

map

map contd

Trail Two FOUNDRY HILL, THE FOUNDRY AND CARNSEW HILL FORT

Foundry Hill



Behind the White Hart lie its former stables (Foundry Bar) and forge (Philp's) on the corner of which is an inscribed granite boundary marker stone partly buried in the footway. Just to the south of this important group of buildings is Tremeadow Terrace. Formerly known as Mill Row, these cottages were built in 1819 to house the workers at the adjacent corn and hammer mills. The remains of the ropewalk and other structures follow the mills' leat southwards up the valley. Just



beyond the remains of these mills adjoining Foundry Hill is the millpond. The Millpond Avenue houses on the right begin with workers' cottages, progress to the better houses for the senior staff such as the captains of the Harvey ships and, finally, grand houses such as Ladbrooke. Splendid early-Victorian residences standing in their own grounds, they were built around 1844 the



directors of Harvey & Co. At the far, southern end of Millpond Avenue, all that remains of the Mellanear Smelting Works of Williams Harvey & Co, survives integrated into parts of the modern housing. Further up the Foundry Hill on the left is Foundry School (now a dwelling) and, on the right, Drovers' Row (right) where the men who tended Harvey & Co's horses and wagons lived. Still



Further up the hill can be found Charlotte House (formerly Pencliff and one-time residence of Jane Harvey Trevithick), St Michael's Hospital, Downes House (now a convent), Bospowes House (the last home of Henry Jenner) and Glanmor (another Harvey director's house).

Harvey & Co's Foundry Complex Lost buildings:

- ◆ All the buildings on the quays north of Carnsew Road except the timber store;
- ◆ All the buildings between Carnsew Road

and the viaduct, including: a sawmill next to Carnsew Road; a coppersmith's shop; Mr Ellis' house, demolished for the later (1843) gasworks just north of the viaduct; and

- ◆ The following buildings south of the viaduct: 1839-40 boring mill; 1842-53 reservoir (filled in); foundry furnaces (on the site of Bookers); covered traveller; erecting shop east of granary & the £100 fitting shop on Foundry Hill (known locally as the Coliseum until its hasty demolition in the early 1980s for housing); and Foundry House (circa 1800 – John Harvey's own home, just south of farmyard buildings).

Surviving buildings:

- ◆ Foundry Farm -1839-40 engine and boiler house containing remains of boring mill and erecting shop; granary; west stables; east stables; fire engine house; cow house walls, west side of Foundry Lane; and
- ◆ Foundry Yard - Grade II listed Trevithick's Stores, 1843-5 (now known as Plantation Stores); Grade II listed 1840s pattern shop and abutting wagon shed on Foundry Lane; tunnels (not accessible); and, accessible principally from Foundry Square, White's Warehouse; John Harvey House; associated drawing office behind JHH; Barclay's Bank and Foundry House.

Foundry Lane

Foundry Farm

The late 18th / early 19th century Foundry Farm yard retains its original cobbled surface in the eastern area, with new matching cobbles at the western end and modern entrance. The farmyard

is enclosed by the converted west stables, the converted east stables, the granary and the engine house.

To the south it is enclosed by a high rubble wall that also incorporates scoria blocks and the late 18th century gateway into the farmyard (now blocked). The buildings around the yard housed the Foundry's numerous draught horses which delivered goods from Harvey's to the whole of West and Central Cornwall each working day. Huge engine beams and boilers were horse-drawn to mines in the area and to the harbour for shipment overseas.

Foundry Farm: West stables

Built of lime-washed rubble and brick with dressed granite quoins, the west stables were roofed with galvanised iron

and cement-washed slate. The stable block is L-shaped in plan and was built before 1828. It has been repaired using authentic materials, including Cornish slate and cob, and converted to studios for local artists and craftspeople.

Foundry Farm: East Stables

Abutting the Foundry Barn to the east at right angles, these Grade II listed two-storey stables are of brick and stone



construction with rag-slate hipped roof. The building is a typical late 18th / early 19th century purpose-built range for the accommodation of horses, and it displays some excellent architectural detailing to the front, with arched openings. Inside, the wooden partitions, mangers, cupboards and fittings were still surviving in 2000. The block has now been extensively rebuilt using authentic materials and techniques and converted into three live-work units for local artists and craftspeople.

Trevithick's Stores

This Grade II listed store, also known more widely today as Plantation Stores, was part of the extension of the foundry in 1843-5, when Foundry Lane



and its large boundary walls were built. The structure is identified as a store on the plan of the Foundry of 1864. It is rectangular in plan and is built of rubble with a hipped roof that was lost in a serious fire that also destroyed most of the wagon shed (which backs on to the Pattern Shop on the opposite side of Foundry Lane). The two-storey storehouse has dressed granite quoins and a series of seven arches to the front at ground level. Of these, five are in-filled and two are open with wooden doors. The first floor window openings are irregular in size and pattern, suggesting alterations in the past. The northern end of the building has an in-filled brick arch similar to those in the roadside elevation. The truncated rear wall of the structure appears to have continued north at one stage but now has a ragged edge of unbonded masonry.

Wagon Shed

The remains of the Grade II listed wagon shed stand opposite Trevithick's Stores and back onto the Pattern Shop in the Foundry Yard below.



They shared a common pitched roof until it burned out in the fire. The wagon shed is built of rubble masonry with a curved granite wall at the southern end. The elevation facing onto Foundry Lane was open-fronted with the roof supported on octagonal wooden pillars that defined a series of structural bays where the carts were once stored. The openings onto the lane were secured by wooden doors. The rear, shared wall still shows evidence of the bearings for the wooden joists that supported the wagon shed's loft floor.

Foundry Yard: off Foundry Square

Foundry Barn: Granary

Impressive for its height and typical late 18th or early 19th century industrial design, the Grade II listed granary - also known as Foundry Barn



- is of rubble construction with dressed granite quoins and brick detailing to doors and windows. At ground level there are two arched openings that lead into vaulted chambers, whose function is unclear. The upper floors were used to store provender (oats, hay, and straw) for the foundry horse teams, and there is access from the

farmyard and stables at the rear. Line-shafts on the upper floors probably provided power for sack hoists. The structure appears from map evidence to date from circa 1825 (but possibly with an earlier core). The Trelissick estate was leased and farmed by Harvey's in the early 19th century in addition to their own small farmlands.

The building is now unroofed and internal timber floors have collapsed and been removed. As part of the initial phase of repair and conversion of the farmyard buildings, a temporary steel frame has been inserted to assure the building's stability pending its long term repair and conversion by the Harvey's Foundry Trust.

Foundry Barn: Engine and Boiler House

This Grade II listed structure forms the northern end of the building known as the Foundry Barn. Originally this was part of the Boring mill and former Erecting Shop, and should be interpreted as part of those structures rather than part of the granary to which it remains attached. The masonry structure, with its dressed granite quoins, dates from 1839-40 although there were buildings here, possibly machine erecting sheds, in 1816. There is a fine arched window to the front of the Engine House, and another arched opening at ground level giving access to the Boiler House. Inside there is good evidence of the locations of the flywheel, the supporting cross beam for the Bob and the flue of the Boiler House which led into an external stack, the base of which survives at the rear. There was a



floor above the Boiler House which may have provided office space. The power from the engine was transmitted from the engine house directly to the Boring Mill and via line-shafts to lathes, drills, and milling machines throughout the works. The engine seems to have been larger than necessary, and it is assumed to have been a showpiece for the Foundry's potential customers.

Pattern Shop

The Grade II listed Pattern Shop was built for the iron foundry in the 1840s for Harvey & Co. It is a large structure, constructed of killas and elvan



rubble masonry with granite quoins and brick detailing to some openings. The hipped roof was covered in corrugated asbestos sheets but, following arson some years ago, the building has been open to the elements. The remains of possibly earlier structures are attached at the north end next to the viaduct. The repair and reuse of this building is jointly planned by the Harvey's Foundry Trust and the harbour owners.

Drawing Office

Across the foundry yard to the north east and attached to the rear of John Harvey House, the former Harvey & Co's offices and showroom on Foundry Square, stands the timber framed and timber clad company drawing office supported on



columns of reused flanged iron mine-drainage pipes. Its cranked floor plan reflects the curving alignment of a mid-19th century railway track that passed under the archway of John Harvey House and linked the foundry at the centre of the yard with the company wharves on Penpol and Carnsew Quays.

Carnsew

Carnsew Hillfort

The earthwork at Carnsew appears to be a small hillfort rather than a cliff castle, with natural slopes defending the north and east sides

and with 2 ramparts, the outer surmounting the 50ft high cliff. There is an entrance in the north west with an



enclosure to the east of that and a track leading from it to the shore. The fort was probably built to command and control the estuary and a prehistoric trackway south of it. There is no sign of the earthwork having been completed by a rampart on the west side; it has probably been ploughed out. In

its present condition the original entrance cannot be identified: the entrance on the track leading from it is probably modern.



There are signs of a terrace on the western side which may have been caused by the raising of the interior. The surviving main rampart and annexe to the north are substantial but have been considerably mutilated.

Farming and the railway cutting have removed nearly all traces of a rampart on the west side, but this may be indicated by a change in slope. The remaining ramparts were walled up and the current paths cut along them



by Henry Harvey in the construction of an ornamental park in the 1840s. He also added a series of structures and ramped walks that wind through ornamental plantations as part of a wider grandiose, classicising and landscaping activity that included an ornamental archway.



Cunaide Memorial

Close to the top of the hill fort the 4th or 5th century memorial stone built into the wall is an early relic of considerable importance.

Thought to commemorate a woman (Cunaide), or possibly her husband, the stone is the earliest known Christian



memorial in the whole of Cornwall. The actual stone, however, is not the incised slate slab, which is Victorian and a mis-translation, but the weathered granite stone to the right. Unfortunately the original inscription to Cunaide has almost completely eroded through the intervening 1500 years of weathering and lichen growth.

Triumphal Arch

This triumphal ornamental arch was built in 1843 of granite ashlar and straddles a pathway part way down the north east slope of the Carnsew earthwork.



The archway was built for Harvey and Company reputedly to celebrate the Leeghwater Engine contract for draining the Haarlemmer Meer in Holland. Harveys and the Copperhouse Foundry each built one of the two enormous 12 feet (3.6 m) diameter drainage pumps commissioned by the Dutch. A photograph of Harveys' first flawed cylinder casting can be found in Marlene and Martin Rews' book "Images of England – Hayle".

Crimean Mortar

At the foot of Henry Harvey's ramped footpath down the northern side of the hill fort stands a refurbished Crimean War mortar. Cast by Harvey & Co to an official pattern, these weapons were shipped direct to the Crimea from Hayle.



Harveys Timber Store

Across the Carnsew Road is the timber store to the modern builders' merchants. Still used largely for its original purpose, the Grade II



listed timber store is the only Harvey's building surviving north of the viaduct. The L-shaped structure is constructed of rubble containing some scoria blocks and has perforated brick ventilation panels to the roadside and west walls.

Elevations onto the timber yard are open, subdivided into bays by slender granite piers supporting the roof trusses. Several of the granite peers still have pairs of large iron pintles that once carried full height doors. Old photographs show that the roof was originally covered with Bridgwater clay tiles.



Carnsew Pool

This sluicing-water storage pool, originally known as Carnsew Basin, is perhaps the largest single surviving structure in the harbour complex. Constructed by Harveys in 1834 after the Cornish Copper Co's new quay caused silting of deep water channels to Harvey's own quays, it formed a holding pool for water to sluice out the Carnsew Channel.



Surviving with it are associated quays, sluices and lock gates and the central spit or 'New Pier' which may have had 18th century origins but was built up and extended as part of the works completed in 1834.

Carnsew Quays

The Grade II listed Carnsew Quays, started in 1758, survived the construction of Carnsew Basin but now are lost or substantially buried under 20th century fill, with stretches of granite coping stones marking the top surfaces of surviving quay walls on the north side of the buildings adjoining Carnsew Road. The quays are in two sections, the more southerly reach comprising the retaining wall for a slipway that was served by a network of tram line0s shown on the 1877 & 1907 OS maps.

