

**Cornwall Industrial Settlements Initiative**  
**KELLY BRAY**  
**(Tamar Valley Area)**



**December 2002**



# CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

## Conservation Area Partnership

<b>Name:</b>	Kelly Bray	<b>Study Area:</b>	Tamar Valley
<b>Council:</b>	Caradon District Council	<b>NGR:</b>	SX 36 71
<b>Location:</b>	South-east Cornwall, 10 miles south-east of Launceston, 1 mile north of Callington on the A388	<b>Existing CA?</b>	No
<b>Main period of industrial settlement growth:</b>	1870 – 1910	<b>Main industry:</b>	Marketing and servicing for Mining and Quarries. Railhead.

### Industrial history and significance

Kelly Bray's industrial significance is that it shows a more complex sequence of industrial-related development than has traditionally been associated with the Cornish experience, and in particular emphasises the continuing strength of early 20<sup>th</sup> century industry in some parts of the County. Although by the 1870s a mining and railhead site, these activities plugged into an already established industrial and settlement pattern that did not demand much new development. Only after the older industries had decayed, and with re-investment and diversification into different activities, did the need to attract, house and service in effect a whole new industrial population create a sizeable settlement at Kelly Bray in the early 20<sup>th</sup> century.

### Other comments

Kelly Bray has retained its character as a village with industry at its heart. Any future development should seek to maintain the balance between domestic housing and light industry. The major road through the village, the A388, has over the years become increasingly dominant and in its present form will frustrate any efforts to revitalise the centre of the village following the loss of the railway.

This settlement will either form part of the proposed Cornish Mining World Heritage Site Bid, or will be considered an important part of the context for the Bid.

### Recommendations

#### Historic areas

- Designate conservation area
- Prepare a full CA Appraisal
- Further designation of 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 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 in the outskirts
- Recognise back-land areas and rear lanes as an important aspect of Kelly Bray's character
- Set up village trail, guides and other promotional initiatives
- Further study to promote other aspects of Kelly Bray's history, in particular the development of the East Cornwall Mineral Line
- 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 Kelly Bray's important focal points

**Conservation Area Partnership**

**Cornwall Industrial Settlements Initiative**

**KELLY BRAY**

**(Tamar Valley Area)**

Bridget Gillard, Cornwall Archaeological Unit

and

The Cahill Partnership

December 2002

## **Acknowledgements**

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**Front cover illustration:** Kelly Bray - Station Road villas, B. Gillard, 2002

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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 (Historic Environment Service, CCC)
CCC	Cornwall County Council
CISI	Cornwall Industrial Settlements Initiative
GPDO	General Permitted Development Order
HES	Historic Environment Service, Cornwall County Council
HERS	Heritage Economic Regeneration Scheme (English Heritage)
HLF	Heritage Lottery Fund (ing)
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)
[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.

The Cornish Mining World Heritage Site Bid is being prepared for submission to UNESCO by February 2004 (for inscription in June 2005). The bid areas will include the full range of 18<sup>th</sup>-20<sup>th</sup> century mining landscape components, including the settlements that were created or rapidly expanded as a result of mining and associated industries. All mining settlements are of significance to the World Heritage Site Bid - those that fall in 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.

## 1.2 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 District Conservation Officers).

## 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 10.1) 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

**Kelly Bray was assessed as part of CISI during January 2002**

## **2 Location and setting**

### **2.1 Geographical location**

Kelly Bray is in south-east Cornwall ten miles south-east of Launceston and one mile north of Callington, in the parish of Callington (Fig 1). It is a crossing point for a number of roads, especially the A388 Plymouth to Launceston road (with links to Liskeard via Callington) and routes to Bodmin, Stoke Climsland, Calstock and Gunnislake and South Hill.

### **2.2 Landscape setting**

Kelly Bray is situated on the western slopes of Kit Hill, on a low, relatively level pass over the Hingston Down/Kit Hill/Tremollet Down ridge that forms the watershed between the Tamar and Lynher valleys and their tributaries. The main area of the village is on level ground, but this drops away along Redmoor Road to the south-west, Callington to the south and Florence Road to the south-east, with a deeply incised valley to the north leading to Holmbush and Downgate.

The landscape was formerly one of open rough grazing and moorland, mostly now enclosed agricultural land with scrub woodland covering the disused Redmoor mine which fringes the western side of the village. To the north of the village are an area of woodland, Holmbush Plantation and the remains of Holmbush mine. To the east the village abuts Kit Hill, which rises to 334 meters. The lower slopes are given over to agricultural land and scattered light industrial units and rise to moorland. The southern aspect of the village is dominated by the A388 that leads into Callington. This road is fringed with housing, but some open areas of agricultural land still remain giving Kelly Bray a distinct and separate identity from Callington.

Looking south-west from the village the hills of Caradon dominate the horizon and to the north-west lies Bodmin Moor.

## **3 History**

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

### **3.1 Agriculture**

Despite the marginal nature of the land immediately around Kelly Bray, agriculture was the predominant activity for most of the history of the area before the nineteenth century industrialisation. Prior to the late medieval enclosure of the common moorland of Kit Hill, which included Kelly Bray Farm, the area was largely extensive grazing land. During the eighteenth century further attempts were made to enclose large plots of land with stock-proof boundaries. Agricultural supplies and lime were brought by packhorse from the quays at Cotehele, Calstock and Halton. By the nineteenth and twentieth centuries, apart from the rough grazing on the higher slopes of Kit Hill, the whole of the surrounding land had been parcelled up into straight-sided fields punctuated by farms, small holdings and cottages. The mostly early nineteenth century small-holdings were associated with the mining hamlets in the valley to the north of Kelly Bray. In the twentieth century in the land to the west of Kelly Bray arable farming gave way to market-gardening and flower growing.

### **3.2 Mineral Extraction**

The earliest recorded mineral activity occurred during the sixteenth and seventeenth centuries, mainly in the valleys on the north-east slopes of Kit Hill. Evidence has been found of streamworking, lode-back and shallow surface-based working. This would appear to have been an extensive aggregate of small-scale operations. The seventeenth century saw the development of shaft mining, especially in and around Holmbush mine to the north of the settlement area. By the 1820s/1830s large scale capital investment took off in the area around Kit Hill focusing on

the mines at Holmbush, Redmoor and Kelly Bray. The mines amalgamated in 1843 to form the Callington Mining Co, with 3 engines and over 250 employees. Extracting tin, copper and lead in varying quantities, and with some expansion in the 1850s and 1860s, the mines maintained a gradually declining level of activity throughout the century through a series of closures and re-openings. During this industrial period Calstock became the principal quay from which materials were supplied and exported.

Mining activity continued in and around Kelly Bray until 1946, largely on the basis of diversification into arsenic and wolfram production, with boom periods associated with the two World Wars.

### **3.3 Quarrying**

Since the Middle Ages granite moorstone for local building needs had been collected from Kit Hill and by the eighteenth and early nineteenth centuries there were fairly large-scale but shallow quarries (stockwork) on the south-western slopes. The first third of the nineteenth century saw larger scale commercial quarrying on the south/south-eastern slopes of Kit Hill, but the metalled tracks to the south-east indicate that most of the stone was destined for local use in Callington. Later in the nineteenth century with the development of the two large-scale industrialised quarries on the north slopes, linked by their own tramway system to the East Cornwall Mineral Railway, the Kit Hill quarries began to supply precisely shaped granite blocks to a national and international market. The quarries continued into the twentieth century, a further tramway was constructed and road transportation became increasingly important, but all production had ceased by 1955.

### **3.4 East Cornwall Mineral Railway**

The railway that terminated at Kelly Bray, linking the mines and agriculture with the quay at Calstock, began as a narrow-gauge mineral railway in 1872. Although this was not a particularly profitable time for the local mines they must have been stable enough or shown enough prospects to warrant its construction. In its early years the line was very successful, producing profits of £1,140 out of £2,547 receipts. Kelly Bray was chosen as the terminus because it was situated on flat land at the hub of the local road network and right in the middle of the three principle mines in the area. The platforms, sidings and engine sheds were sited adjacent to Kelly Bray mine amongst large saw mills, shops and wholesalers. The railway not only serviced the mines and local farmers, but steep inclined tramways ran down the northern side of Kit Hill linking the granite quarries with the line at Downgate Sidings. After its initial success a fall in profits resulted in the line being taken over by Plymouth, Devonport & South Western Junction Railway in 1891 and, as a result of the Light Railway Orders of 1900 and 1905, was converted to standard gauge. The shift of emphasis from goods to passenger services was reflected by the station being renamed Callington after the nearest large town. Again the line started off successfully and the dividend rose from 1% in 1908 to 3.5% in 1913 when 112,639 passengers were recorded as using the line. Between the wars mineral traffic on the railway virtually ceased, but goods were still transported in the form of market-garden produce. By February 1966, however freight was withdrawn from the line and it closed completely in November 1966.

### **3.5 Railhead commercial activity**

Given that the branch line from Calstock to Kelly Bray was only seven miles long, the terminus station was relatively large and included extensive goods sidings, goods sheds and stores. This was the collection point for the local market-gardeners and flower growers, as well as delivering agricultural supplies. Most of the commercial activity in and around the station appears to have returned to agricultural processing and support – the oldest local activity, and one which must have remained relatively important all the way throughout the industrial period. Even Kelly Bray

Mine engine house was converted into an agricultural feedstuffs mill. There were however some businesses such as coal merchants and the sawmills located in the vicinity of the railway which initially would have serviced the mines and quarries.

Today there are still egg packing, meat processing, and other processing plants in and around Kelly Bray which would initially have developed in response to the accessibility of a railhead. Following the closure of the railway and Kelly Bray mine the sites were partially redeveloped as an industrial estate, with a number of light engineering works.

## **4 Physical Development (Fig 2)**

### **4.1 Pre-1809**

As late as 1809, the only settlement within the study area was the hamlet around Kelly Bray Farm. First recorded in 1280, Kelly Bray was one of a number of small hamlets on the upper edges of the numerous small but deep valleys reaching up into the large stretches of common grazing moorland around Kit Hill

The 1809 survey drawings show other hamlets in the valleys to the west (Polhilsa, Jericho and Redmoor), north-west (South Coombeshead) and particularly to the north (Winsor/Holmbush) – where Holmbush and other mines were already well established, and settlement was already partly industrial in character.

Although some mine workings are shown at the site of Redmoor Mine, the site of the current settlement was completely empty, merely a meeting point of tracks and roads on the moorland, (in 1763 the Callington Turnpike Trust had been set up by an Act of Parliament and under a second Act in 1785 authorised the widening and improving of 32 miles of road in the Callington area, including the line of the current A388).

### **4.2 1809-41**

During this period settlement in the area continued to be one of scattered cottages and hamlets at Kelly Bray Farm (where there were a mill and three other buildings) and in the valley to the north (Holmbush and Winsor); numbers of such cottages were increasing, however, and for the first time cottages were beginning to move up onto the edges of the open moor, with a small group of cottages between Holmbush Mine and Little Hurldown mines.

### **4.3 1841-1880**

In 1872, The East Cornwall Mineral Railway took a northerly route around Kit Hill and terminated in a site on level ground abutting the present day A388. At the same time, large-scale development of Kelly Bray mine had made it the chief working element of the Callington Mines group, so that an extensive complex of railway and mine buildings was developed side by side. This level of industrial activity was, however, scarcely matched by settlement development. The older pattern of scattered cottages (together with the greatly increased provision of industrial housing in Callington) probably provided enough working population to supply the works, so that only limited settlement development took place, mostly on the roads north of the railway terminus with a pub (the Railway Inn), a sawmill, groups of cottages and two shops, while a Methodist Wesleyan Chapel was built in the valley to the north, close to Holmbush mine.

The enclosure and settlement of the moorland was not just for the industrial settlement; Kelly Bray Farm continued to expand, and two further farms were created to the south-east of the settlement at Florence and to the south at Isacombe, while one at least of the cottages by the pub north of the railway was itself a smallholding.

#### **4.4 1880-1906**

There was very limited development within the settlement area in the late 19<sup>th</sup> century. By 1908, a row of six cottages had been built along Stoke Road, probably as housing for the Holmbush miners or the rapidly expanding saw mill (the railway terminus and Kelly Bray mine also saw some modest increase in buildings), a pair of semi-detached villas on Station Road, and a house and shop in Launceston Road opposite the Railway Inn.

The small settlement did receive some improvement in facilities in this period, sharing with Callington the new water supply from the reservoir built by James Venning and the Callington Water Company in 1885-6 at Ashburton Farm.

#### **4.5 1906-1946**

The early 20<sup>th</sup> century success of local agriculture, mining and quarrying saw Kelly Bray develop into a busy railhead and industrial village. Six further dwellings were added to the row of miners' cottages along Stoke Road and a scattering of larger detached and semi-detached houses were also built near to Holmbush. Typical social institutions associated with Cornish industrial settlements also came to Kelly Bray at this time in the form of a working men's club and Methodist Church, both off the Stoke Road.

The major development in the village however was around the station. The northern side of Station Road became fringed with terraces, semi-detached and detached villas. Further shops, houses and a post office were built opposite the station on Launceston Road. The terminus at Kelly Bray continued to be an important distribution centre and by 1908 the branch line from Bere Alston to Kelly Bray was transporting tin, copper, lead, arsenic, granite, fruit and flowers and passengers. Additional saw mills were sited along the Stoke Road and light industrial units were sited behind the station to the east of the old Kelly Bray mine site.

The increase in wealth in the village, and the attractions of the sweeping landscape views it commanded, was reflected in the number of detached houses set in their own land built along Launceston Road towards Callington.

A sizeable garage was opened during the 1930s on the corner of Florence Road; it operated a connecting bus service between Callington and the rail terminus at Kelly Bray.

During the Second World War the land between Launceston Road and Florence Road was used as an army camp.

#### **4.6 Post 1946**

The residential elements of the village continued to grow during the twentieth century. The saw mills have moved further out of the village beyond the western Holmbush site. The land that they previously occupied along Stoke Road is now Parsons Green housing estate. The land on the other side of Stoke Road between the row of miners' cottages and Windsor Lane is filled with bungalows and houses. Two modern closes of housing have been built off Station Road and next to the Post Office.

The new housing developments are balanced, however, by the continued presence of light industry within the heart of the village. The site of the first saw mills now contains light industrial units as does the site of the old Kelly Bray mine.

Housing now fringes most of the eastern side of Launceston Road towards Callington, but there are still some plots of open land near the quarry.

The major change to the character of the village has been the loss of the railway and the station. This area is currently (spring 2002) a building site for a number of new dwellings.

## **5 Current Character (Figs 3 & 4)**

### **5.1 General**

Despite the loss of the railway and the overall growth of the settlement, Kelly Bray still retains the mixture of industry and housing which has characterised it since its development in the mid-19th century. The industry is now light, but the village still has a coal yard and saw mill. The farms continue on a relatively large scale, with large poultry houses around Kelly Bray Farm to the west. The village has a strongly Edwardian feel to it, due to the prominence of the villas on Station Road and Launceston Road. The modern developments are unobtrusively set back behind the earlier houses. Throughout the village the large pitched roofs of industrial sheds are juxtaposed with the smaller domestic buildings as they have been for the last one hundred and fifty years.

However, the predominance of the A388 has grown with the increase in traffic and the village is now effectively divided; it lacks a clearly definable centre, there is no real focal point since the closure of the station. The pub and post office continues, and one of the Edwardian villas is still used as a shop, but the Methodist chapel along Stoke Road has been demolished.

### **5.2 Built environment**

#### **5.2.1 Public/ecclesiastical buildings**

There never was much in the way of public buildings in Kelly Bray – due mostly to the scattered settlement pattern, and late and informal development history, and none seem to have been of more than local architectural or social significance.

The important historical and topographical evidence of the movement of settlement focus from Holmbush to the railhead as reflected by the location of the two Methodist chapels is now unfortunately difficult to recover - the earlier chapel at Holmbush (Wesley Cottage [83] dating from the mid-nineteenth century and set amongst the older mine sites) is now a private dwelling, while the early 20<sup>th</sup> century Methodist Chapel [59] on Stoke Road next to the row of miners cottages has recently been demolished, although the graveyard and walls still remain.

Opposite the site of the Methodist Chapel is a wooden hall with a slate roof, the original home of Kelly Bray Working Men's Institute [60]. This building now houses the Women's Institute and the Working Men's Institute and Sports Club is next door in a corrugated iron post-war building.

#### **5.2.2 Commercial buildings**

During the early twentieth century Kelly Bray became a commercial centre for the surrounding farms and mines. A number of shops and a post office were built all in a similar style, typically of white stucco, with mouldings, bay windows, and decorative glazing bars. Several of the former shops are now houses [21][23][24]; the post office [26] however, is still in operation as is the bakery [14], both of which still have their original shop fronts. Some further connection with the industrial origins of the village have been lost with the renaming of the Railway Inn, now the Swingletree public house [19].

In the 1930s a garage [51] was built adjacent to the station in an Art Deco style with Crittal windows. From here coaches left connecting Kelly Bray with Callington, but despite the closure of the railway the garage has continued to function.

#### **5.2.3 Housing**

Although the main settlement at Kelly Bray developed in response to the mines and railway, the predominant style of housing in the village centre is of Edwardian villas and semi-detached houses incongruously sitting amongst hefty industrial buildings, not the typical long terraces of

cottages one might expect to find in a railway village. The Edwardian houses are detached [14][15][25], semi-detached [9] [21] [22] or in short terraces [12][16][63]. The light facades, large bay windows rising to two storeys and decorative features such as finials, quoins and keystones give the impression of a seaside resort rather than an industrial centre (reflecting perhaps the attraction of the views to even 19<sup>th</sup> century residents in Kelly Bray).

The earliest housing in the village lies to the north and was undoubtedly connected with Holmbush mine. Two rows of simple cottages [70][80] were built in the early nineteenth century and a more substantial row [62] followed at the end of the century. Cottages associated with Kelly Bray mine [49] were erected in between these dates.

Within the settlement are three significant farms the oldest of which, Kelly Bray Farm [1] has medieval origins, and may contain 18<sup>th</sup> century or earlier remains. Ashburton Farm [42] dates from the mid-nineteenth century and Isacombe Farm [36] is of the same period, but of a grander design. Scattered mid-19th century cottages in the village [58][20] appear to be smallholdings which could be connected with agriculture or the mines.

A substantial number of detached and semi-detached houses [28][39][45][46][50] were built in the period between the wars. Very suburban in feel they are characterised by large and mature front and rear gardens, and the way they address the main road.

#### **5.2.4 Industrial remains**

The mine buildings, engine house and chimneys [73][74] at the western site at Holmbush have recently been consolidated and repaired. They stand on high ground overlooking the village in front of picturesque woodland. In contrast the remains at the eastern site [77] are disappearing into the encroaching woodland, and the only surviving chimney is completely covered in ivy. There is a group of buildings [76] at the eastern site which could have been the original count house, but are now used as commercial premises.

The remains at Redmoor mine are mainly overgrown, but an impressive open shaft [29] still exists next to the Cornwall Farmers Ltd drive which now has its depot on the main mine site. Scrubby moorland has now grown up around the site over the dumps and walls of demolished buildings.

Very little remains of Kelly Bray mine as the site has now been redeveloped as an industrial estate. A tall stone building [54] (former engine house) at the heart of the complex and a stone shed [47] were once part of the mine but otherwise very little remains. In addition to the losses resulting from redevelopment, a significant fire in 1992 destroyed some remains.

There is very little evidence of the railway: the line of the former tracks sweeping behind the houses on Station Road [6], a few sheds which are currently used as warehouses [48][52], the shed [8] opposite Kelly Bray Farm and the witty name of the industrial estate, 'Beeching Park'.

However, in aggregate, there are still a number of interesting buildings which repay exploration and add significantly to the interest of what otherwise could appear to be a somewhat formless settlement.

#### **5.2.5 Paving/street ephemera**

The majority of pavements in Kelly Bray are tarmac with thin utilitarian kerbstones, but in front of the terraced housing in Stoke Road the kerbstones [61] form a castellated pattern similar to the kerbstones along the 1930s developments in Liskeard Road and Saltash Road in Callington.

In the middle of the industrial estate, originally part of the Kelly Bray Mine site, is a five foot granite standing stone inscribed '2 SC 1845' [69], a parish marker for Stoke Climsland parish, and part of a sequence running along the south side of Kit Hill. Much smaller granite stones can

be found further along Stoke Road towards the Holmbush site [68] [72] and could be associated with the original toll road.

Next to Ashburton Farm is a stone archway with decorative pinnacles, one of which has collapsed [41], either side stone walls form a splayed entranceway and underneath the arch is a grating beneath which water can be glimpsed. This is the entrance to the underground reservoir built by Philip Venning in 1886.

### **5.2.6 Materials and local details**

Although almost surrounded by granite quarries (with local sandstones also available) there are now surprisingly few buildings with exposed stonework left in Kelly Bray. Surviving remnants of railway walls, mine buildings and farm outbuildings give an impression of how the settlement must once have appeared, but now the majority of buildings in Kelly Bray are rendered and painted. The predominant style of the settlement is typified by the Edwardian houses in Station Road. Throughout the village along Launceston Road, Stoke Road and Florence Road are terraces, semi-detached and detached rendered houses with string courses, gable ends, decorative ridge tiles and finials. Unusually for a railway settlement there is only one sizeable brick building, [23], a substantial detached three-storey residence which at one stage incorporated a shop, opposite the pub.

## **5.3 Streetscape**

The centre of the village is very road dominated and lacks any focus; the buildings north of the post office give directly onto the street and face the blank wall that originally defined the boundary of the railway. The entrance to Station Road is particularly bleak, the industrial units on the northern side enclosed within a high wire fence, with the important corner sight given over to a formless parking area.

Station Road, Stoke Road and the parts of Launceston Road outside the village centre all have a suburban feel. The houses are set back behind low-walled front gardens and the wide pavements have grass verges. But as the roads leave the settlement they turn into country lanes, particularly Stoke Road, Station Road and Florence Road, which beyond Ashburton Farm opens out into a moorland road with very low hedges giving onto heathland. Launceston Road, Stoke Road and Station Road are all joined by what now appear to be farm tracks – deep lanes with hedges covered in shrubs and small trees. These once however would have been the entrance lanes to the Holmbush mines.

## **5.4 Views, Vistas and Green Space**

### **5.4.1 Views and Vistas**

The major vistas lie to the south of the village. From Florence Road outstanding views are afforded eastwards over rolling fields to the valleys of the River Lynher and further south-east to the high ridge of Caradon hills. The early twentieth century and later developments along this road occurred in response to the stunning views.

Within the village itself one of the most significant views is from Station Road towards Holmbush where the light granite of the western mine buildings stand out against the dark backdrop of the woodland behind. Another dramatic prospect can be found in the centre of the village where the slopes of Kit Hill rise up behind the suburban villas.

One of the characteristic views of the village centre is glimpses of large pitched corrugated iron roofs of industrial buildings *between* the much smaller scale domestic buildings.

### **5.4.2 Greenery**

Although a settlement with a significant amount of industrial development, Kelly Bray has a strongly suburban feel. This is greatly enhanced by the grass verges, front gardens, hedges and cultivated trees such as monkey-puzzle, conifers and yew that can be found throughout the village, and by its obvious visual connection with Callington. However, a distinct sense of detachment is maintained by the open farmland and undeveloped fields that lie between the two settlements – even on the edges of Callington, the paddocks, allotments and tree-lined roadway reinforce this sense of a break between the built-up areas.

Planting surrounds many of the older buildings in Kelly Bray. A belt of trees and hedges shield Isacombe farmland from the A388, and an avenue of mature trees fringe the road towards Ashburton Farm.

The industrial estate on the old Kelly Bray site is perhaps not surprisingly one of the most built up areas of the settlement and yet is given onto a track with distinctive Cornish hedges to either side and a belt of trees [86] [87]. This is a survival of earlier enclosure from the moorland, and of the Ashburton estate; it is clearly visible in exactly the same form on the 1841 map, and predates the Kelly Bray mining development.

Holmbush valley to the north of the settlement at first appears to be simply part of the countryside, but either side of its wide mud and stone track, behind the high earth hedges surmounted by saplings and mature trees, are a number of scattered cottages, converted mine buildings, and half demolished walls. What at first appears to be a tall tree trunk is in fact an old mine chimney completely covered in ivy surrounded by the half hidden stumps of ruined mine buildings.

### **5.4.3 Permeability/connectivity**

Despite the core of Kelly Bray being road-dominated and not pleasant to walk around, throughout the village there are good footpath links to the countryside, and it is possible to make a circuit. Away from the busy A388 there are mine remains right in the centre of the village, open moorland not far away, pleasant secluded valleys and the surrounding farming landscape.

## **6 Industrial significance**

The great period of growth and development in Kelly Bray was in the early 20<sup>th</sup> century, and this marks it out from many, if not most of the industrial settlements in Cornwall, which had already seen their greatest periods of development before the end of the 19<sup>th</sup> century. The investment in new and (temporarily) successful mining ventures in the area (especially arsenic and wolfram), the continued importance of quarrying, the growth of rail-head businesses like saw mills, agricultural processing and shipment, and the attractions of the area as, in effect, a suburb of Callington were all still promoting development well into the inter-war period.

Kelly Bray's industrial significance is that it shows a more complex sequence of industrial-related development than has traditionally been associated with the Cornish experience, and in particular emphasises the continuing strength of early 20<sup>th</sup> century industry in some parts of the County. Although by the 1870s a mining and railhead site, these activities plugged into an already established industrial and settlement pattern that did not demand much new development. Only after the older industries had decayed, and with re-investment and diversification into different activities, did the need to attract, house and service in effect a whole new industrial population create a sizeable settlement at Kelly Bray in the early 20<sup>th</sup> century.

## **7 Designations**

### **7.1 Scheduled monuments**

The Holmbush mine site was recently designated a scheduled monument (September 2002).

### **7.2 Historic Buildings (Fig 4)**

There are no listed buildings within the study area.

### **7.3 Historic Area Designations (Fig 4)**

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

### **7.4 Other designations**

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

The eastern side of the village (the lower slopes of Kit Hill) lies within an Area of Great Scientific Value (AGSV) – Policy CL13. The southern site of Redmoor mine is designated a Regionally Important Geological Site (RIGS) – Policy CL13.

There are two Open Areas of Local Significance (OALS) – Policy EV6. One lies to the north west of Isacombe farm and the other to the south east of the old Kelly Bray mine site. The latter site includes a prominent belt of mature trees that are protected by a Tree Preservation Order.

Policy H4 protects the open countryside between Callington and Kelly Bray to maintain their separate characters.

The development of small workshops within the village would be permitted under Policy EM3 in appropriate circumstances.

Part of the area falls within North Cornwall District. They have designated the area of Kit Hill an Area of Outstanding Natural Beauty (AONB), an Area of Great Historic Value (AGHV), a Cornwall Nature Reserve and a Regionally Important Geological and Geomorphological Site.

## **8 Current issues and forces for change**

### **8.1 Current Issues**

Kelly Bray used to have a well-defined village centre which can be seen in photographs taken in the early 20th century. The post office and neighbouring shops and houses faced Dingles Saw Mill which filled the site north of Station Road, now largely given over to parking spaces and defined only by a temporary wire fence. On the other corner of Station Road was the far end of the railway and further shops, possibly Kelly Bray Supply Company built directly onto the street. These two empty sites either side of Station Road present a desolate prospect.

The dominance of the A388 does little to enhance the centre of Kelly Bray and the heart of the village seems to have shifted along Station Road to the area around the bakery.

### **8.2 Forces for Change**

There is currently planning permission for 117 new dwellings on the old station site and land west of the A388 north of Isacombe Farm. The houses on the old station site are under construction. At present the village has retained its traditional mix of domestic and industrial buildings, but this balance could alter following the construction of the proposed new dwellings.

The failure to address the main through-road in Kelly Bray and reinstate some sense of the central area may be mitigated to some extent by quality landscaping and further development of this area.

The County Structure Plan Proposed TRAN A includes a proposal for an A388 Callington-Kelly-Bray Bypass to be built in the period to 2011. Although a route has not yet been identified the Local Plan suggests that an eastern route is favoured. Traffic calming and management measures are required within Kelly Bray; these need not wait to respond to the proposed by-pass scheme, but could provide immediate and much needed enhancement now.

Recognition of the quality of many of the surviving buildings in and around the settlement, even within the otherwise unremarkable industrial estate, and the superb opportunities provided by links to the countryside, the moors and extensive mine remains (for instance around the recently refurbished Holmbush Mine sites) could inform further development, raising the quality of design and particularly of layout in terms of its relationship to the historic character and environment of Kelly Bray.

Generally, Kelly Bray could benefit from an intensification and increased density of development in the central area (particularly along the main road) which respected and reinstated street frontages, recreating or reinforcing a sense of focus that it currently lacks.

## **9 Recommendations**

### **9.1 Historic areas**

#### **Recommendation: 1 Conservation Area**

Designate CA to include Station Road to the end of Kelly Bray Farm, but to exclude the modern housing estate at Wesley Close, to include the centre of village, apart from Trefloyde Close, Stephens Drive and Beeching Park, and extend north up Stoke Road as far as the cottages on the corner of Windsor Lane. Suggested boundaries are shown in Figure 4

Reason: To recognise the areas of special architectural and historic importance in Kelly Bray, 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.

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**

Further designation of OALS including an area north of Station Road to the northern boundary of the historic Holmbush Mine site, and also north of Redmoor mine lying adjacent to the boundary of the RIGS, together with management and enhancement proposals.

Reason: To retain both the discrete identity of Kelly Bray and the historic interest of its mining remains, and to manage and 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 around a conservation area, preserving the setting of such an area. There are already two OALS designated in Kelly Bray but consideration should be given to further designation.*

#### **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 Kelly Bray 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 and to prevent the loss of such features as unlisted shop fronts, especially when now in residential use.

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

## **9.2 Historic buildings**

*A fuller understanding of the stock of historic structures in Kelly Bray 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 for the Kelly Bray area.

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.*

*1-3 Holmbush Cottages [70]*

*Kelly Bray Farm [1][2][3]*

*The Reservoir Entrance at Ashburton Farm [41]*

*Isacombe Farm [36]*

*Parish Boundary stones [69]*

### **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.

## **9.3 Policy and management**

### **Recommendation: 8 Archaeology**

Undertake a full survey of archaeological potential in Kelly Bray, 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 Kelly Bray.

**Recommendation: 9 Derelict land**

Base proposals affecting the areas of derelict land that surround and permeate Kelly Bray on a thorough understanding of the unique historical and archaeological importance of the sites themselves, and also of their value to the setting of Kelly Bray. Conserve surviving historic fabric and landscape.

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

**Recommendation: 10 Limit or restrict development**

Further development on the outskirts should ideally be avoided or limited in extent and, where necessary, fully integrated into the historic topography and settlement form, particularly between Kelly Bray and Callington, and between Kelly Bray and Holmbush mine.

Reason: To retain both the discrete identity of Kelly Bray and the historic interest of its mining remains.

**Recommendation: 11 Back-land and trackways**

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

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

**Recommendation: 12 Interpretation and Promotion**

Produce village trails, integrated with existing initiatives in and around the Kit Hill Country Park; interpret the remaining mine remains at Kelly Bray mine and direct visitors out to the recently restored and consolidated engine house and mine workings at Holmbush. In addition the trail could direct visitors up onto Kit Hill and provide information on the mines and quarries and out to the Redmoor mine site. Holmbush mine in particular would benefit from some form of interpretation.

Reason: To present Kelly Bray's heritage to a wider audience and to attract new visitors and associated regeneration initiatives.

**Recommendation: 13 Further study**

Undertake a wider study of the East Cornwall Mineral Line 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 Kelly Bray.

**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 Kelly Bray, 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 Kelly Bray's important focal points, particularly the centre of the village at the junctions between Launceston Road, Stoke Road and Station Roads, and the old reservoir entrance on Florence Road.

Reason: To recognise and enhance the importance of focal points in the development of Kelly Bray's townscape.

## **10 References**

### **10.1 Primary Sources**

1809 OS drawings

1841 Tithe Map

1879 OS 25 inch map

1907 OS 25 inch map

1946 RAF air photographs

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

### **10.2 Publications**

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## Appendix: Gazetteer of archaeological sites and historic buildings

Codes: PRN: Primary Record Number in Cornwall Sites & Monuments Record. NGR: National Grid Reference. LB: Listed Building. SM: Scheduled Monument. Date: PA = palaeolithic, ME = mesolithic, NE = neolithic, BA = bronze age, IA = iron age, RB = romano-british, EM = early medieval, MD = medieval, PM = post-medieval, PX = prehistoric undated, HX = historic undated, UX = unknown, C = century, c = approximately.

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
1		Kelly Bray Farm	Station Road	Farmhouse (and outbuildings)	Pre-1809			
2		Kelly Bray Farm Outbuildings	Station Road	Outbuilding	Pre-1809			
3		Kelly Bray Farm Outbuildings	Station Road	Outbuilding	1880-1907			
4		Kelly Bray Farm Outbuildings	Station Road	Outbuilding	1907-46			
5		Earth banks and walls (original boundary of railway lines)	Land parallel to Station Road	Earth banks and walls	1872			
6		Site of East Cornwall Mineral Railway	Land parallel to Station Road	Railway (site of)	1872			
7		Beeching Park (Site of Kelly Bray Railway Station)	Land between Launceston Road and Station Road	Railway Station (site of)	1872			
8		Shed (former goods shed)	Station Road	Goods shed	1880-1907			
9	1-2	Claremont	Station Road	House	1907-46			
10		Kay Villa	Station Road	House	1880-1907			
11		Kingscombe House	Station Road	House	1880-1907			
12	1-4 (cons)	Trafalgar Terrace	Station Road	Terrace	1907-46			
13	1-4 (cons)		Waterloo Terrace	House	1907-46			
14		Nelson Villa, Hardy Villa and Bakery	Trafalgar Terrace	House and Commercial premises (shop)	1907-46			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
15		London House	Station Road	House	1907-46			
16	1-4 (cons)	Durbar Villas	Station Road	Terrace	1907-46			
17			Stoke Road	Site of Saw Mill	1880-1907			42310
18		Mill House	Stoke Road	House (former mill)	1841-80			
19		The Swingletree (former Railway Inn)	Launceston Road	Public house	1841-1880			
20	155		Launceston Road	House	1841-80			
21	153		Launceston Road	House (incorporating former shop)	1907-46			
22	151		Launceston Road	Commercial Premises (shop)	1907-46			
23	143-145 (odd)		Launceston Road	House (incorporating former shop)	1880-1907			
24	137-139 (odd)		Launceston Road	House (incorporating former shop)	1841-80			
25	135		Launceston Road	House	1907-46			
26	133		Launceston Road	Commercial Premises (Post office)	1841-80			
27	129		Launceston Road	House	1907-46			
28	115-123 (odd)		Launceston Road	House	1907-46			
29		Redmoor mine shafts	Redmoor Road	Mine shafts	1841-80			
30		Redmoor mine Chimney	Redmoor Road	Chimney	1841-80			
31		Site of Redmoor mine	Redmoor Road	Mine (site of)	1838-1908			
32		Quarry (disused)	Launceston Road	Quarry (disused)	1841-80			
33	140		Launceston Road	House	1907-46			
34	148		Launceston Road	House	1907-46			
35	154-156 (even)		Launceston Road	House	1907-46			
36	107	Isacombe	Launceston Road	Farmhouse	1841-80			
37		Farm outbuilding	Launceston Road	Farm outbuilding	1880-1907			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
38		Farm outbuildings	Launceston Road	Farm outbuilding	1907-46			
39	162-168 (even)		Launceston Road	House	1907-46			
40		World War Two army camp (site of)	Land between Launceston Road and Florence Road	World War Two army camp (site of)	1940-46			50099
41		Entrance to former underground reservoir	Florence Road	Gateway (entrance to underground reservoir)	1880-1907			
42		Ashburton Farm	Florence Road	Farmhouse	1841-80			
43		Ashburton Farm, Site of former quarry	Florence Road	Quarry (site of)	1907-46			
44		Site of former quarry	Florence Road	Quarry (site of)	1880-1907			
45		Hycroft	Florence Road	House	1907-46			
46		Linhey and two neighbouring houses	Florence Road	House	1907-46			
47		Industrial building (part of former Kelly Bray mine)	Florence Road Industrial Estate	Industrial building	1841-80			
48		Industrial building	Florence Road Industrial Estate	Industrial building	1907-46			
49		Foothills and Mount Pleasant	Florence Road	House	1841-80			
50	194-200 (even)		Launceston Road	House	1907-46			
51		Garage	Florence Road	Garage	1907-46			
52		Industrial building	Florence Road Industrial Estate	Industrial building	1907-46			
53		Mine shafts from the former Kelly Bray mine	Florence Road Industrial Estate	Mine shafts	1841-80			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
54		Former Engine House, Kelly Bray Mine	Florence Road Industrial Estate	Engine House (now commercial)	1841-80			
55		Site of Kelly Bray Mine	Florence Road Industrial Estate	Mine (site of)	1835-86			42289
56		Quarry (site of)	Florence Road Industrial Estate	Quarry (site of)	1841-80			
57		Industrial site	Florence Road Industrial Estate	Industrial site	1907-46			
58		The Nook	Stoke Road	House	1841-80			
59		Methodist Chapel (site of) & burial ground	Stoke Road	Methodist Chapel (site of) and burial ground	1907-46			
60		Working Men's Institute, now hall	Stoke Road	Working Men's Institute, now hall	1907-46			
61		Paving	Stoke Road	Paving	1907-46			
62	1-6 (cons)		Stoke Road	Row	1880-1907			
63	1-6 (cons)		Stoke Terrace	Terrace	1907-46			
64		Industrial works (site of)	Stoke Road	Industrial works (site of)	1907-46			
65	206		Launceston Road	House	1907-46			
66		Mine shaft (site of)	Land between Stoke Road and Launceston Road	Mine shaft (site of)	1841-80			
67		Moorland House	Stoke Road	House	1907-46			
68		Stone	Windsor Lane	Stone	1841-80			
69		Stone (inscribed '2 SC 1845')	Florence Road Industrial Estate	Boundary Stone	1845			
70	1-3		Holmbush	Row	1809-41			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
71		Glenside, Ruscada	Stoke Road	House	1907-46			
72		Stone	Stoke Road	Stone	1841-80			
73		Holmbush Mine	Stoke Road	Engine house, chimney and mine buildings	1841-92			
74		Western site of Holmbush (former Little Hurldown) Mine	Stoke Road	Chimney and mine buildings	1880-92			
75		Western site of Holmbush (former Little Hurldown) Mine	Stoke Road	Mine (disused)	1841-92	SAM		42290
76		Former count house of Holmbush mine	Windsor Lane	House (former count house of Holmbush mine)	1841-92			
77		Walls, shafts, chimney, outbuildings (Holmbush)	Windsor Lane	Mine buildings (disused) - walls, shafts, chimney, outbuildings	1841-92			
78		East site of Holmbush Mine	Windsor Lane	Mine (disused)	1841-92			
79		Winsor Cottage	Track off Windsor Lane	House	1841-80			
80		The Old Winsor	Track off Windsor Lane	House	1841-80			
81		Winsor Barns	Track of Windsor Lane	Barn and outbuildings	Pre-1809			
82		Winsor Court	Track of Windsor Lane	House	1841-80			
83		Wesley Cottage	Windsor Lane	House	1841-80			
84	1-2 (cons)	Mine View	Windsor Lane	Row	1809-41			
85		Wall	Station Road	Wall	1880-1907			
86		Plantation	Land r/o industrial estate	Plantation	1809-41			
87		Track	Land r/o industrial estate	Track	1809-41			





Figure 5 Apart from Kelly Bray farm, there was nothing at Kelly Bray except roads and moorland until a scatter of smallholdings in the early-mid 19<sup>th</sup> century associated with the developing mining industry. (*The Nook, Stoke Road* [58]) Most of the settlement was in the sheltered valleys away from the bare high moorland.



Figure 6 Kelly Bray as a settlement was the creation of the railway terminus, and despite wholesale loss of much of the railway and yards, this relationship still underlies the topography of the settlement. *Mid 19<sup>th</sup> century cottages* [49] *remain adjacent to later 19<sup>th</sup> century industrial sheds* [52].



Figure 7 The remains of the mines abound around Kelly Bray. Some have been investigated, others not (*left, Holmbush Mine, Winsor valley - unlisted, not scheduled; right Holmbush Mine, Hurldown - scheduled and conserved*). All combine with scenic countryside to give Kelly Bray an exceptional, if under-recognised, picturesque setting – an exciting potential for exploration and interpretation.



Figure 8 Even amongst the old railway yards and the site of the former Kelly Bray Mine (now an industrial estate, waste ground and a newly-built housing estate) a surprising amount of historic industrial fabric survives - in much need of proper recording and appreciation since it is so essential to understanding the special history and character of the village. *Left, former Kelly Bray Mine engine house, now a coal yard [54]; right, goods sheds/sawmills, now industrial units [52].*



Figure 9 The links to the wider countryside are often beautiful in themselves (*left, looking west along an old enclosure lane [87]*), but the scenic quality is marred by ill-kempt peripheral land, often on old mine sites (*right, the same lane as it approaches the Florence Road industrial estate*). This lack of appreciation of the historical and topographical quality of the area disguises important surviving fabric (*centre, parish boundary marker, dated 1845 [69]*).



Figure 10 Most of the housing and other development in Kelly Bray is of the late 19<sup>th</sup>/early 20<sup>th</sup> century. It is very different from other industrial settlements in Cornwall in this respect; this distinct local history and character is too easily undervalued – the centre of the village in particular has been treated in recent years merely as a road junction, the settlement itself as a (somewhat detached) suburb of Callington; both approaches turn attractive streets (*left, Station Road villas [12-16]*) into bland roads (*right, Launceston Road looking north, the former railway terminus to right*). The central area in particular offers great scope for carefully designed townscape enhancement.