

Cornwall Industrial Settlements Initiative DARITE (Caradon/Liskeard Area)



2004

CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

Conservation Area Partnership

Name:	Darite	Study Area:	Liskeard/Caradon
Council:	Caradon District Council	NGR:	SX 25830 69371 (centre)
Location:	South-east Cornwall, 3 miles north of Liskeard	Existing CA?	No
Main period of industrial settlement growth:	1841-82	Main industry:	Tin mine and railway

Industrial history and significance :

There was no settlement at Darite before the coming of the railway and the growing prosperity of the Caradon Hill mines. The village was originally named Railway Terrace after the railway which provided employment and influenced the plan of the settlement; three rows of houses parallel to the lines of the tracks. Wheal Agar, employing thirty workers, was situated within the village itself and over the other side of the valley lay South Caradon mine employing over 600 by the late 1860s, the major period of development within the village. The miners undoubtedly chose the village for its proximity to work, and less hostile environment than that experienced on the Moor above.

The housing types and Nonconformist Chapel are all typical of mid-nineteenth century mining developments.

Darite is significant in that it seems to have been created within an incredibly short time as a fully-fledged settlement – perhaps just 10 years either side of 1860.

Other comments

Darite, like Minions, is of great historic interest as a settlement built purely to service the needs of local industry. Its past industrial associations can still be clearly perceived but due to its outstanding prospect and proximity to Bodmin Moor the simple houses are at risk from over-extension and gentrification.

Recommendations

Historic areas

- Designate Conservation Area (CA).
- Prepare a full CA Appraisal.
- Designation of Open Areas of Local Significance (OALS) together with management and enhancement proposals.
- Article 4 Direction to control alteration and partial demolition of walls in CA.
- Article 4 Direction to control permitted development (PD) on single dwelling houses and alteration and partial demolition of small buildings in CA.

Historic buildings

- Revise Statutory List.
- Prepare list of locally significant buildings

Policy and management

- A full survey of archaeological potential.
- Proposals affecting areas of derelict land to be based on a thorough understanding of the unique historical and archaeological importance of the sites.

- Limit or restrict development to those sites within the village development limit.
- Recognise back-land areas and rear lanes as an important aspect of Darite's character.
- Set up village trail, guides and other promotional initiatives.
- Further study to promote other aspects of Darite's history, in particular the development of the Liskeard and Caradon Railway.
- Site-specific design guidance for the village.
- Full survey of existing trees and ornamental landscapes with appropriate protection measures.
- Restoration/enhancement schemes to enhance some of Darite's important focal points.

Conservation Area Partnership

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(Liskeard/Caradon Area)**

Bridget Gillard, Historic Environment Service
and
The Cahill Partnership

2004

Report No: 2004R085

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Front cover illustration: Darite from the air (HES – F64/P28)

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Abbreviations in main text

AGHV	Area of Great Historic Value
AGSV	Area of Great Scientific Value
AONB	Area of Outstanding Natural Beauty
CA	Conservation Area
CAU	Cornwall Archaeological Unit
CCC	Cornwall County Council
CISI	Cornwall Industrial Settlements Initiative
GPDO	General Permitted Development Order
HES	Historic Environment Section, Cornwall County Council
HERS	Heritage Economic Regeneration Scheme (English Heritage)
HLF	Heritage Lottery Fund
LB	Listed Building
OALS	Open Areas of Local Significance to Settlement Character
OS	Ordnance Survey
PD	Permitted Development
SPG	Supplementary Planning Guidance
THI	Townscape Heritage Initiative (Heritage Lottery Fund)
UNESCO	United Nations Educational, Social and Cultural Organisation
WHS	World Heritage Site
[1]	Site number on Figure 4 and in the gazetteer (Appendix)

1 Introduction

1.1 Background

Cornwall's industrial settlements are the subject of a Conservation Area Partnership under the heading Cornwall Industrial Settlements Initiative (CISI). This partnership between English Heritage (with the Heritage Lottery Fund), Cornwall County Council, and the District Councils is intended to assess the character and significance of the County's 112 industrial settlements. These include villages, ports and towns associated with Cornwall's 19th century industrial revolution, based on metalliferous mining, slate and granite quarrying, and china clay extraction. The historic importance and distinctive character of such settlements has previously been undervalued, and their existing status does not adequately represent the industrial history of the county. CISI is aimed at redressing this imbalance.

1.2 Project Aims

The aim of CISI is to produce a settlement-by-settlement analysis in order to obtain an overview of the history, present character and importance of Cornwall's industrial settlements. This will help determine where, for example, new Conservation Areas should be designated (and existing ones revised), and could provide the basis for Conservation Area Statements (to be drawn up subsequently by or for District Conservation Officers).

A bid is being prepared for submission to UNESCO by February 2005 (for inscription in June 2006). The bid areas will include the full range of 18th-20th century mining landscape components, including the settlements that were created or rapidly expanded as a result of mining and its associated industries. All mining settlements are of significance to the World Heritage Site Bid - those that fall within the final Bid areas will be covered by the WHS Management Plan, while those that fall outside these areas will form part of the context for the World Heritage Site and will need to be sensitively managed in the light of this.

1.3 Project methodology

The methodology involved historical research, followed by a site visit(s). For the historical research, a date range of 1750 to 1945 was chosen, as this represented the period of industrial growth and decline in Cornwall. Archaeological and historical sources housed at CCC (see Section 11.1) were consulted, together with Listed Building data supplied by the District Councils. Using this information, Ordnance Survey base maps were hand coloured to show: the different phases of historical development; surviving historic components from each development phase; archaeological sites, key historic buildings, and statutory designations. These maps (which formed the basis for Figures 2-4), together with copies of the primary sources consulted, were bound into a folder for each settlement, for use during site visits.

The focus of the site visits was to assess settlement character and consider ways in which this could be protected and enhanced in the future. This was achieved using a checklist drawn from *Conservation Area Practice: English Heritage's guidance on the management of Conservation Areas* (1995) and *Conservation Area Management - A Practical Guide* (published by the English Towns Forum, 1998). The maps compiled during the historical phase were enhanced during the site visits, particularly with information relating to the survival and significance of historic buildings, and a general photographic record (colour prints) was made of each settlement. Meetings on site were arranged with the District Conservation Officers in order to discuss current initiatives and recommendations for future management.

1.4 Date of Assessment

Darite was assessed as part of CISI during September 2002

2 Location and setting

2.1 Geographical location

Darite is in south-east Cornwall three miles north of Liskeard, a mile north-east of St Cleer, in the parish of St Cleer (Fig 1). It is just to the south of Bodmin Moor, and is arranged along a no-through road that was formerly part of the Liskeard and Caradon Railway.

2.2 Landscape setting

Darite is situated on the southern flank of Craddock Moor. To the north of the settlement the open moorland rises another 40m to Minions. The village was built diagonally across the contours of the hill and the main street rises to the east opening out onto moorland which then falls away sharply to the valley of the River Seaton. On the other side of the river valley rise the slopes of Caradon Hill, the scrubby grassland and gorse scarred by the evidence of quarrying and mining.

To the west the land begins to rise again but more gently and the countryside has a more agricultural feel, bordered by hedges and trees. The most striking aspect is to the south where the tree covered land slopes away immediately below the village to farmland interspersed with villages and tiny hamlets. As there is no land mass higher than Darite the views out to towards the coast are far-reaching and spectacular.

3 History and physical development (Fig 2)

This section should be read in conjunction with the mapped historical development in Figure 2.

At the south-eastern corner of Bodmin Moor lie Minions Moor and Caradon Hill, near the point where the three parishes of St Cleer, Linkinhorne and St Ive meet. In this area is the greatest concentration of industrial sites and associated settlements on the Moor – the relative density of activity can be highlighted by one simple fact alone – of the 135 steam engines recorded on Bodmin Moor, no less than 120 were in this area, including the earliest (Stowes Mine, Minions, 1720s).

To a large extent, the industrial settlements in this area share a common history based on the extraction of tin, copper and other minerals, quarrying, processing, and transport and servicing, with certain specialisations of function between the settlements accounting for the differences not only in their history, but in their current characters.

3.1 Pre-1809

3.1.1 Economic activity

Industrial activity has taken place on the moors in this area since prehistoric times. The earliest workings appear to be on the site of Witheybrook Marsh to the north west of Minions. By the Middle Ages the most notable stream works in the area were at Witheybrook, Tremar Coombe, Tregarrick and Trewalla on Craddock Moor to the west of Minions, and Gonamena.

The medieval stannary of Foweymore (Bodmin Moor) was a major tin producing area, with coinage towns at Lostwithiel and Liskeard, but by the 15th century, it was in decline, both relative to other areas, and in absolute terms, although there were still substantial areas of production - the huge 1.5 km long Gonamena stream works south-east of Minions worked throughout the period, by the time of its early 19th century closure having produced over 4,000,000 tons of material and extracted 15,000 tons of black tin. The stream works at Trewalla dates from the early sixteenth century and a stamping site was recorded at Craddock Mill in 1513. This could be on the site close to Trewalla Farm, which was abandoned by 1748.

By the end of the sixteenth century surface deposits were beginning to run out and underground mining had begun. This was fairly small scale at first due to the additional costs of access, drainage and haulage. In 1617 reference was made to tin working at 'Newland Streme' north-east of Minions and in 1691 to a mine at Happy Chance or Newland Lane End.

In the 1720s a Newcomen engine, the first steam engine erected in East Cornwall, was installed at the Cheesewring about a mile north of Minions at what was then known as Stowes Mine. By 1804 between ten and twelve stamping mills were operational there, and other mines working the Stowes Lode included Clanacombe and Newland mines.

In addition to tin the other important resource in the area was granite. This had been exploited in the form of moorstone (surface boulders) since the Bronze Age for field walls, round houses, funerary and ritual monuments, and quern stones for grinding corn. By 1800, specialist stone cutters leased the right to work certain areas of the moor and cut stone for millstones, cider mills and presses, chimneys, windows, etc., and the first of a series of small quarries (as opposed to moorstone workings) were beginning to open up.

3.1.2 Extent of settlement

The effect of this early industrial activity on settlement in the area is almost impossible to discern. A medieval expansion of agriculture and settlement onto the higher moors may have been stimulated by increasing industrial activity. The retrenchment of both settlement and industry which followed in the late medieval/15th-16th centuries was likewise linked, as must have been a gradual recovery in the 18th century. However, before the vastly increased scale of activity in the early-mid 19th century, the seasonal and part-time nature of local industry and much of the agricultural activity in and on the edge of the moors means that 'industrial settlements', and 'industrial workers' as such are scarcely distinguishable as separate elements of the physical or human landscape.

Prior to 1809 there was no settlement at Darite.

3.2 1809-1841

3.2.1 Economic activity

In the early nineteenth century Ennor, a miner working for the Plymouth and Devonport Adventurers developed an adit on Caradon Hill in an area thought to contain copper. The trial was unsuccessful, but was later retried by Captain James Clymo and the Kittow family who acquired the lease in 1833. It took three years to strike copper during which time Clymo unsuccessfully tried to sell shares to raise capital. Within a few months of striking the main lode the shares were worth £2,000, and the mine (South Caradon) unusually remained in the control of the original miners, who were by now very wealthy.

The discoveries on Caradon Hill prompted large numbers of adventurers to take up setts on what they believed to be extensions of the lode. Some of these speculations were more successful than others. West Caradon was one of the more profitable ventures where work was first recorded in 1837, and the mine rapidly expanded. Other smaller mines in the area included Caradon Consols and Tokenbury Mine, where production at first was small scale and spasmodic.

To the north of Caradon Hill the London Adventurers worked the Stowes sett at Wheal Julia and Wheal Jenkin east of Minions between 1824-5. In 1836 the old Stowes lode mines, including Clanacombe, were taken up by Cornwall Great United Mining Association who continued to search for tin and employed 197 men.

The first reference to the Eastern District of Cornwall Great United Mining Association working the setts of Prosper and Greenhill just to the north of Minions dates from the same year. Small amounts of copper, tin and manganese were produced, but the output was not consistent.

By 1830 the mines on Bodmin Moor could take advantage of a canal joining Moorswater, west of Liskeard, with the port at Looe.

3.2.2 Extent of settlement

There was still no settlement at Darite in this period.

3.3 1841-1880

3.3.1 Economic activity

By the early 1840s 4,000 tons of copper ore were being produced annually from the eleven lodes at South Caradon. By 1844 the mine employed 410 people and the great mining engineer William West had constructed a pumping engine and was acting as engineer. By the late 1840s there were nearly 4,000 miners working in the district. During the years 1845 – 64 the output rose to 5,744 tons a year and during those nineteen years the overall production from the mine totalled 850,000 tons, which was worth £756,613. In 1855 600 people were working at South Caradon. The mine itself continued to expand and develop, as did associated buildings. In the Seaton Valley there was a changing house, barber's shop, wash house and tool house.

Over at East Caradon a new company took over the interest and by 1862 there were 180 employed which rose to 250 in 1865. The mine at West Caradon had 250 employees in 1844, and by 1851 there were 363 men, 83 women and 107 children working at the mine. Between 1845 –55 45,000 tons of ore were sold.

Due to the great productivity at South Caradon the continuation of its lodes were explored at Gonamena, New West Caradon, Craddock Moor and East Wheal Agar. None of these ventures however achieved comparable success. Gonamena began with just 30 people employed in 1854, and at its peak in 1865 there were 82 men, 4 women and 8 boys working the mine. New West Caradon at its peak never employed more than 28. East Wheal Agar was equally small scale and in 1865 employed 28 men and 2 boys. Craddock Moor, however, was more successful and in 1862 250 were working the mine.

During the mid 1860s, however, all the copper mines in the area were badly affected by the slump in copper prices due to the market being flooded from sources around the world. Even Europe's largest copper mine, Devon Great Consols, was affected by the recession. On Bodmin Moor many of the smaller copper mines had to close. By 1871 Gonamena Mine had been abandoned, in 1873 the machinery at Craddock Moor Mine was advertised for sale and Caradon Consols closed in 1870, followed by West Caradon in 1874. East Caradon continued with a reduced workforce and in the early 1880 there were a maximum of 63 employed at the mine.

Due to its size South Caradon was able to weather the recession more successfully than its neighbours, but it too was hit profoundly by the slump. The rise in output could not be matched by a rise in income and in 1866 the miners decided to strike. The strike collapsed after it was met with resistance by the owners and the men were forced to accept new conditions. By 1869 Captain Clymo had resigned due to ill health and was succeeded by Captains Rule and Holman. They continued to carry out developments and in 1873 there was a brief rise in the price of copper. The annual output at South Caradon was still 5,000 tons, but it was becoming increasingly difficult to pay dividends.

It was not only the Caradon Hill mines which saw an increase in activity during the mid nineteenth century. In 1843 Clanacombe mine was renamed Wheal Phoenix and a new company formed by Captain James Seccombe. By 1848 copper ore sales had begun and by 1851 there was a workforce of 132. In 1852 rich copper reserves were discovered and for the next ten years Phoenix rivalled South Caradon as one of Cornwall's greatest copper mines.

During the 1860s, as at South Caradon, the returns on copper began to diminish and the consulting engineer at Wheal Phoenix, William West tried unsuccessfully to persuade the

company's other adventurers to consider tin. By 1864 West had acquired controlling shares and immediately re-equipped the mine to produce tin. By 1860 enough tin had been raised for 36 heads of stamps to be installed and by 1865 there were 320 men, 60 women and 80 boys employed by the mine. Production continued to rise and in 1869 the workforce rose to nearly 600. In 1870 the mine had 144 heads of stamps and acquired the sett of the old Stowes Mine immediately to the west of Wheal Phoenix. The new company was called Phoenix and West Phoenix United mines.

To the south the old mines of Greenhill and Wheal Prosper were reopened in 1847 under the name South Phoenix working the lodes of Greenhill, Grace Dieu, Prosper and New Lodes. They produced copper, tin and manganese but the output was inconsistent. The mine reopened in 1872, but by 1875 had gone into liquidation.

Wheal Jenkin was in operation during this period, but no figures survive concerning its workforce and output.

The old setts at Newlands were worked by Phoenix United in 1851-64 and the mine renamed East Phoenix. An engine was erected by William West in the mid 1850s and in 1864-72 the mine was run independently. In 1865 there were 25 employees.

The success of the mines in the Minions area and on Caradon Hill during this period was greatly assisted by the expansion of the Liskeard and Caradon Railway. In 1842 a group of mine owners commissioned a survey to assess the feasibility of a rail link between the Caradon Mines, the Cheesewring Quarry and Liskeard Canal. By 1846 a line was in place between South Caradon and Moorswater and a separate line to the quarry in the north was connected by an incline at Gonamena. The line was immediately profitable. In 1858 the Cheesewring Granite Company Limited extended the line up to Kilmar and a tramway joined the lines to Phoenix mines and the railhead. This railhead was situated in the area that became Minions. In 1861 the line was extended from Darite along the southern slopes of the moor to Tokenbury Corner. The traffic continued to increase and in 1863 alone 27,000 tons of copper ore were transported on the railway. By 1869 a branch line was constructed to the mines at Phoenix United replacing the original tramway. In 1877 the line was extended around Caradon Hill to Minions allowing the closure of the Gonamena incline and improved access for the Cheesewring Quarries and the Phoenix Mines.

The quarry at Cheesewring was first leased from the Duchy of Cornwall in 1845 by Trethewey, Clogg and Company. In 1851 the company produced a 9.1m Ionic column for the Great Exhibition. The output in 1858 had reached 111,274 tons. By 1868 Cheesewring and its neighbouring quarries were employing 240 workers and 40 masons at a finishing yard at Moorswater. The quarries greatly supported the newly arrived railway as they were situated 25 km from the port at Looe and transport costs were a significant factor. Further quarries in the area included Caradon Quarry and Goldiggings Quarry both run by Joseph Sweet and Sons which produced high quality stone for monumental masons.

3.3.2 Extent of settlement

The Whitley map of 1845 shows the Liskeard and Caradon Railway already in place with the bifurcation of the two lines to the west of Darite but as yet still no evidence of a settlement. This all changed by 1882 with the construction of over fifty domestic dwellings, a school, a school teacher's house, and a Bible Christian Chapel forming a settlement then known as Railway Terrace. The majority of the new houses were cottage rows with long back gardens built in three terraces along the contours of the hill. These undoubtedly housed the 28 men and 2 boys known to have been working at Wheal Agar situated at the eastern end of the village, but a large number of workers would have crossed the River Seaton Valley to work at West Caradon and South Caradon mines. The naming of one of the rows, Alexandra Terrace, could date the development

to the years directly after 1863 when Edward VII, then Prince of Wales, married Princess Alexandra of Denmark. The long back gardens would have been used to grow vegetables, a task usually carried out by the miners' families due to the length of the average working day.

It seems likely that the cottages and buildings adjacent to the railway housed rail workers and were used as goods sheds. Nonconformity was the chosen religion of the majority of miners and it is interesting that the chapel here was such a small structure. However, in the valley below at Crow's Nest there was a very sizeable Wesleyan Methodist Chapel and thus the chapel at Railway Terrace would have merely needed to meet the needs of the Bible Christians.

3.4 1880-1907

3.4.1 Economic activity

The 1880s began for South Caradon with disputes over carriage tolls with the railway and with the landowners over royalties. It became apparent to the adventurers that more capital was required and in May 1883 a limited company was formed to take over the assets and raise new capital. Under South Caradon Limited the workforce grew from 300 to 400 concentrating on the eastern side as the older parts were now almost worked out. Attempts were made to explore to the south but these developments proved costly and with little return. As the running costs of the mine became excessive it was obvious there was no longer the capital to keep the mine in production. At the end of 1885 the mine was closed and its machinery advertised for sale.

The South Caradon sale was not successful, however, and in 1889 following a rise in the price of copper a new company was formed to work the South Caradon, East Caradon and Glasgow Caradon setts. Despite the fact the price of copper had doubled confidence remained low and the shareholders were unwilling to reinvest. As a result in March 1890 the mines closed. Between 1845 and 1886 South Caradon had produced 202,094 tons of copper.

In 1881 Wheal Jenkin reopened as part of Marke Valley Consols Mines Ltd who ran the mines to the Northeast of Minions. The output was small, as were the numbers employed. By 1890 the mine was closed and there were no subsequent attempts to rework the lodes.

South Phoenix mine reopened in 1882 with a new pumping engine at Houseman's shaft and was run under the new name of South Phoenix Tin and Copper Mine Ltd. This company was liquidated in 1885 and the mine reopened again as South Phoenix Ltd in 1887. There was some increase in production during this period and expansion – Houseman's shaft was deepened and new dressing floors were built - but work was suspended in 1892 and the mine abandoned in 1893.

Despite the slump in the price of copper and so many mines closing Phoenix United continued to produce large amounts of copper economically alongside its very productive output of tin. In 1885 it was producing more tin than all the other Cornish mines except for Dolcoath and East Pool. During the next ten years however the shafts had to be sunk ever deeper and the price of copper and tin continued to slump. The mine survived for longer than many of its neighbours by cutting the workforce and lowering wages but by 1894 the company was in the hands of the Receivers. By 1898 it was abandoned, equipment sold for scrap and most of the buildings demolished. Between 1848 and 1889 Phoenix United had produced 84,538 tons of copper and between 1853-1898 15,996 tons of tin.

Just as foreign competition forced down the price of tin and copper the quarries at Cheesewring also suffered from the importation of cheap granite from Scandinavia. During this period there were a number of fluctuations and stoppages which in 1882 resulted in temporary closure. However production recommenced and between 1887-9 the quarries produced stone for the construction of Tower Bridge and in 1899-1903 for Fastnet Lighthouse.

The survival of the quarries was due in part to the low transport costs of the railway. But with the closure of so many mines the railway directors began to look elsewhere for alternative sources of income. In 1882 they applied to the Board of Trade to run a passenger service to the moors, but this was refused due to the condition of the line. This did not however prevent an unofficial service being run in the open wagons, advertised in the local press. However the sharp decline in the transportation of ore continued and in 1886 a Receiver was appointed.

3.4.2 Extent of settlement

Unsurprisingly, due to the downturn in the fortunes of the mines, very little development took place in Darite during these years. No further domestic housing was required, and it is likely that the occupancy of the houses dropped. However, the Chapel continued to flourish and was extended to the north. The northern of the two lines (which had led to the Gonamena Incline) was dismantled but the route to Tokenbury Corner and north around Caradon Hill to Minions continued to function. Although the Liskeard and Caradon was a goods line it was also used to convey passengers who travelled free with 'accompanying' baggage. It has been documented that Railway Terrace, as it was still known at this time, was a regular stopping place for passengers. One of the houses in Alexandra Terrace was converted into a post office and stores and no doubt serviced the needs of the passengers and tourists who alighted there. The famous Bodmin Moor mines had become a local tourist attraction and postcards were produced showing the mines in all their smoking glory.

3.5 1906-47

3.5.1 Economic activity

In 1907 Cornish Consolidated Tin Mines Ltd took over South Phoenix and re-equipped the shafts, but by 1909 there were only four men working on the site. The mine was finally abandoned in 1911.

An Australian company Cosmopolitan Proprietary Company Ltd took up the lease on Phoenix United, East Phoenix and Dunsley Wheal Phoenix in 1907. A new engine house, and ancillary buildings were all constructed and the new shaft named after the Prince of Wales - the mine's mineral lord. By 1909 there was a workforce of 150 and further shafts were reopened and investigated. Unfortunately the tin was too deep and possibly further east than the new shaft could reach and by July 1914 the mine had exhausted all its capital. After the Great War in 1922 there were proposals to reopen a huge sett which would include the Phoenix United site, but the plans came to nothing.

In 1916 the Liskeard and Caradon Railway closed and the quarries at Cheesewring switched to more expensive road transport. The granite continued to be used for important commissions such as the King George V dock at Calcutta built between 1921-8 and the widening of Lambeth and Putney Bridges in 1929-32. By 1934, however, production had ceased.

3.5.2 Extent of settlement

Due to its school, post office and chapel, Darite became a well established viable community and thus despite the closure of the railway, the quarries and the mines, the settlement survived and by the early twentieth century began to develop. The new development took the form of detached middle-class bungalows and villas, and a small development of social housing on land that probably originally belonged to the railway. Easy access into Liskeard and the outstanding views over the surrounding countryside would have made the settlement attractive to both the retired and those in employment. Darite continued to develop as a community with the construction of a village hall in the heart of the settlement.

3.6 Post 1947

The development pattern in the second half of the twentieth century has continued along the same lines. Quite a large number of detached properties have been built at the eastern and western ends of the village and a row of more modest council houses at Caradon Heights. The post office/stores, village hall and chapel continue to function, and the school has been significantly extended. Since the 1960s Darite has operated as a dormitory settlement for Liskeard.

4 Current Character (Figs 3 & 4)

4.1 General

Darite's industrial provenance is still clearly discernible. The classic features of a mining community; the Nonconformist Chapel, rows of workers' cottages, and industrial remains are all present. The industrial plan of the village, essentially three rows of housing following the contours of the hillside with no ancient core of church, manor or village green, has been followed by the modern housing developments. Like the village of Minions on Bodmin Moor to the north, the entire historic settlement was constructed during the mid-nineteenth century.

The most significant alteration to the character of the settlement took place in 1916 with the closure of the railway and the renaming of the village from Railway Terrace to Darite. The legacy of the railway, however, is still a feature of the village, small sheds are dotted along its course and the beds of the former railway lines are still relatively easy to make out.

The stunning vistas to the south towards the coast could well prove to be the next driver for change. Increasingly the humble cottages are undergoing a process of gentrification by new owners attracted to the settlement for its proximity to the Moors and extraordinary prospect. At present, however, Darite retains the character of a working village, greatly strengthened by the presence of a thriving primary school, the chapel and the village hall.

4.2 Built environment

4.2.1 Public/ecclesiastical buildings

The Bible Christian Chapel [28] is a very simple single storey structure on an almost domestic scale. The rubble stone walls are colour-washed and articulated by simple eight over eight pane sash windows and a porch. The hipped roof is of rag slates in diminishing courses with plain ridge tiles. To the rear is a late nineteenth century extension which accommodated the Sunday School [35].

The village hall [22] although built almost a hundred years later is a similarly very simple single storey building, rendered with a slate roof.

The primary school [10] was greatly altered when it was enlarged. The basic elements of the original design remain, but in modern replacement materials.

4.2.2 Commercial buildings

The only commercial building in Darite is the post office [36]. Originally built as a dwelling - part of the mid-nineteenth century row of cottages known as Alexandra Terrace - a shop front has been cut into its original flat fronted slate-hung façade.

4.2.3 Housing

Basically the entire settlement is composed of three roads of housing predominantly cottage rows interspersed with detached dwellings. Alexandra Terrace [21] is the major cottage row in Darite. Set above the street level it is composed of simple flat fronted, painted rubble stone cottages, some of which are slate hung. There are a number of cottages in pairs and rows of three; South View [6], West Down [30], Rosebank [14] and Lavender Cottages [8], all with

various combinations of traditional mining cottages' features such as slate roofs, outshuts, low stone garden walls, painted rubble stone facades and timber or stone lintels. They were built along the same street lines giving the impression of longer rows.

Adding character and diversity to the village are the detached houses built at the same time as the cottage rows, but with a variety of different architectural features. Lydbert, Marlaco [31], Sunny Cottage and Tanglewood [33] are all double fronted with simple stone front garden walls but distinguished from each other by individual decorative quoins, architraves, keystones, ridge tiles and finials.

During the early part of the twentieth century three bungalows were built at the western end of the village [5]. With the local industries no longer operative it seems likely these dwellings were sited in Darite for the picturesque qualities of the location. Similarly Coronation Villa [19] with its decorative veranda incorporating coloured glass and carved brackets was so constructed to take full advantage of the far reaching views.

The village's continuing importance as a community was recognised by the local authority in the period before the Second World War when a small development of plain cottage pairs [4] was built at the western end of the village, possibly on former railway land.

4.2.4 Industrial remains

There is no longer any evidence of the chimney, engine house and associated remains at the Wheal Agar site at the eastern end of the village [17], but at the same site there is evidence of earth removal and quarrying. It has been suggested that stone was taken from this site for use as sleepers on the railway below. It is still possible to make out the beds of the railway tracks [3], and some of the outbuildings at Sandycot [2] might have been constructed for railway use.

4.2.5 Paving/street ephemera

The main street through Darite is paved on the southern side only with tarmac and thin granite kerbs. In the back lanes there is no paving.

Outside the housing estate at the western end of the village is a K6 telephone box [34].

4.3 Materials and local details

One of the defining characteristics of the village is the rag slate roofs, often built in diminishing courses, which are particularly visible due to the terraced nature of the settlement. Similarly the outbuildings are more prominent and this is further emphasised by the reverse fronting of the cottages on the southern side of the main street.

In common with so many other mid-nineteenth century mining settlements in the area the majority of the cottages have low granite front garden walls.

The majority of buildings in the settlement are small scale, the properties of the well-to-do distinguished by individual architectural details such as quoins and finials.

4.4 Views, Vistas and Green Space

4.4.1 Views and Vistas

Looking up the main street from the western end of the village there is a marked sense of enclosure. Due to the nature of the incline it is only possible to view Caradon Hill from the upper eastern end. Here the village opens out and the distinction between settlement and moorland is blurred. The vista back into the village facing west is terminated by gently rising fields. The really spectacular views are to the south out over agricultural land which stretches to the horizon and on a clear day it could be possible to glimpse the sea. Above the settlement to the north the land continues to rise to the moor above.

4.4.2 Greenery

Despite the height of the village, 250 metres above sea level, there are quite a number of trees in Darite, often in the front gardens of the cottages, adding to the sense of enclosure. Many of the front gardens have shrubs and the slopes of the cottage gardens in Alexandra Terrace set above street level are filled with planting. The most striking evidence of the ‘greening’ of the settlement can be gathered from photographs taken in its industrial heyday where the railway dominated the village shored up by great walls of granite which are now entirely overgrown with vegetation and trees.

5 Industrial significance

Like Minions on the Moor above, Darite only exists today as a settlement due to the surrounding industrial activity. The village’s close association with the railway is evidenced by its original name of Railway Terrace which only changed with the closure of the railway in 1916. The railway provided employment, visitors and influenced the plan of the settlement in three rows parallel to the lines of the tracks.

Miners working at Wheal Agar would have chosen the village for its proximity to work, but large numbers of miners from South Caradon undoubtedly chose to live in the village for its less hostile environment than that experienced on the Moor above. Assuming the majority of cottages and houses were built at the same time as Alexandra Terrace, the major building in the village took place at a time when South Caradon’s fortunes were growing and the railway expanding. The housing types and Nonconformist Chapel are all typical of mid-nineteenth century mining developments.

Darite is significant in that it seems to have been created within an incredibly short time as a fully-fledged settlement –perhaps just 10 years either side of 1860.

6 Designations

6.1 Scheduled monuments

There are no scheduled monuments in the study area.

6.2 Historic Buildings (Fig 4)

There are no listed buildings.

6.3 Historic Area Designations (Fig 4)

There is no conservation area, nor any other historic area designation.

6.4 Other designations

(All policy numbers refer to Caradon Local Plan adopted December 1999)

The whole village lies within an Area of Great Landscape Value AGLV- Policy CL8

Apart from the development known as Railway Terrace the whole village lies within an Area of Great Historic Value AGHV – Policy CL18

There is a Village Development Limit (Policy H2—3) fairly tightly drawn around the present village to retain the discrete character of the settlement and to prevent sporadic development

7 Current issues and forces for change

7.1 Current Issues

Two important issues arise from the plan of Darite itself and the visibility of both the rear and frontage of so many of the houses. The first is the matter of extensions. At present not many

buildings have been extended but those which have are very visible from the street. The second is the large number of surviving outbuildings, again very visible with their stone walls and slate roofs, which make an important contribution to the streetscape. Already some outbuildings and garden walls have been lost in order to make room for off-street parking and this has had a detrimental effect on the character of the village.

A certain number of original sash and casement windows still exist in Darite but increasingly they are being lost to modern replacements.

7.2 Forces for Change

In the Local Plan Caradon District Council have made clear their intentions of preventing the spread of development out of the village and have drawn the Village Development Limit fairly tightly around the existing settlement. They have also specifically noted their opposition to development in the back plots of the older cottages.

The real threat to the character of the village therefore would appear not to be from future development of new housing but the unsympathetic alteration of the existing stock. Due to its picturesque location and stunning views the cottages and houses of Darite will seem increasingly attractive to those seeking accommodation for leisure purposes, possibly with large disposable incomes. It is important that the intrinsic simple character of the buildings is not lost to over-scale extensions and unsympathetic alterations.

8 Recommendations

8.1 Historic areas

Recommendation: 1 Conservation Area

Designate CA to include the three main streets of the village of mid-nineteenth century housing.

Reason: To recognise the areas of special architectural and historic importance in Darite, and to promote policies and schemes for the preservation and enhancement of those areas.

Recommendation: 2 Conservation Area Appraisal

Prepare a full and detailed Conservation Area appraisal to accompany CA designation/extension.

Reason: To accord with statutory requirements and departmental policy advice, to ensure a full and adequate understanding of the special historic and architectural importance of the CA, the range of historic fabric and archaeological potential, and to establish effective parameters for management and policy proposals.

Recommendation: 3 Open Areas of Local Significance

Designation of OAL to include the land between the old railway tracks and the beds of the tracks themselves.

Reason: To retain the footprint of the railway in recognition of the part it played in the shaping of the village and to protect the setting of the Conservation Area.

OALS are an extremely important and useful policy both to contain the spread of development around settlements and to act, in effect, as a secondary layer of management and control round a conservation area, preserving the setting of such an area.

Recommendation: 4 Article 4 Directions (Walls)

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

Reason: To protect the character of Darite against inappropriate incremental alterations and demolition.

Recommendation: 5 Article 4 Directions (Buildings)

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

Reason: To protect the character of Darite against inappropriate incremental alterations and demolition.

8.2 Historic buildings

A fuller understanding of the stock of historic structures in Darite as elsewhere in Cornwall, is urgently required. Local list surveys, thematic surveys, detailed recording as part of Article 4 Directions should all be viewed not only as a first stage to Listing, but as an end in themselves, as critically important elements in the creation of policies, in prioritising action, in targeting funding strategies, and as a means of successfully managing change and promoting opportunities.

Recommendation: 6 Statutory Listed Building review

Review the statutory list of buildings of special architectural or historic interest.

Reason: To update the statutory list to reflect changes in understanding of the historic environment, in order to preserve or enhance the special character of the buildings and the area.

The following list puts forward a range of structures that might be considered for listing - there are others not given here which on closer inspection might also be included; the intention here is to give an idea of the scale of any potential listing exercise.

Darite Methodist Chapel [28] [35]

School House [11] – possibly a Building at Risk

Recommendation: 7 Non-statutory historic buildings survey (Local List)

Prepare a list of locally significant structures which contribute substantially to the character of the settlement, based on the combined criteria of both listing and Article 4 Directions, and backed up by a Buildings-at-Risk survey, detailed Article 4 Directions and substantive and enforceable policies in the local plan. This could also back up applications for grant aid.

Reason: To ensure a full and accurate record of the historic fabric of the settlement, to strengthen existing Local Plan commitments to prevent proposals that would harm the historic heritage of the village and guide development and promote change that will preserve and enhance the character of the village.

8.3 Policy and management

Recommendation: 8 Archaeology

Undertake a full survey of archaeological potential in Darite, backed up by an additional policy requiring proper recording of archaeologically sensitive sites before development.

Reason: To comply with and strengthen existing Local Plan commitments to prevent proposals that would harm the archaeological heritage of the village and mining remains in general, and thereby preserve the special character of Darite.

Recommendation: 9 Derelict land

Base proposals affecting the areas of derelict land that surround and permeate Darite on a thorough understanding of the unique historical and archaeological importance of the sites

themselves, and also of their value to the setting of Darite. Conserve surviving historic fabric and landscape.

Reason: To ensure that the sites retain both their historical relevance to Darite and Cornwall, and their own archaeological and historical integrity.

Recommendation: 10 Limit or restrict development

Further development should be limited to meeting the needs of those who require affordable housing and should be limited to those sites within the village development limit set by Caradon District Council.

Reason: To comply with existing Local Plan commitments and to retain the discrete identity of Darite.

Recommendation: 11 Back-land, courtyards and alleyways

Recognise the importance to historic character of back-land areas and rear lanes as an important aspect of Darite's character; preserve and enhance their informal qualities and important surviving buildings.

Reason: To preserve and enhance the special character of Darite, especially in areas unlikely to attract private investment and attention.

Recommendation: 12 Interpretation and Promotion

Produce village trails linking Darite with the other settlements associated with the Bodmin Moor industries. The trails could begin at Minions where there is already an existing Heritage Centre. Similar proposals were put forward in Caradon District Council's Draft Caradon Hill Strategy 2001.

Reason: To present the heritage of Darite to a wider audience and to attract new visitors and associated regeneration initiatives.

Recommendation: 13 Further study

Undertake a wider study of the Liskeard and Caradon Railway to determine its part in the development of local settlement as well as the various industrial sites along its route.

Reason: To further understand the importance of the railway in the historical development of Darite.

Recommendation: 14 Design Guidance

Produce design guidance specific to the village, based on a detailed audit of materials, designs, details and character, both of standing buildings and of street paving materials.

Reason: To preserve and enhance the special character of Darite, and promote change that will preserve and enhance the character of the settlement.

Recommendation: 15 Trees and ornamental landscapes

Undertake a full survey of existing trees and ornamental landscapes and take protection measures where appropriate.

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

Recommendation: 16 Restoration/enhancement schemes

Concentrate restoration/enhancement schemes on some of Darite's important focal points, particularly the old school house and the replacement of the very utilitarian fencing around Railway Crescent so visible on entering the village.

Reason: To recognise and enhance the importance of focal points in the development of Darite's streetscape.

9 References

9.1 Primary Sources

1809 OS drawings (2 Inch)

1841 Tithe Map of St Cleer parish

1845 Whitley's Geological Map of the Caradon Mining District

1882 OS 25 inch map

1905 OS 25 inch map

1946 RAF air photographs

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

9.2 Publications

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Hamilton Jenkin, A K, 1966. *Mines and Miners of Cornwall*

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Appendix: Gazetteer of archaeological sites and historic buildings

Codes: PRN: Primary Record Number in Cornwall Sites & Monuments Record. LB: Listed Building. SM: Scheduled Monument. Date: MD = medieval, PM = post-medieval, C = century, c = approximately.

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
1		Oakfield	Darite	House (former farmhouse)	1841-82			
2		Sandycot	Darite	House	1841-82			
3		Site of proposed Liskeard to Launceston Railway	Darite	Railway (site of)	1841-82			
4	1-8 (cons)		Railway Crescent	House	1905-47			
5		Winton, Chytowen, Trevaz	Darite	House	1905-47			
6		South View, Victoria Cottage, Baytree Cottage, The Retreat	Darite	House (pairs of cottages)	1841-82			
7		Treryn	Darite	House	1841-82			
8		Lavender Cottages, Moorland Cottage, St Just Cottage, Edgcumbe Cottage	Darite	Row	1841-82			
9	1-2	Arnold Gardens	Darite	House (pair of cottages)	1841-82			
10		Darite County Primary	Darite	School	1841-82			
11		School House	Darite	House (former school house)	1841-82			
12		School Field	Darite	Field (school playing field)	1841-82			
13		Roswyn Cottage	Darite	House	1841-82			
14	1-2	Rosebank	Darite	House (pair of cottages)	1841-82			
15		West Darite	Darite	House	1841-82			
16		Track	Darite	Track	Pre-1841			
17		Site of Wheal Agar	Darite	Mine (site of)	1841-82			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
18		Wheal Agar, Mount Pleasant, Rosemellion	Darite	House	1841-82			
19		Coronation Villa	Darite	House	1841-1882			
20	1-3 (cons)		Belmont Terrace	Row	1841-82			
21	1-3, 5-8 (cons)		Alexandra Terrace	Row	1841-82			
22		Village Hall	Darite	Institute (village hall)	1905-47			
23		Betmaur, Sunnyside	Darite	House	1841-82			
24		Fair View	Darite	House	1841-82			
25		Aubrey House	Darite	House	1841-82			
26		Pemba, Hillside	Darite	Row	1841-82			
27		Yew Tree Cottage, Grenfell, Hope Cottage	Darite	House	1841-82			
28		Darite Methodist Chapel	Darite	Methodist Chapel	1841-82			
29		Staddon	Darite	House	1841-82			
30	1-3 (cons)	West Down	Darite	Row	1841-82			
31		Lydbert, Marisco	Darite	House	1841-82			
32		Magnolia Cottage, Onslow, Barneen	Darite	Row	1841-82			
33		Sunny Cottage, Tanglewood	Darite	House	1841-82			
34		Telephone Box	Darite	Telephone Box (K6)	1905-47			
35		Sunday School	Darite	Sunday School	1882-1905			
36		Post Office	Darite	Commercial (post office)	1841-82			