



Figure 5: Extract from the St Blazey 1840 tithe map (CRO).



Figure 6 (left): Inset showing the Engine House and Smith's Shop. The approximate location of the two shafts on the site is indicated

The next available cartographic source is an 1840 St Blazey tithe map (Figure 5 and figure 6). The tithe map depicts a landscape of semi-regular and irregular fields, many with slightly- or markedly-curving hedgerows, indicative of the use or reuse of medieval field strips. *Par Consols Mine* is labelled and an engine house, smith's shop and chimney are depicted in field 316 in the approximate location of *Treffry's Shaft*. The mine is clearly in operation, though the apportionment indicates the land was held of the tenement of *Mount* (aka *Trenovissick*). A slightly earlier map (1838 CRO: TF/868/1, with tithe field numbers added in a different hand) does not show

these structures, and they may have been added to the tithe map after 1840. *Mount* was owned by Earl of Edgcumbe, leased by John Carthew and sub-let to a John Yeoman. Land at Porth, owned by Honor Rogers, was also worked as part of *Par Consols*. The field names are all relatively straightforward and prosaic (see Appendix 1). Fields 313, 314, 315 and 316, (*West Above Town*, *Double Hedge*, *Meadow* and *North Rowe*) all formed part of *Mount* and were under arable cultivation.

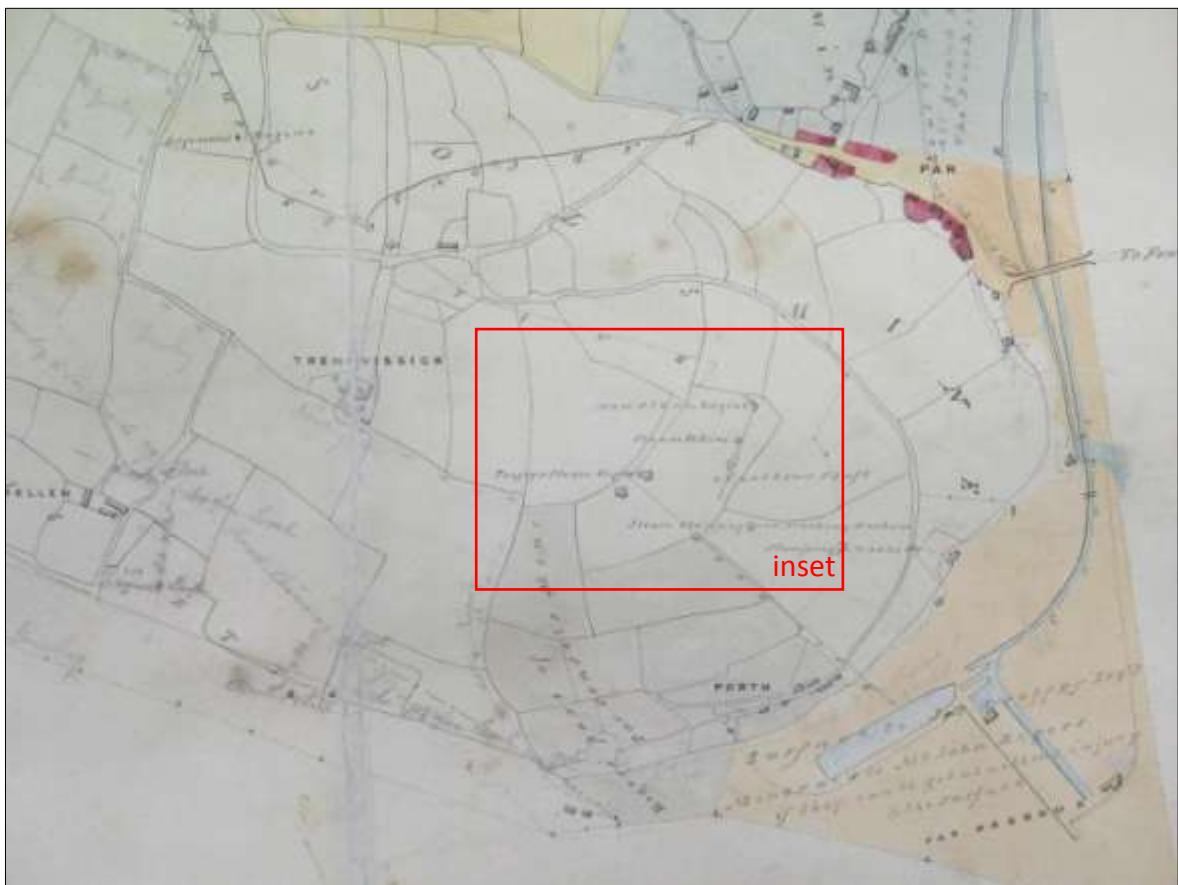


Figure 7: Extract from the c.1870s map of Par Consols Mine (CRO: MRO/R83B).



Figure 8: Inset showing the layout of the mine in detail.



Figure 9: Extract from a c.1860s map of the mine, showing landownership (colour tints), lodes and shafts (CRO: TF/3723).

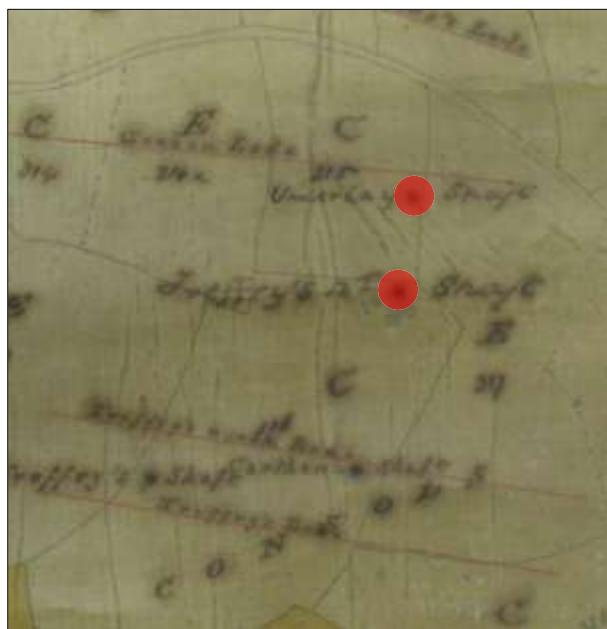


Figure 10: Inset showing the location of the shafts on the site.

There are a set of three plans relating to Par Consols mine, dating to the 1860s-70s and c.1900 (see Figure 9 to Figure 11). These plans all show the infrastructure of the mine to be well-developed by c.1860; of these, Figure 7 is by far the most detailed, showing and labelling all the elements of the mine, as well as an adit and tramway linking the various components. Treffry North Shaft is labelled 'new steam engine', and the Underlay Shaft is not shown.

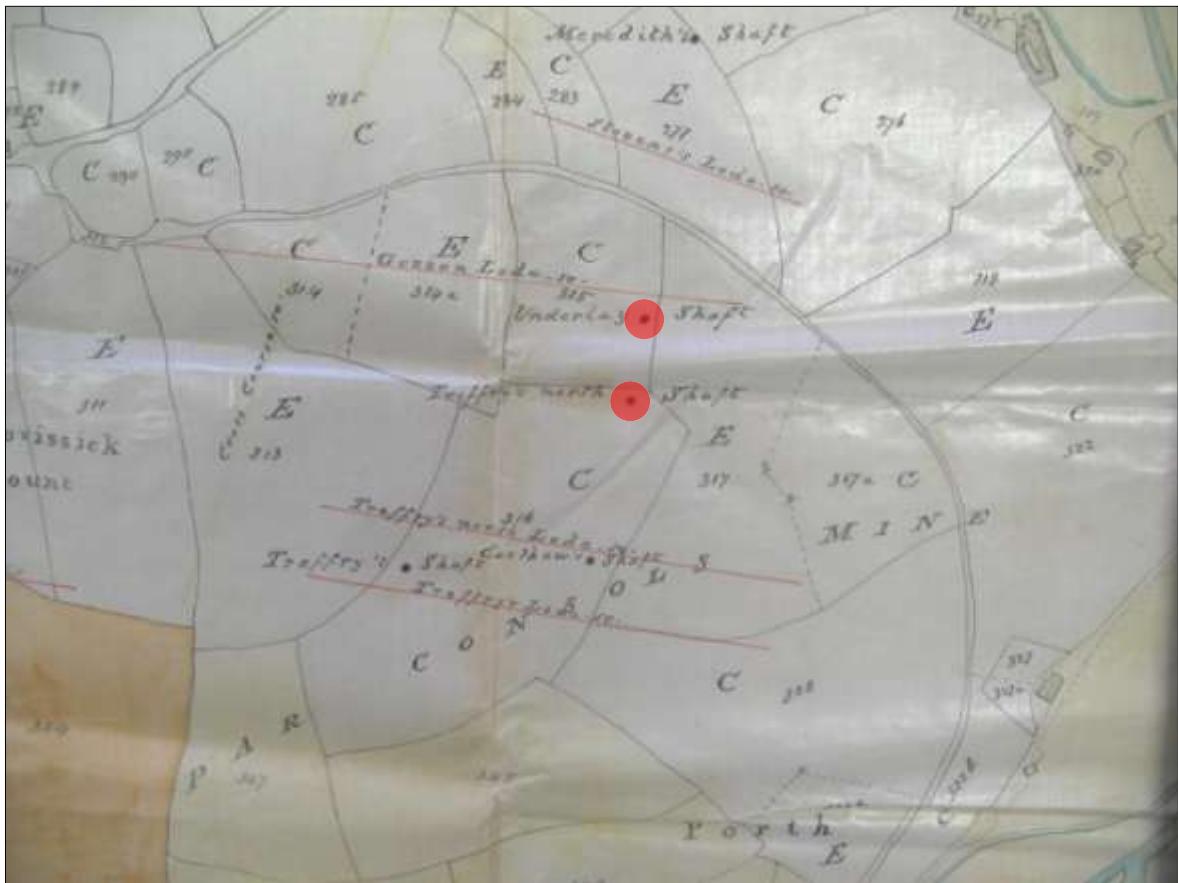


Figure 11: Extract from a c.1900 map of Par Consols, showing the lodes and the shafts (CRO: GRA/181). The two shafts on the site are indicated.



Figure 12: Extract from the 1888 OS 1st edition 6" map; the approximate extent of the plots 7 to 9 is indicated.

The 1st and 2nd edition OS maps show the maximum extent of the disused mine and its associated structures and spoil tips. The area around Treffry North Shaft is notable for its fairly extensive spoil tips, which extend to the north, and to the south and south-east.

In terms of the later development of this area, there have been a number of dramatic changes over the course of the 20th century. Firstly, the docks at Par have been infilled and greatly extended as a result of the development of the china clay industry during that period. Secondly, the suburban extent of St Blazey Gate/West Par has expanded up to the very edge of the site. Thirdly, much of the rest of the Par Consols site has been colonised by a residential/holiday park.



Figure 13: Extract from the 1908 OS 2nd edition 6" map; the approximate extent of the plots 7 to 9 is indicated.

2.5. Archaeological Potential

Given the character and extent of later 19th century developments, the archaeological potential of the site is essentially limited to its upstanding industrial architecture and the mineralogical content of the surviving spoil tips. If present, earlier remains are likely to have been so damaged, and/or so deeply buried, as to render investigation and quantification moot. The surviving structures on the site represent an important but far from unique of Cornish mining architecture. It is, however, the association of Par Consols with Joseph Treffry that sets it apart from other similar examples, and the fact that many of the constituent parts of Par Consols have already been lost.

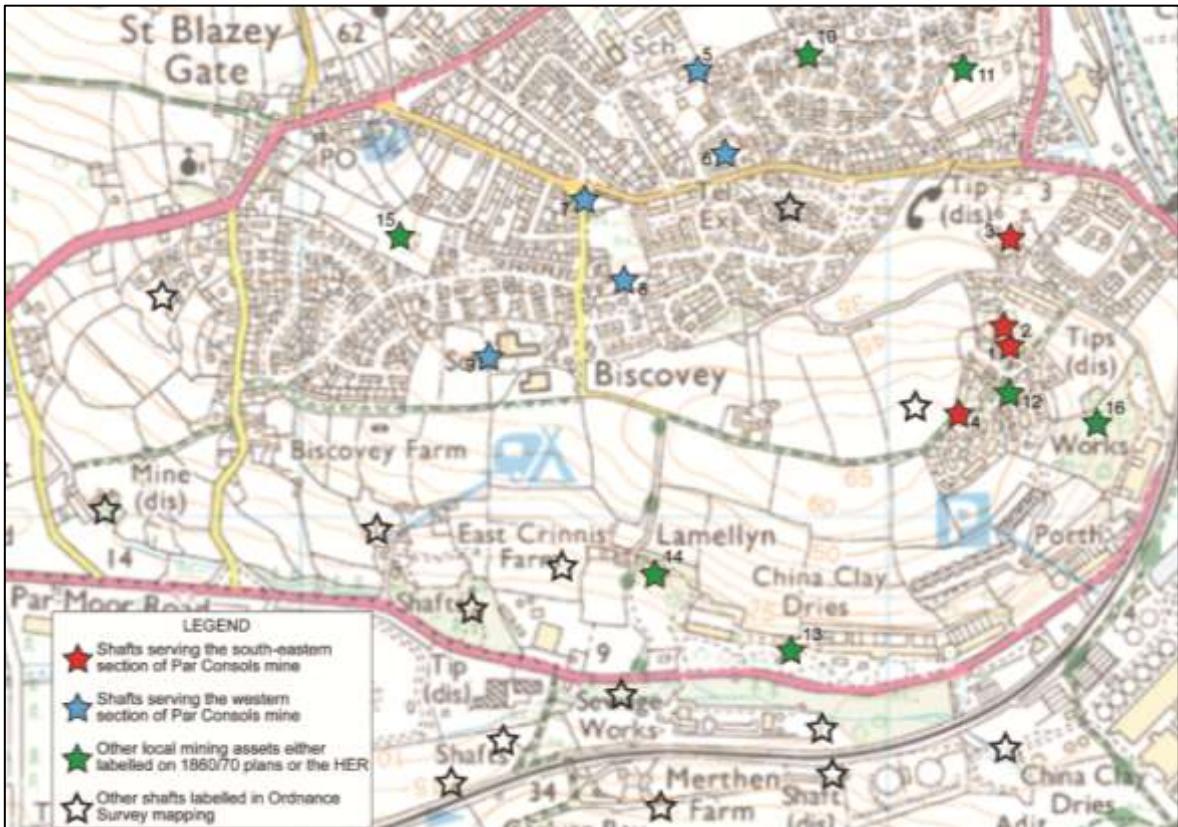
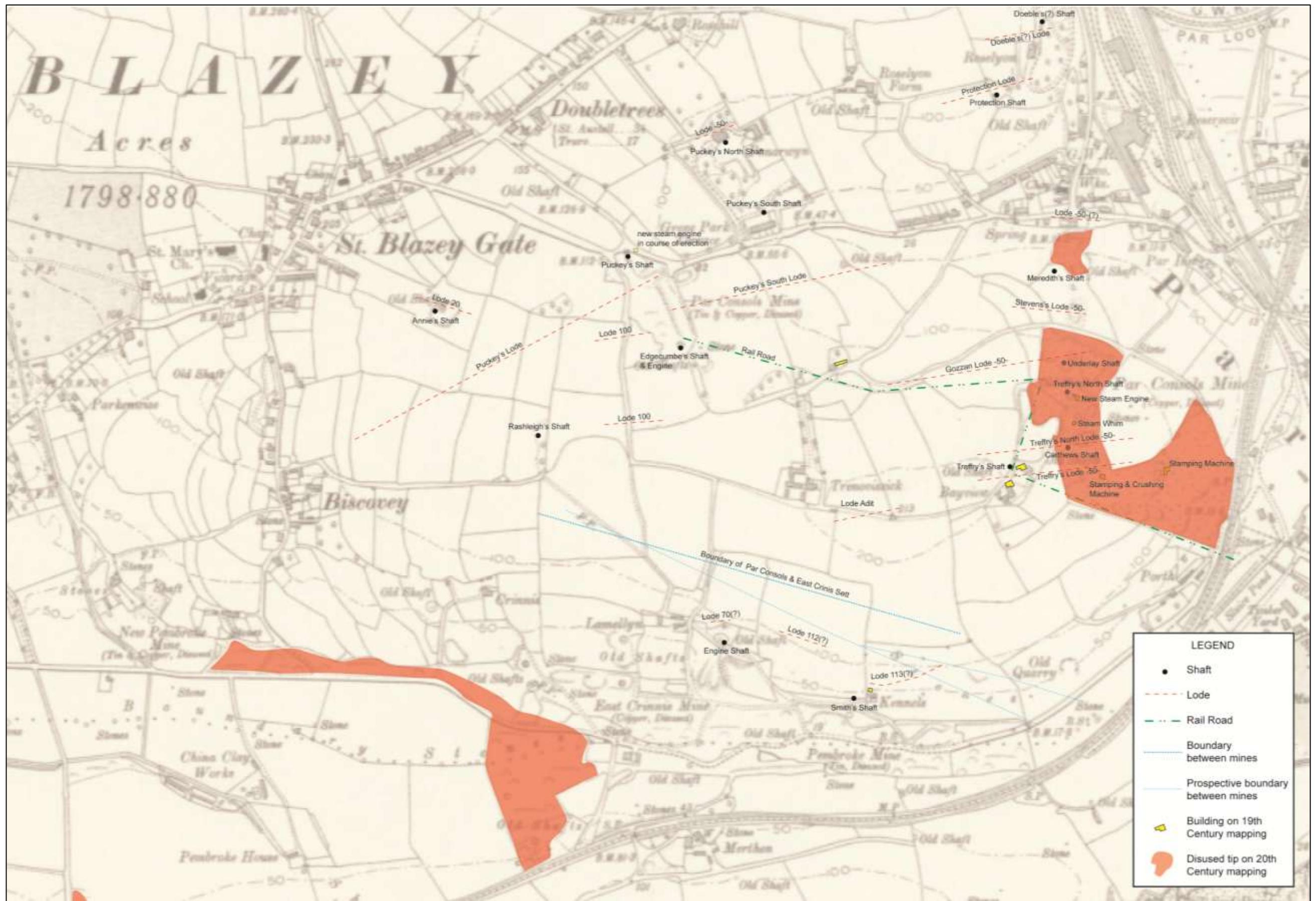


Figure 14: Map showing the distribution of mining assets in West Par and St Blazey Gate.

No.	Name	Condition	HER Entry/Description
South-Eastern Section of Par Consols Mine as labelled on the 1860s/70s plan			
1	Treffry's North Shaft	Extant Structure	(MCO56588) Par 19 th century engine house - Walcott's pumping engine house is located at the site of Par Consols mine, over North Shaft. Adjacent to a Post-medieval mine (1813 map) and blacksmiths workshop (1840 map) (HER no.60030)
2	Underlay Shaft	'Old Shaft' 1935 OS mapping	N/A Adjacent to other historic plots/buildings at <i>Nevada Villas</i> .
3	Meredith's Shaft	Extant Structure	(MCO56589) Par 19 th century engine house - Meredith's pumping engine house is located at the site of Par Consols mine. It is a small gas or oil engine winder, not steam,, with chimney.
4	Treffry's South Shaft	'Old Shaft' 1935 OS mapping	N/A (a house is present on the site of the 1840 smithy adjacent to the shaft)
Western Section of Par Consols Mine as labelled on the 1860s/70s plan			
5	Puckey's North Shaft	'Chimney' noted on 1888 map. <i>Penarwyn</i> then occupies by 1908	N/A (possible walls of Penarwyn or Rosehill survive along main road to north of site...not directly related to site)
6	Puckey's South Shaft	Not labelled on OS maps; 1908 adjacent to 'Grove Park Terrace'	N/A (A possible remnant can be seen in the rounded rear garden wall to the cottages along Penarwyn Woods)
7	Puckey's Shaft	Area not labelled on 1 st Ed or later OS maps, but is depicted as worked. NW end landscaped as a childrens park	N/A
8	Edgcunbe's Shaft	Two 'Old Shaft' labels on 1888-1935 OS mapping	N/A
9	Rashleigh's Shaft	Not labelled on 1 st Ed OS or later but an enclosure and then structures are depicted; it is now within school grounds	N/A
Other nearby mines either labelled on the Par Consols on the 1860s/70s plan or Listed on the HER			
10	Whim house and mine at Roselyon	Demolished Strucures	(20574) Post medieval mine at Roselyon. On 1 st edition OS map, location of Wheal Maideline; (60023) A whim house at St Blazey is recorded on the Tithe Map c1840 as a round house. It is recorded on the 1 st and 2 nd edition OS maps and noted on the 1:10,000 1974 OS map. It is not recorded on the modern OS Mastermap as farm buildings of Roselyon have been demolished to enable the construction of a housing estate (originally part of West Fowey Consols)
11	Protection? Shaft	Labelled on 1860/70 plan. 'Old shaft' on OS 1 st and later editions	N/A (Originally part of West Fowey Consols)
12	Carthew's Shaft	Labelled on 1860/70 plan. 'Old Shafts' on subsequent OS mapping	N/A
13	Smith's Shaft	Labelled on 1860/70 plan. 'Shaft' / 'Old Shafts' on subsequent OS mapping	N/A (on 1 st edition OS part of East Crinnis Mine, Disused)
14	Engine Shaft	Labelled on 1860/70 plan.'Shaft' / 'Old Shafts' on subsequent OS mapping	N/A (on 1 st edition OS part of Pembroke Mine, Disused)
15	Post Medieval Mine at St Blazey Gate	Extant Structure	(60033) Copper Mine marked as disused copper mine on 1880 OS map
16	19 th century engine house at Par	Extant Structure	(MCO56590) A dressing floor engine house and stamps is located at the site of Par Consols mine. On 1888 mapping as 'chimney' thereafter unlabelled building. In line with the Treffry's North and Treffry's Lodes on 1860/70 plans

Table 1: Mining assets in West Par and Blazey Gate.



3.0 Results of the Site Inspection

The site was inspected on the 14th July 2015 by B. Morris; the weather was overcast with intermittent rain. The surviving (undeveloped) proportion of the site has been divided into three plots which are now in separate ownership (labelled plots #7-#9, from west to east). These plots are divided by flimsy post-and-wire fences, and permission to enter and inspect the central plot could not be obtained; this plot contains the remains of the engine house and Treffry's Shaft, and thus observations relating to those features must remain limited.

In general terms, all three plots are covered in heaped spoil, which has been subject to varying degrees of secondary disturbance. On plot #7, a level access route into the site from the east has been created, and the southern part of that plot is relatively flat, indicating it has been levelled in the recent past. At the bottom (north) end of plots #8 and #9 the base of the spoil heap has been cut back in several areas, giving the appearance of small quarries; a substantial quantity of spoil was apparently removed from here to help build Par docks (*landowner pers. comm.*). Across the rest of the site, as far as could be ascertained, the spoil appeared to be untouched by recent disturbance. However, all of plots #8 and #9 and much of plot #7 was covered in secondary woodland, making it very difficult to comprehend the form and layout of the spoil heaps.



Figure 16: The access track into plot #7, which runs along the southern edge of plots #8-#9. Viewed from the east (scale 2m).

There are three structures on plot #7: the base of a chimney in the south-west corner (S1); a small rectangular structure adjacent to the location of the Underlay Shaft (S2); and the remains of the enginehouse (S3) at Treffry's North Shaft (see Figure 28).

The chimney (S1) lies in the south-west corner of the site; at the time of the inspection the chimney was covered in vegetation and was not clearly visible. However, it survives to a height of c.3m. Where it could be observed, it is circular and of stone rubble construction, bonded with a crumbly off-white lime mortar.



Figure 17: Plot #7 viewed from the south (scale 2m).



Figure 18 (left): S1 (chimney) viewed from the north.



Figure 19 (right): S1 (chimney) viewed from the south (scale 2m).



Figure 20: Client photograph showing the chimney partly cleared of vegetation; viewed from the north.

The building at the northern end of the site (S2) is small (c.5x3m across), of stone rubble construction, with an opening in its north-western wall with sloping granite quoins. The walls survive to a height of c.2.5m internally. However, it would appear spoil from the north has engulfed this structure: from the south it appears as little more than a rectangular void in the ground at the break of slope. There is no clear sign of the Overlay Shaft (i.e. no pronounced hollow in the ground) at this location. To the west of S2 there is a deep narrow winding gully that may have been generated by water sluicing across the site.

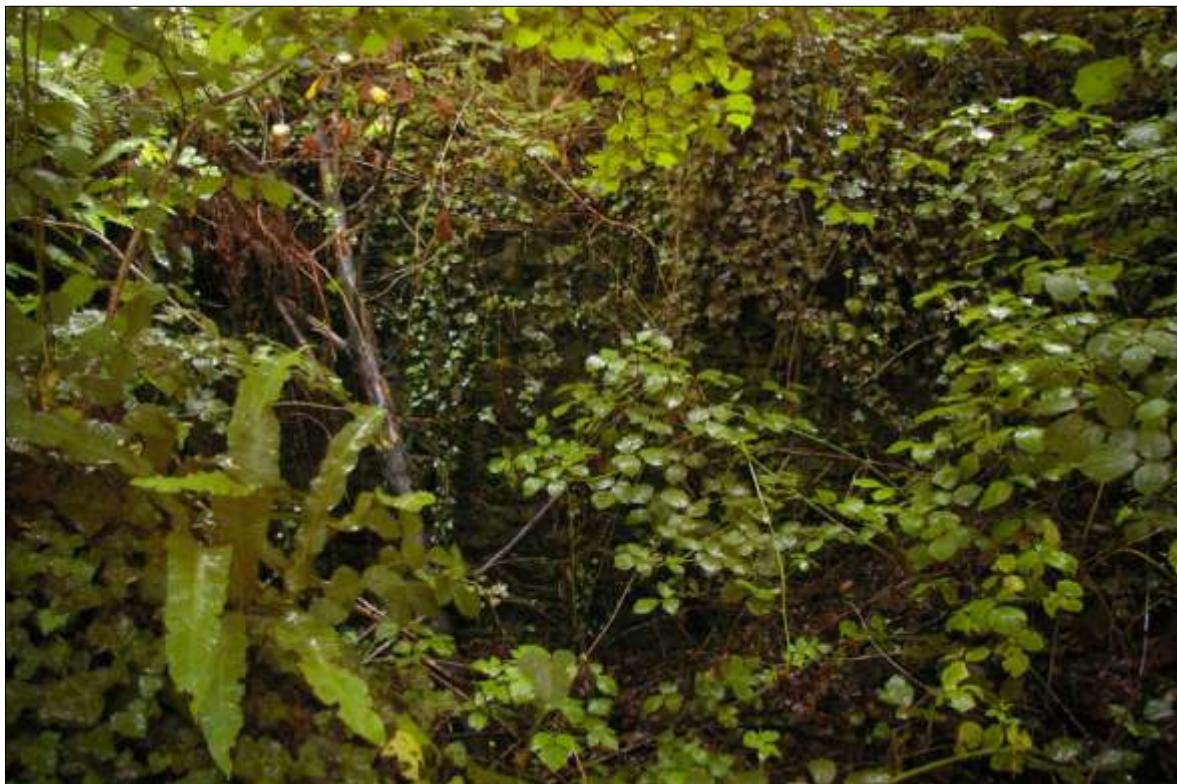


Figure 21: View of the internal space of S2 (stonework is just visible); viewed from the north-east.

The upstanding portion of the enginehouse (S3) lies within plot #8 and consists of the east wall of the structure with the stub of the north and south walls. A large pile of spoil overlies the western footprint of the structure, presumably derived from the collapse of the building. It is unclear how far the footprint of S3 extends into plot #7, but the south-west corner of S3 is exposed in the side of the access track. The surviving part of the engine house is swathed in ivy, making observations about its structure difficult. The upstanding part is the bob wall which lies adjacent to the visible hollow over Treffry's North Shaft. This wall is extremely strong, built on a slight plinth, and constructed of (faced with?) crudely-dressed large rectangular granite blocks. This elevation features a tall (c.5m) narrow arched opening with dressed granite voussoirs. The north and south elevations appear to be of mixed stone rubble construction, and there are facing doorway openings in each elevation with granite lintels and quoins. Attached to the north wall are the remains of a second wall (S4), extending to the north, of poor-quality (i.e. stones laid at 90° to the bedding plane) stone rubble construction; this is presumably the (east) wall of the building shown on the historic maps north of the engine house. There is no sign of the structure (wall? pipe?) shown on the historic maps linking S3 and S1.

As stated, the western part S3 is buried below a mound of spoil; this has probably been reworked, as on the eastern side of Mountlea Drive (c.20m to the east) the roadside wall is comprised of large rectangular worked granite blocks clearly robbed from this building.



Figure 22: The south wall of S3 (engine house), viewed from the south.

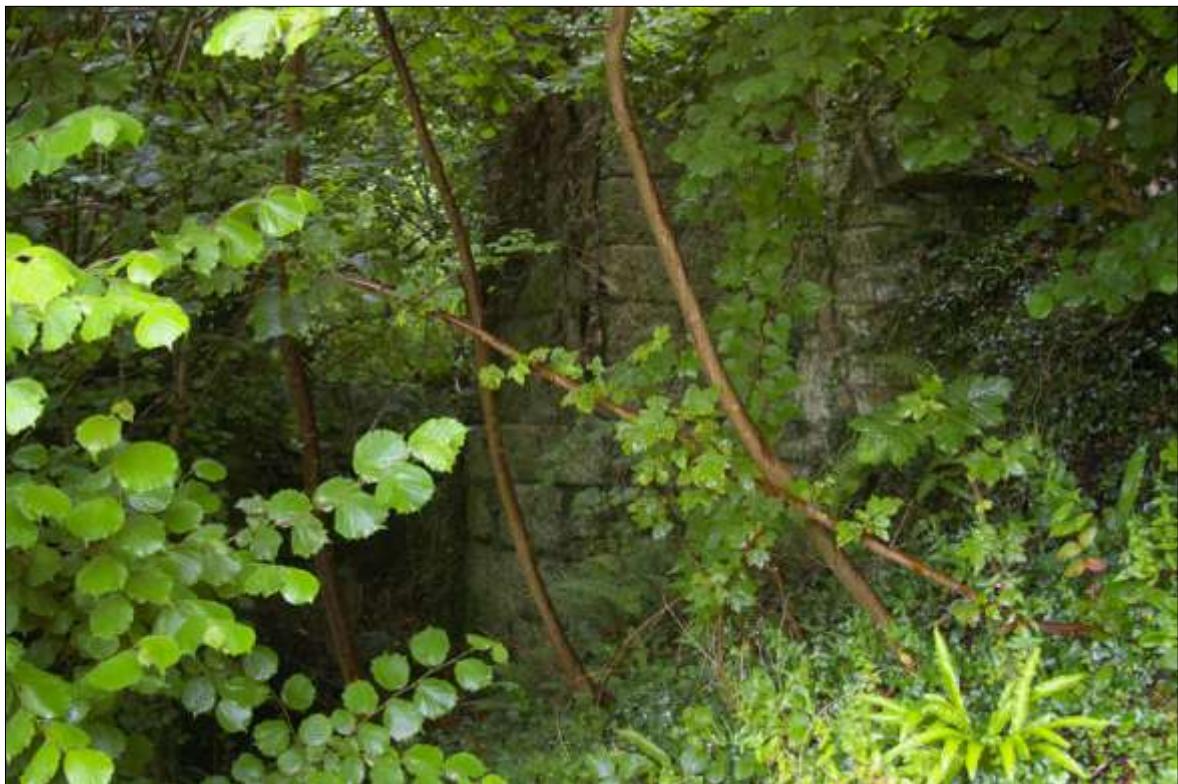


Figure 23: The surviving north wall of S3 (engine house), as viewed through trees, from the west.



Figure 24 (left): S3 (engine house) the south-west corner exposed in the side of the access track; viewed from the south (scale 2m).

Figure 25 (right): S1 (engine house), as above showing the upstanding part of S3 in the background (scale 2m).



Figure 26: Client photograph showing the site of the engine house cleared of trees, with the ivy-clad bob wall in the background; viewed from the west.



Figure 27: The opposite side of Mountlea Drive, showing the granite blocks robbed from S3 (engine house), viewed from the north (scale 2m).

In general terms, the vegetation across the site made it very difficult to determine with certainty the true character of these three structures, and their relationship to the spoil heaps. However, it is clear that the spoil heaps have been extensively reshaped in some areas; this reworking has occurred due to developments on the site, and on adjacent sites, as this area of Par has developed. The fact that S2 is partly buried, and the internal floor level of S4 appears much lower than S3, would indicate ground levels across the site have been subject to substantial fluctuation.

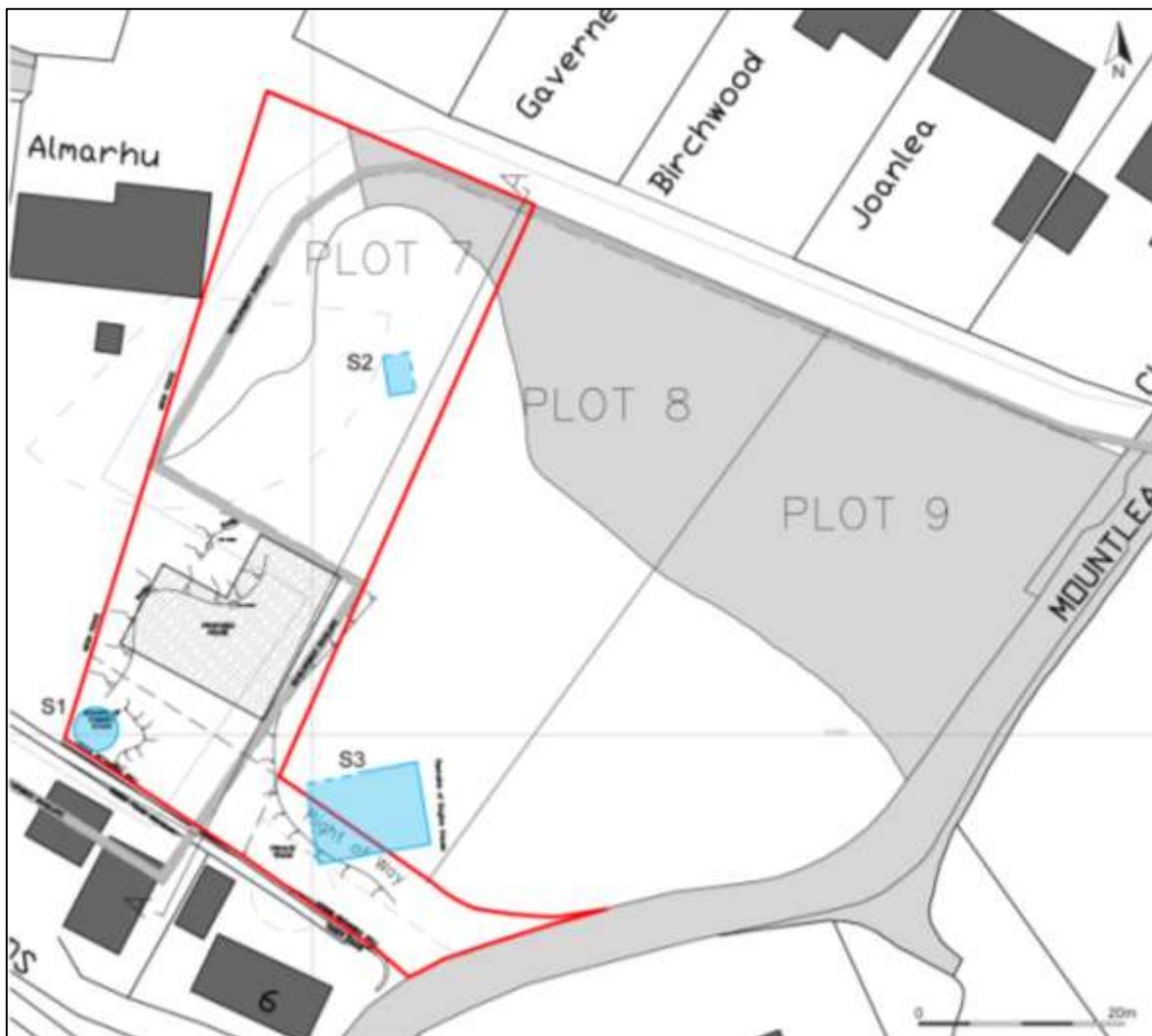


Figure 28: Structures S1, S2 and S3, discussed in site inspection (basemap: Robert Rowett Architectural Services; JOB No.:R111201; D.10,R.C.).

4.0 Conclusions

The walkover survey located the three structures known to be located on or adjacent to the site, and noted the spoil heaps appear to have been subject to considerable disturbance in the past. The 19th century industrial use of the site is likely to have buried and/or greatly disturbed any earlier archaeological remains.

The foundations of the engine house (S3) probably extend into plot #7, although the upstanding structure lies within plot #8. The surviving structures are of no great intrinsic merit, despite the quality of the workmanship evident in the bob wall of S3. However, they constitute some of the last remaining elements of the Par Consols Mine, which has very close ties to the leading 19th century industrialist Joseph Treffry. The Luxulyan Valley WHS is the centrepiece of a wider mining landscape masterminded by Treffry, and it is this association, in particular, that lends the site a greater significance.

5.0 Bibliography and References

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- St Blazey tithe map 1840
- St Blazey tithe apportionment 1843
- Various maps/plans of Par Consols Mine
- Ordnance Survey 1st Edition map of 1888
- Ordnance Survey 1st Edition map of 1908

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Appendix 1
Tithe Apportionment

No	Land owner	Occupier	Field name	Land Use
Mount				
275			Garden	-
276			Halstenick	Arable
278			Rowse's Meadow	Arable
283			Bouys	Arable
285			Horse Park	Arable
286			Road	Arable
287			Well Park	Arable
290			Taunton Hays	Orchard
293			Great Orchard	Orchard
294			Meadow	Arable
295			Long Orchard	-
296			Waste and Timber	-
297			West Park	Arable
303	John Carthew	John Yeoman	Great Cross Daws	Arable
306			Little Beacon Park	Arable
307			Homestead	-
310			Bar Meadow	Arable
312			Road	Arable
314			Double Hedge	Arable
315			Meadow	Arable
316			North Rowe	Arable
317a			Outer Ground	Arable
322			Great Black Rock	Arable
349			Fursey Hill	Arable
354			Great Beacon Park	Arable
355			Great Hill	Arable
356			Tamellin Meadow	Arable
358			Road and Waste	-
359			Pig Meadow	Arable
282			Far Field	Arable
284			Calves' Meadow	Arable
288			Indertown	Arable
289			Parker's Orchard	-
291			Walk Orchard	Arable
292	Earl of Mount Edgcumbe (John Carthew, Lessee)	John Yeoman	Homestead	-
297a			West Park	Arable
311			East Above Town	Arable
313			West Above Town	Arable
317			Outer Ground	Arable
322a			Rowe's Black Rock	Arable
328a			Ugly Park	Arable
Trenovissick				
351			Waste	-
352	John Carthew	East Crennis Mine Adventurers	House and Yard	-
353			Little Hill	Arable
Porth				
342			Well Park	Arable
343			Quarry Park	Arable
344			Above Town	Arable
345	Honor Rogers	Herself	Porth Row	Arable
346			Middle Park	Arable
347			Higher Park	Arable
348			Middle Park	Arable
Lemallyen				
370	James Husband	James Broderick	Great Close	Arable
372			Meadow	Arable

Table 2: Extracts from the 1839 St Blazey tithe apportionment (CRO). The fields containing the proposed site in red.



The Old Dairy
Hacche Lane Business Park
Pathfields Business Park
South Molton
Devon
EX36 3LH
Tel: 01769 573555
Email: mail@swarch.net