Luxulyan Valley

Conservation Management Plan - Gazetteer

Cornwall Heritage Trust

one and all onen hag oll
CORNWALL COUNCIL

URS Scott Wilson

July 2011 - Rev.03

Gazetteer

URS Ref: 1	Asset:
CAU Ref: P1	Ponts Mill Bridge

Description:

Stone built broad single span road bridge over the Par Canal. C. 1836. Road parapet with curved stone coping. On north side is attached a launder that returns water from the Fowey Consols Leat. .

Conservation Approach:

Monitor the structure of the bridge and its load bearing capabilities.

Condition:	Significance: Moderate
Good	Retains historical, evidential and aesthetic values. A good example of a local road bridge.

URS Ref: 2	Asset:
CAU Ref: P2 &P3	Par canal

Description:

The canal was constructed c1835 from the port at Par and initially terminated at the foot of the Fowey Consols incline, it was extended to Ponts Mill by 1840 but apparently disused by 1850.

The lower sections of the canal on the south side of the road bridge, comprise a shallow broad cut now part silted and overgrown. The upper basin, north of the bridge is almost entirely silted over and discernable as a very broad wet depression. The upper basin has clearly been re-shaped by later working and dumping including more recent clearing.

Conservation Approach:

Manage the vegetation growth to sustain both the alignment of the canal and a free flow of water. Trees to be managed in accordance with the principles of ecological management as set out in the CMP. Upper basin to be managed in accordance with any future opportunities in respect of the stone mills.

Condition:

The canal is now mostly silted up and part infilled with rubbles.

Significance: High

The canal evidences Treffry's engineering endeavours to link his industrial operations to the Port at Par. The excavation of the canal was instrumental to the exploitation of the resources within the valley. Its silting has affected its evidential and aesthetic values.

URS Ref: 3	Asset:
CAU Ref:	Base for information board.

Description:

Granite stone stepped structure located on the east side of the tramway no w roadway alongside the former Par Canal. J Smith *pers comm.* States that this was an information panel erected in 1996. .

Conservation Approach:

Condition:	Significance:

URS Ref: 4	Asset:
CAU Ref: C4/2	Remains of pan kiln

Description:

The pan kilns at Ponts Mill are in a ruinous condition and not accessible. The structure appears to be of traditional form with the kiln s arranged to the front and settlin g tanks to the rear. The structu re has n o doubt been extensively modified and th e existing corrugated metal roof is carried on a timber superstructure supported on its eastern side by a series of brick piers.

The settling tanks a re lined in con crete and overgrown. There a re a num ber of other various stone foundations in the vicinity that are likely associated including the remains of the rail head and associated structures.

Condition:	Significance :Low to Moderate
Poor	These were amongst the first of the new china clay mills to be built within the valley a nd parts may date to the 1870s. It is currentl y difficult to determine plan form or ch ronology. The china clay works a re of general significance to the he ritage values of the valley.

Conservation Approach:

A full building record and condition survey is recommended to determine significance and extent of decay. The results of the survey will determine an appropriate management strategy. The continued decline of the building threatens evidential value which may in any case have been reduced on account of later alterations and rebuilding.

The site of the building is waterlogged and the ability or necessity to drain the site will affect future decisions concerning the use or future of the building.

URS Ref: 5	Asset:
CAU Ref: T4	Bridge and revetment wall at base of Carmears incline

Description:

Stone single span bridge c1838 and revetment that carries the Carmears Incline from Ponts Mill up the east side of the valley. The revetment follows closely the angle of the incline and is provided with a parapet with rounded stone coping. The portal is faced in dressed voussoir stones.

Condition:

The structure is particularly overgrown on its eastern elevation, with traces of water ingress in the arch and potential root penetration of the structure.

Significance: High

The bridge and revetment wall is an integral part of the Carmears Incline and retains good historical, evidential and aesthetic values.

Conservation Approach:

Monitor structural condition and manage vegetative growth to reduce threat to structural integrity. Undertake structural survey and implement any recommended actions.

As the tramway is very occasionally used as a means of access for maintenance vehicles, it is necessary to define its load bearing capacity and impose appropriate weight restriction on any vehicle.

The surface of the tramway is showing signs of general erosion and potential dislodgement of granite setts.

URS Ref: 6	Asset:
CAU Ref: T6	Carmears Incline, Treffry's tramway

Description:

Embanked and cut track way rising sharply from Ponts Mill up the eastern side of the valley. It crosses the Fowey Consols leat by means of a flat simple granite bridge.

The track bed retains the granite setts that carried the rails with evidence of fixing of the chair plates. A series of pad stones runs along the centre of the tramway and carried the fixing for the wire guide rope.

The incline was powered by the water wheel at the head of the incline which was itself powered by water from the Carmears Leat.

Condition:

The incline is in a poor condition and vulnerable. There is evidence for rutting and potential for displacement of the granite stones and general wear of the substructure. The revetment, embankments and parapets are generally in a good, though overgrown condition. Encroachment of vegetation on the edges is obscuring the alignment.

Significance: High

The Carmears Incline was the method that Treffry adopted to run his tramway up the valley from its low point at Ponts Mill. It is a significant part of the heritage of the valley with a directly functional association with both the viaduct and wheel pit.

Conservation Approach:

Restrict vehicular access.

Reinforce substructure and consolidate the position of the granite setts. Undertake survey to ascertain potential damage from tree roots carry out any remedial action. Trim edges to reinstate the alignment where this has been encroached, particularly in those locations where the outer line of setts is now hidden.

Recommend the tramway from Ponts Mill to the viaduct for designation as a Scheduled Ancient Monument.

URS Ref: 7	Asset:
CAU Ref: V10	Velvet Path over-bridge

Description:

Single span arched bridge that carries the Velvet Path over the Carmears Incline. Probably built c1840 and part of Kendall's scenic drive. The arch is fashioned in dressed stone and is set slightly oblique to the line of the tramway. There is a low parapet with rounded coping.

The abutments are obscured by vegetation on the edge of the cutting. The surface of the pathway is slightly metalled.

Condition:	Significance: High
Good	The bridge is one of the few built structures associated with Kendall's picturesque path. It is a well proportioned and well built structure which provides a graceful crossing of the tramway. It has good aesthetic and historic values

Conservation Approach:

Monitor structural condition and manage overgrowth.

Works to better reveal the tramway alignment and granite stone setts along with edge clearance and control of vegetation on the sides of the cutting will all contribute to enhance the aesthetic significance of the composition.

Recommend for designation as a Scheduled Ancient Monument as part of Treffry's tramway infrastructure and setting.

URS Ref: 8	Asset:
CAU Ref: T10	Incline head depot 'checkers cabin'

Description:

Small single cell stone built building with chimney setting in gable wall. Evidence for a single doorway on the long side and a flat lintel window opening in the gable opposite the chimney.

The building is located at the head of the incline on the west side of the tramway.

Conservation Approach:

Monitor condition. Manage vegetation to maintain structural integrity.

Recommend for designation as a Scheduled Ancient Monument as part of Treffry's tramway infrastructure.

Condition:	Significance: Moderate
The building is a roofless ruin with some vegetative overgrowth. The structure appears robust	Part of a collection of buildings at the head of the incline which evidences the transit between the incline and the regular horse drawn tramway that continues northwards towards the viaduct.

URS Ref: 9	Asset:
CAU Ref: T12	Overshot wheel pit and timber launder.

Description:

The Carmears Incline was powered by water driven overshot wheel. The wheel was set within a well constructed dressed stone wheel pit.

Evidence for the form of the original setting has been obscured by later works when the site was used as a china stone mill.

The existing timber launder is a more recent feature.

Condition:	Significance: High
The wheel pit is in a good condition with some overgrowth.	The remains of the various structures at the wheel pit including those that delivered the power to the Carmears Incline are significant industrial remains. The asset retains extensive historical and evidential values for most of the industrial periods.

Conservation Approach:

Monitor for structural integrity. Manage vegetation in accordance with principles of ecological management as set out in CMP.

Recommend for designation as a Scheduled Ancient Monument as part of Treffry's tramway infrastructure

URS Ref: 10	Asset: China Stone Mill
CAU Ref: C3	

Description:

Historic photographs document a rectangular building with a stone base and timber clad super structure. The wheel was set central to the structure with grinding pans to each side driven by horizontal shafting.

The remains comprise the stone base within which are the pans and various artefacts including gears and drive shafts including elements of the water wheel.

The mill was powered by water from the Carmears Incline. The china stone was transported along the tramway from Luxulyan and the crushed stone was carried in a pipeline alongside the Carmears Incline to the works at Ponts Mill.

The remains of the mill are displayed in a ruinous condition there are safety rails around the site and access to the pans and between the upper and lower levels is controlled.

Condition:

Only the masonry base is preserved along with some internal fittings and drive machinery. These are generally in a reasonable condition though becoming overgrown. The structure is mostly inaccessible though a viewing platform has been created alongside the launder.

Significance: High

The china stone mills evidence the continued industrial use of the valley into the 20th century and the reuse of earlier structures. The mill retains much potential to reveal more evidence of form and process flow.

There is potential for evidence of earlier remains to be present.

Conservation Approach:

The railings around the site are a necessary safety feature though they detract slightly from the monument and its setting.

If unchecked vegetative growth within and around the structure could affect evidential values. A survey and full assessment should be undertaken to inform any management decisions in respect of this significant site.

Much of the character of the site is dependent upon impression given by the apparent abandonment of the machinery. Intrusive archaeological investigations are likely to disturb this aesthetic and any intrusive works should be carefully targeted to consider this aspect of the site's value.

URS Ref: 11	Asset:
CAU Ref: T11	Building at Incline head depot

Description:

Single storey single celled building of rubble stone with partly dressed qu oins. Extant gable ends with chimney setting and window. Single doorway on the long side.

The building is located on the east side of a level open clearing at the head of the incline.

Condition:	Significance: Moderate
The building is roofless and is overgrown and is being encroached on its rear by slippage of the earth bank.	Part of a group of buildin gs located at the head of the incline. Contributes to the group value of the assets each with historical and evidential values associated with the interfa ce between the incline and the tra ck way that extends towards the viaduct

Conservation Approach:

Monitor condition and manage the vegetation to ensure structural integrity is retained. Investigate the earthen bank to the rear and undertake any necessary actions to stabilise so to remove threat to the structure.

Recommend for designation as a Scheduled Ancient Monument as part of Treffry's tramway infrastructure.

URS Ref: 12	Asset:
CAU Ref: T14	Plinth for Incline drive shaft

Description:

Large granite built raised plinth structure at north east extent of cleared area on the incline head.

The structure has an irregular plan form and comprises rough coursed stone in an apparent stepped profile.

The structure is in line with the Carmears Incline and may have supported a gantry head to support the wire drive wheel.

Condition:	Significance: Moderate to High
Poor and partly overgrown and ruinous.	The structure retains a potential for historical and evidential values.

Conservation Approach:

Detailed survey and study is required to ascertain significance and purpose. This should be undertaken prior to any works of vegetation clearance or repair so to safeguard any heritage values.

Recommend for designation as a Scheduled Ancient Monument as part of Treffry's tramway infrastructure

URS Ref: 13	Asset:
CAU Ref:	Rails and turn out north of incline head

Description:

Small length of tramway showing a turn out. There is no evidence for other remains of the tramway.

From the incline head the tramway continued north on a near level plane through the middle valley. The length of curved track and turn out shows that the cleared area at the head of the incline was used for marshalling of the wagons.

Condition:	Significance: Moderate
The structure of the tramway is mostly obscured and the location of granite setts can not be determined due to build up of earth	The rail provides evidential value in respect of the operation of the works at the incline head.

Conservation Approach:

Monitor to ensure that the asset s are not obscured or dislodged.

Recommend for designation as a Scheduled Ancient Monument as part of Treffry's tramway infrastructure

URS Ref: 14	Asset:
CAU Ref:	Tramway rail and chair

Description:

The tramway continues from the In cline head through the middle valley on a near level plane towards Treffry Viaduct and for m uch of its len gth it runs al ongside the Carmears Leat.

A length of tram rail a pparently in situ with its fixing suggests a potential for much of the structure of the tramway to remain beneath subsequent build up of earths and fill. .

Condition:

Much of the t ramway as it passes through the middle valley is obscu red by build up of earth and dumping and thi s has o bscured its alignment and masked its character.

Significance: Moderate to High

The tram rail and chair suggests a potential for in-situ evidence of th e tramway and rails. T he tramway is an important asset within t he Luxulyan Valley. If more of it has b een retained in situ then i ts significance increases on account of its regional rarity value.

Conservation Approach:

The extent of survival is unknown. Survey including some excavation would be necessary to determine extent of survival. There is risk of damage arising from the overburden and wear and the condition of the underlying tramway and its substructure needs to be determined prior to any recommendation for conservation which may comprise further revealing of rail and the laying of new substrate and drainage channels.

Recommend for designation as a Scheduled Ancient Monument as part of Treffry's tramway infrastructure.

URS Ref: 15	Asset:
CAU Ref:	Bridges over Carmears Leat

Description:

The tramway runs alongside the Carmears Leat for much of its length through the middle valley. The Carmears Leat follows a more sinuous route than that of the traml ine and necessitates bridging of the leat in several locations. The bridges that carry the tramway over the leat are built of large granite sleepers set side by side across the leat.

Conservation Approach:

Monitor condition and ensure structural integrity.

Recommend for designation as a Scheduled Ancient Monument as part of Treffry's tramway infrastructure.

Condition:

The bridges are all in a good condition and appear well bedded.

Significance: Moderate to Low

The brides are integral to the tram way which is of significance to the valley; Though the bridges themselves have little intrinsic merit their s ignificance derives from group value.

URS Ref: 16	Asset: Boundary stone
CAU Ref:	

Description:

Single granite stone set along side the tramway on the approach to the viaduct.

The stone is inscribed on one face with a T for Treffry and on the other a K for Kendall.

Condition:

Good, the carvings are becoming obscured

Significance: Moderate to high

The marker stone denotes the collaboration between Kendall, the landowner and Treffry the indu strialist. The stone is of high significance and has high historical value in respect of the engineering of the vall ey by Treffry and its picturesque display by Kendall.

Conservation Approach:

Monitor condition and ensure visibility.

Recommend for designation as a Scheduled Ancient Monument as part of Treffry's tramway infrastructure.

URS Ref: 17	Asset:
CAU Ref: T17	Marshalling yard on approach to Treffry Viaduct

Description:

On the approach to the viaduct the tramway enters a marshalling area at the junction with the Colcerrow branch. At the north end of the yard is a short length of rail with a turn out.

Conservation Approach:

Monitor condition and ensure that the turn out remains visible. Manage and check the encroachment of vegetation.

Recommend for designation as a Scheduled Ancient Monument as part of Treffry's tramway infrastructure

Condition:

The previous extent of the marshalling yard has been encroached upon by trees and vegetation. The tram way is obscured and buried by earth. The true alignment is not discernable.

Significance: Moderate

The approach to the viaduct and junction with the Colcerrow Branch are key features of the valley and this location has good aesthetic values that contribute to the group value of the viaduct and other assets.

URS Ref: 18	Asset:
CAU Ref: T19	Treffry Viaduct

Description:

The viaduct is a Scheduled Ancient Monument.

Ten arch granite viaduct that carries both the tramway across the River Par and in aqueduct the Carmears Leat. The arches are carried on slender piers with a cordon below the parapet. The Treffry coat of arms is displayed over the central span on the north face.

The rail is carried on granite cross-sleepers the Carmears Leat is carried in a trough beneath the track bed. The sleepers retain evidence of their fixings.

The viaduct is 200m long and 27m above the River Par. The viaduct bridges the River Par, the public highway and the CMR.

Conservation Approach:

An approach to the conservation of the viaduct and repair to the Carmears Leat in aqueduct is contained within the separate condition report.

Recommend further survey and archaeological monitoring to determine condition of aqueduct along the entire length and modify repair approach as appropriate. There is a preference for a PP liner.

Condition:

A full account of the condition is contained within the separate condition survey report.

Significance: Very High

The viaduct is one of the more significant structures in the valley and a significant engineering structure within the region. It has significant historical, evidential and aesthetic values.

URS Ref: 19	Asset:
CAU Ref: T30	Tramway with stone hedges towards Cam Bridges to Luxulyan.

Description:

On the west side of the viaduct the tramway enters a shallow broad cutting. This part of the tramway is difficult of acce ss and waterlogged. As the tramway app roaches Cam Bridges it is raised on a slight embankment as it leaves the Cam Bridges area the tramway is defined between stone built hedges. There is occasional evidence for stone sleeper pads but the tramway is mostly buried beneath soli build up.

Close to the viaduct the build up of soils has totally buried any structural remains and its preservation is not known.

Condition:

The tramway is not easily accessible adjacent to the viad uct and is both buried and waterlogged. Later sections are more dry but overgrown. Alignment is however discernable and in general the condition when contained by stone hedges is good.

Significance: Moderate

This part of the tram way has l ow evidential value an d its conditio n ensures a low aesthetic. It is however of significance to the heri tage of the valley and derives group value by association.

Conservation Approach:

The tramway beyond the viaduct is in general in a poor condition and not as well used as other sections. The tramway should be managed in a way that sustains its heritage values and recognises the potential for sub-surface structures to remain.

The recommendation of the survey report is that drainage of the tramway be improved. Archaeological investigation to determine preservation is required prior to making final decisions on approach.

URS Ref: 20	Asset:
CAU Ref: T31	Colcerrow branch tramway

Description:

The Colcerrow branch tramway follows a tight curve at the south east end of the viaduct. The tramway follows a route along the side of the hill in deep cutting with stone walls to each side. The stone hedges have a steep batter and comprise well coursed rubble stone.

The discontinuous granite pads are clearly evident. Though the tramway is heavily rutted.

Conservation Approach:

Vehicle use to be monitored. It may be appropriate to lay a substrate in order to support the granite setts and to prevent erosion and displacement.

Water logging to be managed by means of drainage channels installed in a manner to safe guard heritage values.

Condition:

The tramway is deeply rutted and partly buried by earth. The granite pads are at risk of being dislodged by vehicle use.

Significance: Moderate

The tramway evidences Treffry's exploitation of other reserves beyond the valley which he was able to connect to his tram system.

URS Ref: 21	Asset:
CAU Ref: L7/S	Carmears reservoir pool at Cam Bridges head sluice and feeder leat

Description:

Head sluice reservoir pool and feeder at Cam Bridges.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

Condition:	Significance: Moderate
A full survey is reported in the separate condition report.	The Carmears Leat was cut c1840 to provide power to the Carmears Incline and is therefore of significance to the heritage values of the valley.

URS Ref: 22	Asset:
CAU Ref:	Carmears reservoir pool weir and overspill launder

Description:

Disused timber launder to take overspill water from the Carmears reservoir pool.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

Condition:	Significance: Low
A full survey is reported in the separate condition report.	The launder and weir have intrinsic values but are of low significance to the heritage values of the valley.

URS Ref: 23	Asset:
CAU Ref:	Carmears feeder leat Pathway over bridge

Description:

A public path crosses in front of the Ca m Bridges reservoir pool and Carmears feeder leat. The bridge that carries the path over the leat is 2 arch structure of stone and may have been widened one arch being flat the other a broad segmental arch. There is no parapet and the railings on the bridge are modern.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value. Monitor and manage vegetation and ensure structural integrity.

Condition:	Significance: Low
The bridge retains structural integrity but is becoming overgrown.	The bridge does not have significance to other heritage values within th e valley

URS Ref: 24	Asset:
CAU Ref:	Carmears return sluice feeder leat and bridge

Description:

Return sluice used to control the flow of water into the Carmears Leat system from the feeder leat. The feeder leat is a broad channel that feeds in to the narrower engineered Carmears Leat. The sluice returns the overspill water back to the river.

The Carmears Leat passes through the area of woodland and quarries towards the Charlestown Leat reservoir.

The reservoir is a granite structure now disused and was the means by which the water flow into both the Charlestown and Carmears Leats was controlled and managed.

The line of the Carmears Leat continues to the Treffry Viaduct. The Charlestown Leat takes a higher course to cut across the front of the viaduct.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

Condition:	Significance: Moderate
A full survey is reported in the separate condition report.	The reservoir, sluices and other engineering works demonstrate the engineering requirements necessary to establish a leat system.

URS Ref: 25	Asset:
CAU Ref: L7/2	Carmears Leat and bridge at Cam Bridges quarry

Description:

The Carmears Leat traverses across the site of the Cam Bridges quarry. It is bridged in several places by flat arched granite stone structures some more substantial than others.

The Leat is well built and stone faced and in this location runs freely as it approaches the viaduct the edges of the leat become more obscured and silted.

Condition:	Significance: Low
A full survey is reported in the separate condition report.	The bridges over the leat are not in themselves of significance to the heritage values of the valley. They are however of intrinsic value and as a group contribute to the asset that is the Carmears Leat.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

URS Ref: 26	Asset:
CAU Ref: L5/1	Carmears aqueduct and Chastletown launder

Description:

As the Carmears Leat approaches the viaduct it is crossed by the timber launder that carries the Charlestown Leat across the face of the viaduct and along the west side of the valley.

The Carmears Leat is carried across the viaduct in a channel beneath the tramway sleepers.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

Condition:

A full survey is reported in the separate condition report.

Significance: Moderate to High

The Carmears Leat and Treffry aqueduct are significant features of the valley. The dual use of the viaduct as both aqueduct and tramway contributes to its architectural and engineering interest.

URS Ref: 27	Asset:
CAU Ref:	Carmears leat in culvert

Description:

On crossing the viaduct the Carmears Leat remains initially in culvert. The leat is capped by substantial single granite cap stones which are slightly arched.

In this location the leat has broad berms to each side and on its north side there is a stone wall atop the bank that overlooks the leat.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

Condition:	Significance: Moderate
A full survey is reported in the separate condition report.	The Carmears Leat contributes to the significance of the valley. The open culvert is an unusual treatment not evident elsewhere and its purpose is unclear.

URS Ref: 28	Asset:
CAU Ref: L7	Carmears Leat

Description:

On crossing the Treffry viaduct the Carmears leat runs alongside the Tramway. The tramway crosses the Leat in a number of places by means of simple bridges.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

Condition:	Significance: High
A full survey is reported in the separate condition report.	

URS Ref: 29	Asset: Carmears Leat launder
CAU Ref:	

Description:

The Carmears Leat powered the overshot wheel that first used to power the Carmears Incline and subsequently modified to drive the china stone mills.

The existing timber launder probably represents a more recent replacement or modification following disuse of the china stone mills. The launder is now used to provide a picturesque waterfall.

The stone channel which holds the launder is likely to be original and could date to the 1840s.

Conservation Approach:

Maintain to ensure a good flow of water.

Condition:	Significance: Low
Good	The launder in its present condition is probably not historic.

URS Ref: 30	Asset:
CAU Ref: L6/S	Fowey Consols Leat head sluice

Description:

The Fowey Consols Leat was engineered in the 1820s. It takes its water from the River Par at Gatty's Bridge. The river has been slightly modified to provide both a turn out towards the leat and seems to have been embanked to create a reservoir pool. The flow of the River Par is maintained by means of a weir comprising a series of rocks laid across the river. The flow of water into the leat is controlled by means of a sluice.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

Condition:	Significance: Moderate to Low
Good	The sluice is a modern structure that replaces the original and is no intrinsic merit. The reservoir pool evidences the engineering and control of the water flow from the river into the leat.

URS Ref: 31	Asset:
CAU Ref: L6/S	Fowey consols Leat

Description:

The Leat channel is broad and shallow and is lined with large rough coursed stone blocks.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

Condition:

The structure of the Leat in this location appears sound but refer to the condition survey report for detailed assessment.

Significance: High

The Fowey Consols Leat was one of the first engineering structures to be built within the valley. It retains particularly good evidential value in its fabric at this point as well as a general aesthetic.

URS Ref: 32	Asset:
CAU Ref:	Fowey Consols timber revetment

Description:

The Fowey Consols Leat runs alongside the public highway for much of its length. Initially it was lined with stone but large parts of it show evidence of timber revetment comprising posts set to the front of horizontal planks.

It is not known whether this is an original feature of the leat or a phase of later strengthening of the sides.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

Condition:

Refer to detailed survey undertaken as part of the condition report. This part of the leat is becoming overgrown with vegetation encroaching upon the bank.

Significance: Moderate to High

URS Ref: 33	Asset:
CAU Ref:	Fowey Consols farm bridge

Description:

A field access track bridges the leat and comprises large individual granite stone sleepers.

Conservation Approach:

The structural integrity of the bridge needs to be determined and its load capacity demonstrated.

A weight restriction should be imposed so to preserve the structural integrity of the asset.

Condition:	Significance: Low
Good	

URS Ref: 34	Asset:
CAU Ref:	Fowey Consols road bridge

Description:

Single span flat arched road over-bridge with low parapet and modern iron railings.

Conservation Approach:

The load bearing capacity of the bridge needs to be determined and an appropriate weight restriction imposed so to ensure structural integrity.

Condition:	Significance: Low
Good	

URS Ref: 35	Asset:
CAU Ref:	Fowey Consols road bridge

Description:

The public road up the Colcerrow Valley is carried over the leat by means of a flat arched single span bridge with a raised parapet and abutments. Steps are constructed on its road face to give access to the path that runs alongside the leat towards the viaduct.

Condition:	Significance: Moderate
Good but partly overgrown.	The bridge is well engineered and contributes to the values of the leat overall.

Conservation Approach:

The load bearing capacity of the bridge needs to be determined and an appropriate weight restriction imposed so to retain structural integrity.

URS Ref: 36	Asset:
CAU Ref:	Fowey Consols approach to viaduct

Description:

On its approach to the viaduct the leat follows the contours of the valley and is carried slightly above the level of the Luxulyan Valley public highway.

The leat follows a slightly sinuous course and at this point is both narrow and deep with stone lined banks.

The approach to the viaduct is particularly picturesque and at this location the leat is also at a level slightly above the Velvet Path which runs alongside the public highway before turning east up the Colcerrow Valley.

Condition:	Significance: High
See detailed survey report	This is a location of high aesthetic value of significance to the valley.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

URS Ref: 37	Asset:
CAU Ref:	Carmears Leat overflow sluice

Description:

An overspill sluice for the Carmears Leat is located where the leat emerges from the viaduct. The overspill is fed down the hillside to the Fowey Consols at the lower level.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

Condition:	Significance: Low
Good	

URS Ref: 38	Asset:
CAU Ref: L6/2	Fowey Consols rock cut

Description:

As the leat passes beneath the viaduct it is excavated beneath a natural rock outcrop.

Conservation Approach:

Adopt the conservation approach recommended for conservation of natural assets. Manage vegetation to ensure good visibility of the feature.

Condition:	Significance: Moderate to high This feature contributes to th e aesthetic values of the v alley and is part of the RIGS designation.

URS Ref: 39	Asset:
CAU Ref:	Fowey Consols foot bridges

Description:

Simple granite slab field bridge.

Conservation Approach:

If vehicular access is required the load bearing capacity of the bridge needs to be determined and a weight limit imposed so to ensure structural integrity.

Condition:	Significance: Low
Good	

URS Ref: 40	Asset: Fowey consols bridge crossing
CAU Ref:	

Description:

Simple granite slab field bridge.

Conservation Approach:

Monitor condition

Condition:	Significance: Low
Good	

URS Ref: 41	Asset:
CAU Ref: L6/3	Fowey Consols wheel pit and Carmears discharge

Description:

The Fowey Consols leat passes alongside the Carmears wheel pit and receives the discharge from the overshot wheel. The leat is carried beneath a bridge in front of the remains of parts of the Wheelpit Mill.

The bridge is a well engineered granite structure and appears to be contemporary with the Wheelpit china clay mill of the 1890s.

Conservation Approach:

Monitor. Management decisions to be made following detailed survey

Condition:	Significance: High
Good	Provides good aesthetic values that contribute to the signifi cance of the valley

URS Ref: 42	Asset:
CAU Ref: L6/5	Fowey consols Carmears rock sluices

Description:

The Fowey Consols leat originally passed across the face of th e Carmears rocks in a timber aqueduct. This was replaced in the 1940s by the present bored tunnel.

Flow to the tunnel is controlled and the leat continues for a short distance beyond the tunnel before it is discharged in open channel down the hillside.

Condition:	Significance: Moderate to Low
The leat an d sluices h ave been m odified in recent times.	The original character of the leat ha s been modified. The timber aqu educt was a renowned local feature and feat of engineering but has been lost.

Conservation Approach:

The approach recommended within the survey report should be adopted to preserve water flow and heritage values including aesthetic value.

Consideration should be given to the proposal to divert some water flow to re-create the Carmears waterfall.

URS Ref: 43	Asset:
CAU Ref: L6/7	Fowey Consols cut off

Description:

The Fowey Consols Leat was truncated and diverted into pipes and taken down the hillside to power the china stone mills that were being established at Ponts Mill during the 1870s.

The cut off is stone lined and controlled by sluices and has evidently been modified in recent times. The water flow is still carried in pipes but is now used to power the community turbines.

Conservation Approach:

Manage to conserve flow in accordance with the survey report.

Condition:	Significance: Low
Good	The cut off has general evidential value in association with the china stone mills at Ponts Mill but is not of intrinsic significance.

URS Ref: 44	Asset:
CAU Ref: V7, V8	Velvet Path up to Carmears

Description:

The Velvet Path was built by Nicholas Kendall between 1840 and 1870. The path takes a circuitous route through the valley and ascends to the summit at Carmears by a series of hairpins terraced into the hillside.

Conservation Approach:

Maintain the footpath in good order

Condition:	Significance: High
The path is still well defined. There is no evidence as to whether the path was originally metalled or not but this is likely	The path evidences the picturesque aspirations of Kendall in showing the works of Treffry. The path has good historic and aesthetic values and perambulates around the valley.

URS Ref: 45	Asset: Carmears waterfall
CAU Ref:	

Description:

As the path ascends to Carmears it bridges the open channel that carried overspill water from the Fowey Consols as it passed in front of Carmears Rocks. Kendall engineered the overspill so to create an artificial waterfall which could be 'turned on' when required. The channel is bridged by a series of single granite flat slabs.

Conservation Approach:

Manage to maintain water flow

Condition:	Significance: Moderate
Good	The waterfall was engineered to provide picturesque value to the drive. The asset has good aesthetic values that contribute to the picturesque significance of the valley.

URS Ref: 46	Asset:
CAU Ref:	Velvet path bridge across Fowey Consols

Description:

As the Velvet path descends form Carmears it crosses the Fowey Consols Leat by means of a granite slab bridge.

Conservation Approach:

Monitor condition

Condition:	Significance: Low
Bridge in good condition	Bridge of simple construction which evidences the engineering of the path.

URS Ref: 47	Asset:
CAU Ref: V11, V13	Velvet Path lower ride

Description:

Beyond its crossing of the Carmears Incline the pathway becomes less well kept and is less well defined having been encroached by vegetation. The path way is terraced into the hillside and In places there is evidence of stones set as a kerb against the hillside.

Conservation Approach:

Monitor condition. Consider reinforcing the substrate to prevent erosion and water logging.

Condition:	Significance: Low
The pathway is generally eroded, waterlogged and sometimes difficult of access	

URS Ref: 48	Asset:
CAU Ref: V14	Velvet path lower ride

Description:

As the path approaches the viaduct it runs partly alongside and above the public road. In this location the pathway is contained by a stone hedge.

Conservation Approach:

Monitor condition

Condition:	Significance: Low to Moderate
Partly overgrown with evidence of surfa ce erosion.	

URS Ref: 49	Asset:
CAU Ref: V15	Velvet path on approach to Viaduct

Description:

As it approaches the viaduct the Velvet Path runs alongside the public road and passes beneath the viaduct.

This is a particularly significant view which has picturesque qualities and was enabled to appreciate the scale and engineering achievement of the viaduct.

Condition:	Significance: High This aspect of the path has considerable aesthetic value and evidences the picturesque nature of the ride.

Conservation Approach:

This view is one of the more significant in the valley. Any conservation works or other work programmes, highway works or bridge repairs should take proper consideration of this view point.

Tree felling to be considered to ensure that the prominence of the viaduct in the view is retained

URS Ref: 50	Asset:
CAU Ref: T42	Rock Mill Tramway

Description:

The Tramway traverses along the valley floor. From the foot of the Carmears Incline the tramway runs beneath the CMR viaduct bridge.

This part of the tramway retains no surface evidence for sleepers or other features. This part of the tramway was utilised and probably modified as part of the later tramway that was taken to the Trevanney Dry. It is unlikely that evidence for the earlier tramway has been preserved.

Conservation Approach:

Monitor condition.

Condition:	Significance: Low
The alignment of the tramway is generally well preserved and readily identifiable	The tramway has lost some evidential values. It retains a general historic value evidencing transport infrastructure through the valley.

URS Ref: 51	Asset:
CAU Ref:	Bridge over waterfall outflow

Description:

The tramway passes alongside the Cornwall Minerals Railway and it bridges an outfall overflow channel from Fowey Consols. The outfall is culverted beneath the CMR to join the River Par.

The small flat arched bridge has a slightly raised stone parapet

Condition:	Significance: Low
The bridge appears in good condition	Part of the Rock Mills Tramway group of monuments that collectively have aesthetic value.

Conservation Approach:

Monitor condition

URS Ref: 52	Asset:
CAU Ref:	Waterfall and bridge across stream

Description:

The overspill channel from Fowey Consols is routed down the valley sides, it runs alongside the Carmears incline before passing beneath it. The channel is in culvert beneath the CMR and issues in a waterfall down the railway embankment. To join the River par.

A single stone bridge carries a farm track over the outfall. The farm bridge is of simple slab construction and together with the tram line bridge forms a picturesque group.

Conservation Approach:

Monitor condition

Condition:	Significance: Low
Good	The stream, bridge and railway have good aesthetic value and form part of the group of monuments that define the Rock Mill Tramway.

URS Ref: 53	Asset:
CAU Ref: T43	Tramway Bridge over the River Par.

Description:

The original line of the Rock Mils tramway is truncated at a point close to the crossing of the river Par. The original tramway continued on the east side of the river and is denoted by a slight hollow way.

The tramway was diverted in the early 20th century to cross the river on the approaches to the Trevanney Dry. The river bridge is a double span structure with a low parapet and appears in part to be built of concrete.

Condition:	Significance: Low
The bridge appears to be in good condition	Part of a group of mon uments that comprise the Rock Mill Tramway. The group has historical and evidential values

Conservation Approach:

Monitor condition. If the bridge is used for vehicular traffic the load bearing capacity needs to be determined.

URS Ref: 54	Asset:
CAU Ref: T55	Approach to Trevanney Dry

Description:

The tramway was diverted in the early 20th century to service the Trevanney Dry china clay works.

The new tramway diversion passes to the front of the Trevanney works with inclines at each end to access a loading platform built against the east side of the works.

This tramway inclines have stone kerbs and a tarmac surface. The tramway extends slightly beyond the building where there is some evidence for a small railhead. .

Condition:	Significance: Low
The incline is in a poor condition and partly overgrown	Provides historical and evidential values for the continued utilisation of the tramway following the construction of the works during the 1920s

Conservation Approach:

Monitor and treat as part of the overall conservation of the Trevanney works.

URS Ref: 55	Asset:
CAU Ref: C2	Central Cornwall Dry known also as the Trevanney Dry

Description:

Single storey granite built coal fired pan kiln with later extensions and modifications carried out in concrete.

The cylindrical brick chimney is at the southern gable end, the furnace with fire doors is at the northern end. .

The drying pans are located at the front of the building and the settling tanks are arranged to the rear. An access or loading platform extends along the front of the building and was serviced by the tramway.

The building is in a roofless condition and access and walkways are provided with utilitarian steel tube railing.

Conservation Approach:

A full historic building record and building condition survey is recommended prior to formulation of any management decisions. The site is known for its bat roosts and these are statutorily protected. Other ecological assets are also recorded.

Replacement railings would be more sympathetic to the historic character of the building and there is generally an opportunity for works that would enhance and better reveal the significance of the asset.

Condition:

Consolidated as a roofless ruin. The settling tanks are mostly flooded and not accessible.

Significance: Moderate

The Trevanney Dry represents renewed exploitation of the valley as it embraced the opportunities offered by the china clay industry. The building is typical of its type and of significance to the values of the valley.

URS Ref: 56	Asset:
CAU Ref:	Possible timber sleepers

Description:

The diverted Rock Mill Tramway, built in 1920 retains some evidence for timber sleepers.

Condition:	Significance: Low
Poor	This section of tramway represents the 1920s diversion of the origi nal tramway.

Conservation Approach:

Monitor condition and evaluate to determine vulnerability to erosion and degradation.

URS Ref: 57	Asset:
CAU Ref:	Rail bridge over the River Par

Description:

The bridge is flat arched and of stone and concrete construction and dates to the 1920s. It has modern tubular railing.

The river approaches the bridge at an acute angle and the banks have been strengthened with stone presumably to prevent erosion of the bridge abutments.

Conservation Approach:

Monitor condition and structural integrity

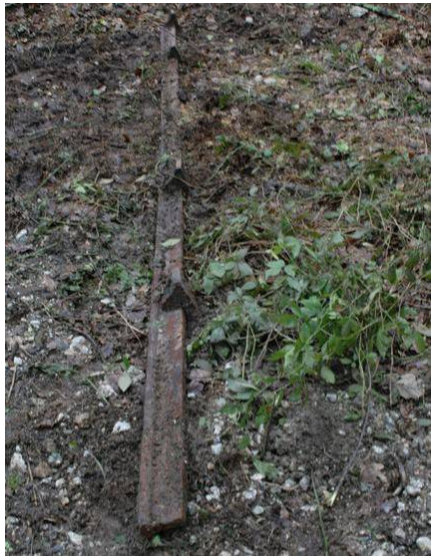
Condition:	Significance: Low
Good	The structure is of 1920s date and relates to the diversion of the Rock Mill tramway

URS Ref: 58	Asset:
CAU Ref:	Length of rail

Description:

Approx 4m length of iron tram rail. The piece is in T section and retains a number of chair settings that are fixed by means of iron wedges.

The rail is comparable to CAU type C and chair design type G. (CAU report Fig 18)



Condition:	Significance: Moderate to High
Good	A chronology for rail types has not been developed. Existing rail is rare within the valley and this example provides good evidential value

Conservation Approach:

This is a portable artefact that is at risk of loss (but unlikely to be removed). The CAU report of 1988 identified a number of similar artefacts but none of these could be located during the site visit of 2011.

Consideration should be given for retrieval of all portable artefacts at risk.

URS Ref: 59	Asset:
CAU Ref: T46 T47	Tram bridge over river and incline plane

Description:

Simple stone slab bridge that provides a crossing of the River Par, apparently associated with a stone incline (T47) that leads up the hillside to the Orchard Quarry. .

Condition:	Significance: Moderate to Low
Good	

Conservation Approach:

Monitor condition

URS Ref: 60	Asset:
CAU Ref:	Tramway beneath CMR

Description:

The Rock Mill Tramway passes beneath the CMR. The CMR is carried on a stone and iron viaduct.

Conservation Approach:

Monitor condition.

Condition:	Significance: Moderate to Low
Good	This vantage point retains aesthetic value and provides a visual juxtaposition between the old tramway and the new railway that replaced it.

URS Ref: 61	Asset:
CAU Ref: T48	Tramway with stone sleepers

Description:

Water running down the slope has caused erosion of the tramway and has exposed the granite setts and sub strata.

Conservation Approach:

This part of the tramway is vulnerable to water erosion and additional degradation by off road users that use this pathway.

The condition of the path needs constant monitoring. A programme of survey is recommended to determine survival or original features and thereby to form the basis of any future management proposals.

Condition:	Significance: Moderate to High
Poor	

URS Ref: 62	Asset:
CAU Ref: T49	Tramway stone bridge crossing the river

Description:

Granite bridge across the river formed of individual sleepers laid across the river.

The granite sleepers retain evidence for chair fittings.

Conservation Approach:

Monitor condition

Condition:	Significance: Moderate to High
Good	

URS Ref:	Asset:
CAU Ref: T50	Tramway beneath rail bridge

Description:

The tramway enters the Rock Mill Quarry in cutting with stone revetment. The CMR is carried on an iron over-bridge with stone abutments.

Soil build up has apparently buried all evidence for the structure of the tramway.

Condition:	Significance: Moderate
Poor. The tramway is waterlogged and part waterlogged. The stone abutments are damp and there is extensive vegetative growth.	

Conservation Approach:

Survey and investigation is recommended prior to any decisions in respect of better revealing the potential for this element of the tramway.

URS Ref: 64	Asset:
CAU Ref: Q2	Rock Mills Quarry

Description:

Rock Mills Quarry face from approach by tram.

Conservation Approach:

Monitor condition, any management needs to consider potential ecological and geological values.

Condition:	Significance: Moderate
Not accessible	Part of a n umber of smaller stone quarries including Orchard Quarry located on the west side of the valley. The quarry has the potential for ecological and geological value.

URS Ref: 65	Asset:
CAU Ref: M4/1	Mine shaft

Description:

Mine shaft part of Prideaux Wood Mine located in Carmears Wood above Ponts Mill.

Condition:	Significance: High
Overgrown	The mine has values of a histori c, ecological and geological nature that all relate to the value of the WHS.

Conservation Approach:

Management approach to be determined following survey. Decisions to consider issues of heritage value as well as those of public safety, ecology and geology.

URS Ref: 66	Asset:
CAU Ref: M4/3	Possible boiler house at Prideaux Wood mine

Description:

Heavily overgrown remains of a building interpreted by CAU as a boiler house

Conservation Approach:

The ruinous remains are vulnerable to loss and degradation arising from extensive vegetation cover. The philosophy of the CMP is that the valley should be displayed as a former mining landscape in a now naturalised setting.

Condition:	Significance: High
Very overgrown	

Within this context the structural integrity of the building and its heritage values need to be considered and retained.

URS Ref: 67	Asset:
CAU Ref: M4/4	Possible capstan site

Description:

An extensive cleared circular area adjacent to the pit could be evidence for the capstan for winding the shaft.

Condition:	Significance: High Evidence of mine workings are significant in the context of the WHS

Conservation Approach:

Manage to retain significance as part of a co-ordinated strategy of conservation in accordance with the philosophies and recommendations of the CMP in respect of visitor management, information and access.

URS Ref: 68	Asset:
CAU Ref: M4/6	Mine waste dump

Description:

Evidence for mine waste dumping

Conservation Approach:

Manage in accordance with the conservation philosophy to be adopted as part of the CMP

Condition:	Significance: Moderate
overgrown	

URS Ref:	Asset:
CAU Ref: Q3	Cam Bridges quarry

Description:

Overgrown quarry within Cam Bridges area th at extends either side of the Carmears Leat. This is a shallow granite stone quarry with a number of worked edges.

Condition:	Significance: Moderate to High
Overgrown and difficult of access	Evidence of quarrying within the valley has potential for historic, ecological and geological values

Conservation Approach:

The asset is to be managed to maintain ecological, geological and historical values whilst at the same time ensuring public safety.

URS Ref: 70	Asset:
CAU Ref: Q3/4	Fenced track way

Description:

Embanked track way or possible tram way with iron posts and railings. The track cuts across the mouth of the Cams Bridge quarry and seems therefore not associated with it. The fence posts would suggest a later 19th century or early 20th century date.

Conservation Approach:

Monitor condition.

Condition:	Significance: Moderate
Good	The feature retains p otential historical and evidential values. It has an aesthetic value as it pa sses in front of areas of granite working. .

URS Ref: 71	Asset:
CAU Ref: Q3/4	Stone fence posts on track way

Description:

The track way that cuts across the quarry continues northwards to wards the sluice head and river crossings. North of the quarry the track way is defined alongside a series of stone posts of irregular shape each with a single drilled aperture to take iron railing. Some of the iron railing is preserved but its date can not be proven.

Condition:	Significance: Moderate
Overgrown. The surface of the track way is not revealed	Potential for evidential and historical value, as it crosses the area of Cam Bridges Quarry the track way has aesthetic value.

Conservation Approach:

Monitor condition and ensure integrity of posts.

URS Ref: 72	Asset:
CAU Ref: M9/6	Lady Rashleighs Consol, Office

Description:

Single storey stone built structure with gable ends, fire setting and wind ow and door openings.

Condition:	Significance: High
Good	Evidence of mining a ctivity and associated structures are a key component of the si gnificance of th e WHS

Conservation Approach:

Monitor condition

URS Ref: 73	Asset:
CAU Ref: M9/7	Lady Rashleighs Consol, saw pit

Description:

Small square stone lined pit.

Conservation Approach:

Monitor condition

Condition:	Significance: Moderate
Overgrown	Evidence of mining a ctivity and associated structures are a key component of the si gnificance of th e WHS

URS Ref: 74	Asset: Cornwall Mineral Railway
CAU Ref:	

Description:

View of the CMR as it passes beneath the Treffry Viaduct. At this point the CMR follows the line of the river on the valley floor.

Conservation Approach:

Condition:	Significance: Moderate to Low The line of the CMR represents a departure from Treffry's tramlines which were not suitable for locomotive traction and is an important part of the valley's infrastructure.

URS Ref: 75	Asset: Viaduct over River par at Rock Mill
CAU Ref:	

Description:

Iron span carried on slender stone piers with stone abutments

This specific location is one of aesthetic value that contributes to the heritage values of both the CMR and the Rock Mill Tramway which passes beneath the viaduct.

Conservation Approach:

Condition:	Significance: Moderate

URS Ref: 76	Asset: Viaduct at Ponts Mill
CAU Ref:	

Description:

Iron span bridge on slender stone piers that carries the CMR above Ponts Mill providing a bridge to the Rock Mill Tramway.

The viaduct has aesthetic value that contributes to the group values and overall significance of the monuments at Ponts Mill.

Conservation Approach:

Condition:	Significance: Moderate