

Cornwall Industrial Settlements Initiative

LUXULYAN

(Hensbarrow Area)



CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

Conservation Area Partnership

Name:	Luxulyan	Study Area:	Hensbarrow
Council:	Restormel District Council	NGR:	SX 05249 58016 (centre)
Location:	South-east Cornwall, 7 miles south of Bodmin, 5 miles north-east of St Austell	Existing CA?	No
Main period of industrial settlement growth:	1840-1900	Main industry:	Granite quarries; transport

Industrial history and significance

In many ways Luxulyan appears to be a traditional rural churchtown, with subsidiary farming and milling settlements at Atwell and Bridges, whose economy was based around agriculture, with artisans' cottages grouped around the central church. However, typical industrial settlement features such as the Bible Christian Chapel, public house and working men's' institute are also prominent, as are the remains in the wider landscape of the tin streaming, quarries and tramways which added a whole separate layer of activity to this ancient farming landscape.

Always on the edge of the great industrial areas to the west and to the south, Luxulyan none-the-less was affected by their presence, creating all the range of services and building types normally associated with much larger and more entirely industrial settlements. The main local industry, granite quarrying, did not require a huge workforce or associated housing provision, nor was the scale of the railway or the 20th century china clay dry sufficient to affect the settlement much. Undoubtedly some of the local quarry and railmen lived in the village, but its main importance would have been as a provider of services rather than accommodation. In this it is reminiscent of a class of churchtown found elsewhere on the fringes of the major industrial areas, like others ringing the Hensbarrow china clay area, although less affected even than them by the industry.

Other comments

The overall historic character of the settlement still remains, with the majority of granite walls and slate roofs surviving unaltered. There have, however, been two major modern developments within the village, and if the intrinsic character of the settlement is to survive any future development should be small-scale and piecemeal and appropriate to the historic character of Luxulyan.

Recommendations

Historic areas

- Designate a Conservation Area
- Prepare a full Conservation Area appraisal
- Designation of Open Areas of Significance or similar designations 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 Luxulyan's character
- Further develop interpretation of the village and its connection with Luxulyan Valley, and other promotional initiatives
- Further study to promote other aspects of Luxulyan's history, in particular the history of the holy well, and the historic ownership of the cottages and mills.
- 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 Luxulyan's important focal points

Conservation Area Partnership

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Bridget Gillard, Historic Environment Service
and
The Cahill Partnership

2004

Report No: 2004R090

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Front cover illustration: Luxulyan from the air (CCC – 1995/96 – 95-46-056)

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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)
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.

The Cornish Mining World Heritage Site 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 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 or for 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) and video 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

Luxulyan was assessed as part of CISI during September 2003

2 Location and setting

2.1 Geographical location

Luxulyan is situated in south-east Cornwall, 7 miles south of Bodmin and 5 miles north-east of St Austell. Luxulyan gives its name to the parish in which it lies.

2.2 Landscape setting

The Churchtown area of Luxulyan stands on a tongue of land between the two main branches of the headwaters of the Par River, at the point where the narrow gorge-like Luxulyan Valley opens out into a broader landscape. It stands on the western slopes of the northern of the two main branches of the River; to the east the land falls sharply away towards a broad meadow area and Gatty's Bridge at the foot of the wooded river valley, and to the north the gradient is even steeper before climbing again to higher lands which feel more like moorland than agricultural fields. This is a unique landscape, the result of periglacial activity which has left gigantic boulders strewn about all the surrounding valley slopes. To the south-east snakes the steep sided Luxulyan Valley, thickly fringed by woodland with outcrops of granite. To the west of the settlement lies the china-clay country, and the irregular peaks of the waste dumps rise up like snow covered hills above the gently rolling fields.

The study area includes three distinct settlement foci – the churchtown, an ancient farming hamlet to the north on the slopes of the same valley (Atwell), and Bridges (or Cam Bridges), located in the second valley to the south, which stretches up through ancient tin streaming works to Goss Moor.

3 History and physical development

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

3.1 Pre-1809

3.1.1 Economic activity

Luxulyan was the centre of an agricultural community until the early nineteenth century; the unusually abundant moorstone was used locally for building material but seems not to have been worked on a large commercial scale (and, indeed, competed even locally with cob as a building material), while the swiftly flowing rivers were harnessed mainly to grind corn, perhaps from at least the 13th century.

However, probably since the Middle Ages, and certainly by the Tudor period, there was tin streaming within the parish to the north west of the churchtown at Lavrean and Lestoon Moors, in the area to the west of Bridges and within the Luxulyan Valley itself. This was part of the important and productive complex of tin streaming areas on the north and west sides of Hensbarrow (or Blackmore as it was known) and Goss Moor which made the Blackmore Stannary the most productive in medieval Cornwall. Tin was smelted locally at a blowing house at Gatty's Bridge (no longer extant). The important, but largely uninvestigated, role Luxulyan played in the industry at this time is reflected in the long-held tradition that the Stannary records, seal and charter were kept in the turret of the church tower until they were removed to Lostwithiel during the Civil War and subsequently destroyed.

Towards the end of the period shallow tin mining had begun in the parish, for instance at Prideaux Woods a mile or two to the south of the churchtown, an area also exploited for commercial timber and charcoal production associated with the mines and industrial complex owned by the Treffry family at the lower end of the valley around Ponts Mill and Fowey Consols mine. In Luxulyan itself, the first hints of this burgeoning industrial expansion came in the late 1790s when Charles Rashleigh cut a leat running from Bridges down the Valley to provide a water supply for his new harbour at Charlestown.

Quite how much impact any of this had on Luxulyan itself is scarcely discernable in the historic record or on the ground.

3.1.2 Extent of settlement

Although set within an anciently settled landscape, with several major prehistoric and Iron age sites within the parish, Luxulyan is not recorded in the Domesday Survey. The first record is in a document dated 1162 referring to a chapel, dedicated to Saint Sulian, which stood on the site of the present parish church, and served as a half-way house between the Priory at Tywardreath (the owners of the church) and St Benett's Abbey at Lanivet - perhaps reflecting an ancient north-south cross-county route.

There may be a much more ancient settlement origin – the circular enclosure of the churchyard looks like an early Christian lann. On the other hand, the churchtown is eccentrically placed in its parish, it may be a later subdivision of an older and larger territory, and the form of the church enclosure itself may look misleadingly early. Versions of the place-name incorporating the word 'lann' are later interpolations by analogy with other places; the original placename (first recorded in 1281 as 'Luxulian') derives from the Breton 'loc' meaning place and St Sulian's name - so far a unique use in Cornwall of 'loc'. The role of the Holy Well to the east of the churchyard as a settlement or religious focus is also unclear before the surviving fifteenth century structure; it is dedicated to St Cyors, an Irish saint about whom little is known.

However obscure its early origins, by the medieval period Luxulyan had become one of the ring of surrounding parish centres which dominated the high moors and granite country. During the fifteenth century, possibly due to increased local wealth from tin streaming, the church, like the Holy Well, was virtually rebuilt in local granite, rededicated to St Cyrus, the martyr and his mother St Julitta, and the churchyard surrounded by a granite wall. The adjoining vicarage was described in the late seventeenth century as comprising *'two ground rooms, a chamber over. A garden adjoining and a courtledge'*. By 1746 the parson Jon Cole described his vicarage as *'very old, of stone and cob and thatch'*. By 1809 the house had been substantially rebuilt as a large politely architectural edifice, part of the glebe lands turned into extensive landscaped gardens, a dominant feature in the village.

By 1811 the census returns for the parish of Luxulyan give a population of 1047, which the 1809 OS map shows was settled in an ancient landscape of hamlets and scattered farmsteads, mainly on the flatter lands above the steep valleys; the precipitous slopes and thick woods of the valley were unattractive to settlement and agriculture; until the mid 19th century it was as a result little-known and largely disregarded, and no major roads or trackways utilised the valley as a route way, probably in contrast to mediaeval usage.

The churchtown, standing on a ridge between the meeting point of the two principal headwaters of the Par River and at the junction with the valley and the broader, better agricultural lands to north and west, was just one hamlet of many. Atwell and Cam Bridges were two others, perhaps with greater relationship with the churchtown than the rest because of their proximity. Each of the three settlements was slightly different but complementary in content and function, the churchtown with church, vicarage, almshouses, craftsmen's shops and an Inn, Atwell a simpler farming settlement, but containing the parish fair ground, while down by the river at Bridges was a cluster of buildings centred on at least two ancient corn mills.

The dominant local presence was the Rashleigh family, who by the reign of Charles I had acquired the manor taken from Tywardreath Priory at the Dissolution; the dominant function was as a typical churchtown settlement.

In the mid 18th century Nonconformity (in its 'non-industrial' phase) had reached the area with John Wesley, the founder of Methodism staying at the sixteenth century farmhouse at Methrose to the south of the village. This farmhouse continued to be used as meeting place until the late eighteenth century.

3.2 1809-1840

3.2.1 Economic activity

The initiative of Joseph Treffry, and to a lesser extent, the Rashleigh family, to promote their industrial, extraction, processing and shipping complexes south of Luxulyan (Fowey Consols/Ponts Mill/Lanescott Mine/Par and Charlestown respectively), as well as to exploit the ever-increasing demand for china clay, began to have increasing impact on Luxulyan during this period. The story of Treffry's activities are well told elsewhere (see bibliography), and need not be discussed in detail here. The initial impact of developments at Ponts Mill/Fowey Consols (and Par from 1829 onwards) was the need for a new leat to supply water power; starting at Gatty's mill, this matched the older Charlestown leat as an engineering feat, and, incidentally brought the two industrial/landowning families into conflict (although amicably resolved).

The lower reaches of the valley also saw increasing exploitation of the woodland for both timber and for charcoal, used in the tin smelting process.

The second main development of the Valley at this time was as a transport route; Treffry began acquiring interests in china clay exploitation around Bugle and needed better links between them and Par, and may already have been looking for a route to the north coast to improve links with the smelters and coal of South Wales. He began the construction of a horse drawn tramway through the Luxulyan Valley in 1835, but this scheme was unsuccessful. By 1841, however (having purchased Newquay in 1838), he completed a new tramway. This tramway ran over the incline plane rising 300 feet at Carmears, served the recently-acquired granite outcrops at Colcerrow east of Luxulyan and reached Cam Bridges and beyond over the viaduct (together with another leat serving the lower valley), constructed 1839-42.

There are no indications on the 1840 Tithe map that any of the later granite quarries around Luxulyan were being worked, and the fact that the viaduct appears to have been built mainly of moorstone, with a small additional quarry cut purely for its construction, suggests that commercial quarrying had not really developed sufficiently by this date in Luxulyan to have had much impact, and indeed was a creation of the tramway. Treffry, perhaps from the outset of his proposals, realised the potential of the area, particularly given the abundant and easily-won moorstone boulders strewn all over the landscape, but little could have been developed until the tram system was fully operational (in about 1845).

3.2.2 Extent of settlement

The population in Luxulyan parish grew only marginally during this period (1821 - 1,276, 1841 - 1,512), reflecting the limited impact industrial growth had on the northern half of the Valley (in contrast the Treffry enterprises created huge settlement expansion further to the south in Tywardreath, St Blazey and Biscovery/Par).

Atwell and Bridges expanded only modestly during this period; at Atwell the old farmsteads expanded slightly, while a row of cottages was added to the north of the hamlet. At Bridges one or two cottages were added to the complex of mills and workshops.

At the churchtown, however, there was much more marked expansion, with cottages and commercial buildings filling in gap sites along the fore street, so that the central area of the village around the church was now quite intensively developed with two almshouses for the poor of the parish within the curtilage of the churchyard, an inn and a day school set above a cobblers and leather worker's shop. The day school was financially supported by the local landowner Sir Colman Rashleigh who was also patron of the living. During this period the modest vicarage was greatly extended by the incumbent, Rev Richard Gerveys Grylls, into a three storey dwelling with enlarged landscaped gardens including two shell grottoes. Cottages and small farms were built to the south-east of the churchtown, set in small parcels of land, on the hill leading down to a mill at Gatty's Bridge and the lane to Cam Bridges Quarry.

This modest development seems to predate the industrial exploitation of the area, and may simply reflect increased agricultural prosperity (itself a by-product of wider industrial expansion in mid Cornwall). However, the development may be linked to the very first stages of the engineering and industrial activity creeping up the valley at this time – Cam Bridges Quarry may have been in the process of being cut; Treffry's viaduct had been started in 1839, just when the Tithe map was being surveyed. In all, however, there was little to point to Luxulyan as an overtly industrial settlement rather than as a typical churchtown.

3.3 1840-1881

3.3.1 Economic Activity

The growth of the china clay industry had very little direct effect on Luxulyan, neither did the growth of the Fowey Consols mine, at its height in the 1840s when it employed 1,800 workers, nor indeed its subsequent collapse by 1868. The much greater impact was in the opening up and development of the previously small granite quarries around Luxulyan, including Cam Bridges Quarry to the south of the village, Colcerrow on the other side of the river valley and Carne Quarry to the north east of the settlement. Both the Treffry interest (Colcerrow in Lanlivery parish) and the Rashleigh interest (in Luxulyan parish) were involved in this development – the south Cornwall Granite Quarries were opened by William Polkinghorne on Rashleigh lands in 1866.

By 1848 Colcerrow was producing 11,028 tons of granite. The granite known as Luxulyanite, a pink feldspar with black tourmaline, was chosen for the Duke of Wellington's sarcophagus, installed in St Paul's Cathedral in the 1850s. Additional tramways were built to serve the quarries. The first of these was a branch from the Colcerrow quarry line, built circa 1855 and running north past Gatty's Bridge to Cairns. The quarries here were little more than shallow workings on the hill slope, and appear to have never been developed: by 1880 this line was disused.

In 1867 Lake's Parochial History described Treffry's quarries in the following terms: *'These works are of considerable magnitude and have supplied to government and other large contracts from 150,000 to 200,000 tons of scabbled and dressed granite!*

The description waxes lyrical on the local industry as a whole: *.....The producing capabilities of those quarries are beyond computation; and the facility and comparative inexpensiveness of the transit to the shipping port of Par, by a railway from which branches diverge to every quarry, render competition impracticable in every sense. It has been estimated that the several quarries of the Treffry estate and the South Cornwall company with their many superior advantages, would not be over-taxed if required to supply the greater portion of Europe with granite of any dimensions or in any quantity, at the ordinary cost.'*

By the 1870s Treffry's tramway was one of only two surviving horse-drawn systems still in operation. While it was important for both the quarries and the china clay produce from Roche and Bugle, it was becoming inadequate to the task. Conversion to steam locomotion was impossible due to the Carmears Incline, but in 1872 the tramway was bought by a speculator called Roebuck who set about converting the tramway to steam and standard gauge. The incline was avoided by a new viaduct and tunnel, and in 1874 the Cornwall Minerals Railway between Luxulyan and Fowey was opened. In 1874 the first passenger service was in operation and in 1877 the line was taken over by the Great Western Railway. The new Mineral Line allowed a vast increase in the amount of stone, and more importantly, china clay shipped down to Par.

3.3.2 Extent of settlement

The traditional pattern of small hamlets scattered widely around the parish seems largely to have absorbed the mid-19th century industrial population; overall population levels remained static, even declining slightly from 1,512 in 1841 to 1,098 in 1881. As a result there were virtually no new houses built during this period – Atwell indeed seems to have experienced no discernable change from the mid 19th century onwards. However, the churchtown continued to develop modestly as a service provider (but also undoubtedly housing quarry workers), as much to the

surrounding farmers who were still the principal ‘tradesmen’ of the parish, as the industrial community. Following the 1870 Education Act, requiring the education of all children under the age of ten, a new school was built behind the commercial centre of the village, which now included a post office and smithy. The school (the Rashleighs were the patrons) was used after hours as the church hall and a venue for dancing and social events. The 1856 Post Office Directory lists a grocer, draper, tailor, and shoemaker all living within the village. At Bridges there was a further grocer and a miller. Luxulyan appears at this time as much as an estate village as an industrial village – the patrons of the church and the school were the Rashleigh family, from 1873-91 the vicar was a Rashleigh. It never really made the transition from churchtown to industrial settlement, despite the degree of activity in the surrounding landscape.

The importance of horse-drawn tram and road traffic is, however, reflected in the unusually high proportion of smithies recorded in Luxulyan (as revealed by OS maps and trade directories); there are surprisingly few masons and no quarrymen recorded, although this may reflect the social status of those who made it into the trade directories.

During this period Bridges altered considerably, affected more directly by the tramway than other parts of Luxulyan. The ancient road and bridge were replaced by a new road bridge following the construction of the steam railway, and a small station was manned by a signal man and booking clerk. A chapel had been built close to the station in 1846, one of the early Bible Christian Chapels, a Methodist splinter group, founded in 1815 by William Bryant who had been born locally, which ministered in particular to the rural poor.

A new public house, the Kings Arms, had been built near the tramway (probably sometime before the accession of Queen Victoria in 1837), and the stables behind it operated as a commercial enterprise with teams of six horses used to pull the granite wagons to a siding at Bridges along the tramway from the quarries. Above the cottages on the hill leading out of the village a field was converted to allotments - an early instance of allotment provision.

3.4 1881-1905

3.4.1 Economic activity

Until c. 1900 the granite trade continued to flourish, with extensions to the tramway system to serve the quarries. In the late 19th century, the Luxulyan granite quarries were acquired by the Penryn company of John Freeman who also owned the larger quarries on Bodmin Moor; because of their reliance on public projects there were inevitably periods of unemployment between commissions and, in the face of cheaper imports from Scandinavia, the trade declined in the early years of the century, so fewer men were employed in the industry.

The impact of the Cornwall Minerals railway on the Luxulyan Valley was largely to destroy its short-lived prominence as an industrial centre; although there were china clay works opened up in this period within the parish of Luxulyan, they were all at some distance from the churchtown and had little discernable influence on its immediate economy. Traffic now passed through, and did not stop for transshipment, loading or checking down the incline; the stabling and shoeing of horses had been a major source of local employment. The only parts of the tramway system in regular use were the quarry branch to Colcerrow (where horses drew wagons from Luxulyan Station across the Viaduct until the 1930s), and the quarry branch in the bottom of the Valley. As the trade in granite diminished, so did these relics of the horse-drawn era.

3.4.2 Extent of settlement

The population of the parish continued to decline and by 1901 there were only 970 people living in the parish. Nevertheless the settlement continued to develop, albeit on a small scale, perhaps as a result of greater loss in the more remote outlying hamlets and a tendency to concentrate in the larger centres experienced in other areas of Cornwall at the time. A new Bible Christian Chapel was built in 1885 at the top of Bridges Hill, replacing the original chapel at Bridges, possibly as this was within an area that was prone to flooding. Significantly the only new

housing, a terrace of four cottages, was built on higher ground beside the new road bridge. An old farmhouse which had survived in the centre of the village was replaced by a new house and butcher's shop, and a new villa was built opposite the King's Arms.

Despite the continuing presence of craftsmen, especially blacksmiths, and the growing number of china clay works in the wider parish, the character of Luxulyan churchtown slipped even more into that of a rural churchtown, something of a backwater estate village – the dominant influence of the Rashleigh family reflected in the buildings as much as the social make-up – the vicarage was in effect a small country house, the church was full of Rashleigh monuments, the vicar was still appointed by them and the churchwarden and sexton were members of the family. New buildings had an architectural quality akin to 'improved' estate villages, contrasting with the simple village buildings of an earlier age – whether directly a result of Rashleigh influence as patrons, or that of Silvanus Trevail (a native of Luxulyan) as architect.

3.5 1905-1947

3.5.1 Economic activity

By this period the quarries were entering a period of decline. The Stone Trades Journal of 1911 reported *Never has there been in the memory of the oldest living granite workers such a period of depression... Today, except for the few lonely workers, whose blows resound through the empty place, the quarries lie in silence, and the vast store of some of the finest stone in the world lies disregarded and uncalled for*. Freeman's continued to operate until the 1930s, but by the end of the Second World War only Tregarden was still in operation.

Although Luxulyan lies outside the china-clay area, the clay-drying kilns had been sited at various points in the Valley since at least the 1870s – it was cheaper to pipe the clay slurry from the pits down to the valley where the dried product could be shipped by rail in the form of briquettes. The Central Cornwall Dry, or Trevanny Dry, at Bridges was constructed in the 1920s, and the old tramway siding diverted to serve it.

3.5.1 Extent of settlement

The parish population began to rise again slowly during this period and by 1931 stood at 1,010. The settlement developed very little physically suggesting the workers required for the new china-clay plant were either recruited from redundant quarry workers within the village or travelled to work from the existing china-clay settlements further afield, although there was a handful of new houses, mainly bungalows, possibly built for retirement purposes. However, some of the older cottages disappeared in the early 20th century (at Atwell and west of Bridges) as part of the process of population decline in the open countryside.

Within the centre of the village a Working Men's' Institute was built after the First World War as a memorial to Captain Thomas Robartes of Lanhydrock. This would indicate that as late as the 1920s there was still a sizeable male industrial workforce living within the village. The GWR line continued to run through Bridges, and in 1905 the station changed its name from Bridges Station to Luxulyan.

3.6 Post 1947

In terms of industrial activity Luxulyan has retained a connection with its oldest industry through the quarry at Tregarden which now produces stone aggregate for road building. The railway still operates as both a freight line and passenger service, but the china-clay works is now closed. With its rail connection and situation near to the A391 the village is popular with commuters. The chapel and the church continue in use, in 1968 the vicar moved to a new house and in 1971 the churchyard was extended. A new infants and junior school was built in 1969, and a new village hall in 1977. There is still a post office and general stores opposite the church.

A 1960s housing estate covers the glebe land between Churchtown and Bridges and at present a new housing estate is being built on land to the east of the Kings Arms; the cumulative result has

been to expand the village some four or five times its historical extent, distorting its form, character and setting, and for the first time in its history to connect the churchtown with Bridges; Atwell survives thankfully as a distinct and virtually unaltered settlement.

4 Current character (Figs 3 & 4)

4.1 Built environment

4.1.1 Public/ecclesiastical buildings

The dominant role of Luxulyan as a churchtown, with all that implies as a religious, administrative, social and parochial centre is expressed clearly in the surviving historic fabric. The church[1] is prominent at the centre of the churchtown settlement. Although not visible from outside the village, the three stage granite tower makes a major visual impact within the settlement itself, and from the valley below. The churchyard itself a major element of the street scene with its well-built granite walls, enclosing a good group of monuments ancient crosses and mature planting. Below the church site is St Cyors holy Well [12-13], a restored 15th century structure set in a landscaped enclosure; its wider setting is a series of walled enclosures and terraces, now used as garden plots, but which add to the setting of the well, church and intervening St Cyor's House [11]. Although domestic in form, Kings Acre [41], formerly the vicarage, is part of the expression of this ancient hegemony, an expression of the controlling (and often beneficent) partnership of church and landowner, especially the Rashleigh family; the only sizeable historic building within the settlement apart from the church, an unusually tall structure, three storeys high with granite walls, and sash windows. Its presence is equally as dominant as that of the church, although felt largely by virtue of its mature gardens and enclosing walls.

On a slightly smaller scale, but equally prominent site at the western end of the village stands the Bible Christian Chapel [56]. Built in 1885 of squared granite blocks with tall, slim lancet windows the exterior of the building has survived virtually unaltered. On the road leading north west out of the village a two-storey granite building with an external stone staircase [55] could originally have been a Sunday School for the chapel

A door tucked into the western elevation of Churchtown Cottage [24] is a charming remnant of the original school building in Luxulyan. The former purpose-built granite structure [31] erected in 1871 is now a house but the handsome stone piers with terracotta finial which would have lead into the playground are still in place. (It is possible this building was designed by Silvanus Trevail, who was born in nearby Carne, and whose memorial stands in the churchyard.)

In the centre of the village stands a single storey rendered building with prominent quoins and architraves, a slate roof, and crested ridge tiles. It was built after the first World War as a working men's institute.

4.1.2 Commercial buildings

The only commercial buildings still operating in Luxulyan are the post office and general stores [25], a sturdy granite structure with a modern shop front, and the Kings Arms [67] a two storey granite building with large sash windows and a hipped slate roof. Clues exist, however, of the former commercial life of a number of domestic buildings. At Butts Park [38] the massive stone lintels now incorporated into the fabric of the walls once surmounted the entrance to the public house. The unusual window and entrance arrangements on the row of cottages behind the post office [28] [29] reveal their former life as a smithy. Similarly at Bridges, the Old Stables [73], Coach House Cottage [72], Hillside and Tresco [76] all had a commercial or agricultural former life. The cottages by the river in the shadow of the new nineteenth century road bridge, Bridges Mill [59] and Mill House [58] were originally corn mills, but are now houses.

4.1.3 Engineering structures

Although there is little in the churchtown or Atwell that ever suggested much of an industrial influence, there is much at Bridges and in the immediate surrounding landscape that does so. The great industrial remains in Luxulyan Valley, like Treffry's viaduct and the extensive leat system, are largely outside the scope of this report, but even within the study area there are important remains, including the listed 20th century china clay dry at Bridges, and, not least, the surviving railway line [35] with its tunnel, foot bridges [34] and station [62]. The line, cuttings and other elements of the older mineral tramway [36] running from the viaduct to Bridges is perhaps of even more historic significance. At Bridges itself, traces of leats [59] associated with both the ancient mills and the Charlestown leat survive, and perhaps most obviously the bridges which gave the settlement its name – both the older bridge [66] and its 19th century replacement [69]. The re-alignment and regrading of the roads associated with the railway and the new bridge here also affected the churchtown, where the road has clearly been re-aligned and engineered, with retaining walls built.

4.1.4 Housing

The two major historic housing types within the village are the artisans' cottage and the cottage or cottage pair set in its own land or smallholding. The former is typified by many of the buildings already discussed as commercial premises; situated in the centre of the settlements, granite built with evidence of previous window and door configurations, where commercial activity and domestic life would have taken place under the same roof. It is possible that St Cyor's House [11] and Primrose Cottage [23] were also of this type.

Of the smallholding type are Willow Cottage [22], Levantie [15], Wayside [68] and the cottages above the tunnel [17], simple granite structures providing housing for quarry and mill workers, whilst their gardens provided vegetables to supplement their diet and income, and possibly even livestock.

Although the farm opposite the church was replaced by a house during the early 1900s there are still recognisable farm complexes at Atwell, Atwell Farm [51] and St Cyor's Farm [18], with other cottages and outbuildings probably also relating to farming holdings at Atwell [48-53] and in the churchtown [86]. The site of the fair [52] and the remains of the animal pound [88] on the edge of what must have been common grazing land to the south of the village fall also into this category.

The Edward Railway Terrace [57] and Trelawney [75] show the increasing influence of non-traditional building patterns and materials around 1900 in allocation close to the railway.

4.1.5 Materials and local details

There are a large number of vernacular buildings in Luxulyan built out of the local granite and moorstone. This preponderance of one building type, the simple flat fronted stone cottage with sash windows and slate roof gives the village a great sense of homogeneity, only slightly diminished by the few painted buildings; while painting such stone is to be regretted, and can even cause damage to the fabric, it does reflect a perfectly acceptable traditional treatment with lime wash. The abundance of good quality building materials has meant that a number of new garages and outbuildings have been built reusing existing granite stone and walls, lessening their impact on the surrounding historic buildings. The only non-vernacular historic building materials in the settlement are near the station: Edward Railway Terrace [57] is a row of rendered cottages with decorative brackets framing the front doors on the opposite hill; Trelawney [75] is built from red bricks with cream brick detailing, and a large hipped roof with terracotta finials. This is unsurprising as the railway would have facilitated the supply of building materials.

4.1.6 Paving/street ephemera

Given the proximity of the village to the granite quarries and the plentiful supplies of moorstone in the surrounding fields, the volume of granite features throughout the village is entirely to be

expected. In the past when men were laid off from the quarries between large commissions they earned small amounts of money carving troughs, mill stones and other stones features. The legacy of this work can be seen today in the steps [3], pavements [[26] 27], walls [32] [45], stiles [33], doorsteps and gate piers [43] [78] in and around the village. Granite was also the natural choice for the two bridges across the railway [34] [69]. Perhaps due to the remote position of the village a certain amount of iron work such as railings [39] [63] and gates [9] [78] and [81] still survive.

Outside the single storey building opposite the King's Arms is a wall-mounted George V letter box.

4.2 Views, vistas and green space

4.2.1 Streetscape, views and vistas

Despite an unprepossessing approach from the north through the lacklustre, suburban appearance of the 20th century estates, the churchtown retains a secluded, charming, historic appearance – it appears almost at a turn in the road. The classic view of Luxulyan is not from this hidden northern approach, but looking west from Laventie; the road curves upwards towards the church, flanked by granite cottages which are virtually unaltered since they appeared in postcards of the village in the early twentieth century. The streetscape on the southern side of the churchyard is quite hard and tightly enclosed with the cottages facing directly onto the road; what appear to be access alleys or rear courtyards turn out to be lanes with more housing and important non-residential buildings (old school, smithy etc). On the northern side of the road, all is greenery, either of trees, or else terraced gardens and paddocks looking over the broad valley. The gradient of the main street is one of its most immediate and charming aspects.

Atwell remains a place apart, a secluded hamlet, where it is difficult to see the buildings set behind hedges, the streetscape as opaque as its history; it is surrounded by green fields, littered with huge boulders (and abandoned cars), an indeterminate landscape neither of the village nor of the countryside.

In the distance, the classic rolling fields bordered by thick hedgerows are abruptly terminated by the alien mounds of China-clay dumps. Similarly from the chapel looking south towards Bridges the settlement below is hidden by the steepness of the hill, but in the distance rises a conical China-clay mound.

Standing on the road bridge at Bridges the flat river plain below is dotted with old mills and cottages with the winding shallow river valley beyond and white hills on the horizon squared off like ziggurats. Bridges lacks a certain cohesiveness, due largely to the late 19th century insertion of the new bridge, subsequent loss of historic buildings and connections along the old road, the abandoned and unkempt felt of the station area, and by the unneighbourly housing development being built on the mutilated floodplain of the river. Despite this, this is still a recognisable historic area, but one which reveals itself only by careful examination.

4.2.2 Greenery

The churchyard and the remnants of the vicarage garden form two large swathes of greenery within the village. The vicarage garden is hidden by steep overgrown banks of undergrowth and large mature trees; even in the harder streetscape of the village, as the hill drops away to the east the stone slabs in front of the cottages support planters, while the road disappears into the deep, wooded valley below the village. Even more deeply wooded and mysterious is the lane to Atwell, steep sided, an ancient holloway with wet, overgrown banks, while Atwell itself characterised by the hedges, grass, gardens and trees as much as the buildings within them.

The new housing estates in contrast are almost without exception plain, open, suburban in landscaping style.

5 Industrial significance

In many ways Luxulyan appears to be a traditional rural churchtown, with subsidiary farming and milling settlements at Atwell and Bridges, whose economy was based around agriculture, with artisans' cottages grouped around the central church. However, typical industrial settlement features such as the Bible Christian Chapel, public house and working men's institute are also prominent, as are the remains in the wider landscape of the tin streaming, quarries and tramways which added a whole separate layer of activity to this ancient farming landscape.

Always on the edge of the great industrial areas to the west and to the south, Luxulyan none-the-less was affected by their presence, creating all the range of services and building types normally associated with much larger and more entirely industrial settlements.. The main local industry, granite quarrying, did not require a huge workforce and subsequent housing provision, nor was the scale of the railway or the 20th century china clay dry sufficient to affect the settlement much. Undoubtedly some of the local quarry and rail men lived in the village, but its main importance would have been as a provider of services rather than accommodation. In this it is reminiscent of a class of churchtown found elsewhere on the fringes of the major industrial areas, like others ringing the Hensbarrow china clay area, although less affected even than them by the industry.

The extensive but scattered population of the parish was well established in the historical pattern of small hamlets. It never grew enough, nor was concentrated in one place attracted by a single big industry, sufficient to create of Luxulyan a truly 'industrial settlement'. As Herring and Smith point out of the wider area; *'Luxulyan parish, despite some relatively minor clay works and alluvial streamworks in its western half and busy industrial works in the Luxulyan valley, had a demographic pattern virtually indistinguishable from the scores of non-industrialised agricultural parishes in Cornwall.'* Herring & Smith 1991.

6 Designations

6.1 Scheduled monuments

There is one scheduled monument, the wheel headed cross in the churchyard.

6.2 Historic Buildings (Fig 4)

There are 8 buildings listed grade II and the church is listed grade I.

There is no local list

6.3 Historic Area Designations (Fig 4)

There is no conservation area.

6.4 Other designations

(All policy numbers refer to Restormel Local Plan)

The village is identified as an Area of Local Architectural and Historic Value.

Tregarden Quarry has been identified as a Geological Site of Special Scientific Interest (SSSI)

The river valley to the east of the settlement is designated a Countryside Access Corridor, a Countryside Recreation Priority Area, a Site of Importance for Nature Conservation and an Area of Great Landscape Value (AGLV).

The land to the south of railway line is also an AGLV.

Within the settlement the churchyard is an Existing Informal Open Space.

The playground to the school and recreation ground are Existing formal Open Spaces.

The Development Envelope is tightly drawn around the existing settlement.

7 Current issues and forces for change

7.1 Current Issues

The historic fabric in Luxulyan has largely survived intact although a certain number of original sash and casement windows have been replaced. Likewise the majority of granite walls remain unaltered, although a few have been painted.

A large housing development is nearing completion on the southern side of the village; it reflects the past approach to developing housing within Luxulyan where there has been little attempt to integrate the new dwellings in terms of design, scale and materials; it has not been successfully integrated either into the historic character of the village, nor into the character of the surrounding countryside. The poor streetscape around the community centre, replete with wide treeless verges and plastic, urban ‘off the peg heritage’ bollards, typifies the lack of a sense of understanding of place.

Some new walls in the village, whilst of stone, are not granite and consequently do not blend in as successfully as the new walls in the area around the old school.

There are currently a number of derelict sites around the station and planning permission is being sought to demolish the old China-clay dry.

The telephone box outside the vicarage gateway is an inappropriate modern replacement and out of keeping with its setting beside the vicarage walls and the listed gate piers.

There is currently no signage in the village linking the railway station to the historic core or the Luxulyan Valley beyond. At present many visitors to the Valley drive to the designated car parks and are not encouraged to explore the village itself.

The existing footpath from Bridges to Churchtown and the Valley beyond is poorly signposted and leads through the 1960s housing estate.

7.2 Forces for Change

Luxulyan’s position not far from the A391 and the Eden Project could mean that in the future a higher number of tourists visit the area.

It is a stated intention of the District Plan to encourage green tourism in the area in conjunction with the railway.

The ongoing programme to restore, interpret and promote the industrial remains in the Luxulyan valley has been very successful, and could have a continuing and increasing effect on the village, particularly if integrated with initiatives within the settlement itself.

There is in the local plan a raft of policies and proposals which recognise the quality and value of the settlement, although perhaps not with the same level of emphasis as the surrounding natural (and industrial) environment has received; the long proposed but as yet undesignated conservation area is a reflection of this. Imaginative application of these policies and proposals together with restrained and careful application of conservation policies and planning controls could radically benefit the character and quality of Luxulyan.

8 Recommendations

8.1 Historic areas

Recommendation: 1 Conservation Area

Designate CA to include the whole of the settlement excluding the new estates.

Reason: To recognise the areas of special architectural and historic importance in Luxulyan, 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

Designation of OALS or similar designations to include the land to the south of the railway line and to extend the existing informal open space of the churchyard to include the fields beyond down to the countryside access corridor.

Reason: To manage and protect the setting of the proposed conservation area and to preserve the existing undeveloped character of the landscape.

OALS and similar designations 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.

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 Luxulyan 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 Luxulyan against inappropriate incremental alterations and demolition.

8.2 Historic buildings

A fuller understanding of the stock of historic structures in Luxulyan 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 Luxulyan 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.

Churchtown Cottage [24]

St Cyor's House [11]

St Cyor's Farm [18]

Butt's Park [38]

Cottage at Atwell Farm [49]

Bible Christian Chapel [56]

King's Arms [70]

Bridges Mill [61]

Mill House [58]

Old School House [31]

Lilac Cottage [60]

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 Luxulyan, backed up by an additional policy requiring proper recording of archaeologically sensitive sites before development. Recognition of the importance of industrial sites should be a priority: the china clay dry is a listed building; this adds considerable cultural and historic value to the village and the area, yet such sites are all too often viewed as derelict eyesores fit only for redevelopment.

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

Recommendation: 9 Derelict land

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

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

Recommendation: 10 Limit or restrict development

Further development on the outskirts should be avoided or limited in extent and, where necessary, fully integrated into the historic topography and settlement form, and ideally should be limited to those sites within the village development limit set by Restormel District Council.

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

Recommendation: 11 Back-land and trackways

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

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

Recommendation: 12 Interpretation and Promotion

At present there is no link between the historic settlement at Luxulyan and the important historical and natural resource of Luxulyan Valley. Interpretation boards at the station and the Valley car parks could inform visitor's of the historic importance of the settlement and its industrial, linking it with the valley beyond. There could be a footpath following the railway line, entering the village at the bridge by the old school for a circular village trail before leading off to the valley below.

Reason: To present Luxulyan's heritage to a wider audience and to attract new visitors and associated regeneration initiatives. To reinstate the historic connection between the valley and the village. The new footpath would give a better sense of the historic heart of the settlement, and the connection with the railway would encourage more environmentally friendly tourism.

Recommendation: 13 Further study (1)

Undertake a study of the nature of the holy well and its connections with the surrounding religious institutions.

Reason: To further understand the part played by the religious community in Luxulyan's formation and history.

Recommendation: 14 Further study (2)

Study further the historic ownership and occupation of the cottages and mills.

Reason: To discover to what extent the village was an agricultural or industrial settlement.

Recommendation: 15 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 Luxulyan, and promote change that will preserve and enhance the character of the settlement.

Recommendation: 16 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: 17 Restoration/enhancement schemes

Concentrate enhancement schemes on Luxulyan's important focal points. The treatment of the road leading into Luxulyan from the north-east at present is unimaginative and suburban. The wide treeless verges and inappropriate 'off the peg heritage' bollards give no sense of enclosure or make reference to the historic nature and materials of the settlement. This utilitarian approach is typified by the inappropriate modern telephone box sited beside the vicarage walls just beyond the listed gate piers.

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

9 References

9.1 Primary Sources

1748 Thomas Martyn's map

1809 OS drawings (2 inch)

1813 OS drawing (1 inch)

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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: EM = early medieval, MD = medieval, C = century, cons = consecutively.

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
1		Church of St Ciricius and St Julitta	Luxulyan Churchtown	Church	15 th C	LB I	SX05NE 7/180	26891, 26891.03, 26891.04
2		Cross	Luxulyan Churchtown	Cross	MD	LB II	SAM 347	5029
3		Gateway and steps	Luxulyan Churchtown	Gateway and steps	18 th C	LB II	SX05NE 7/190	139889
4		Cross	Luxulyan Churchtown	Cross	MD			5053
5		Almshouse (site of)	Luxulyan Churchtown	Almshouse (site of)	1809-40			5090
6		Almshouse (site of)	Luxulyan Churchtown	Almshouse (site of)	1809-40			5091
7		Lann (unlikely attribution)	Luxulyan Churchtown	Lann (site of - (unlikely attribution))	EM			26891.01
8		Wall	Luxulyan Churchtown	Wall	Pre 1809			
9		Gate and piers	Luxulyan Churchtown	Gate and piers	Pre-1809			
10		Churchyard extension	Luxulyan Churchtown	Churchyard	1881-1905			
11		St Cyor's House	Luxulyan Churchtown	House	1809-40			
12		St Cyr's Holy Well	Luxulyan Churchtown	Well	Mid 15 th C			5028
13		Pump	Luxulyan Churchtown	Pump	1905-47			
14		Wall	Luxulyan Churchtown	Wall	1905-47			
15		Laventie	Luxulyan Churchtown	House	1809-40			
16		House south of Luxulyan tunnel	Luxulyan Churchtown	House	1809-41			
17		Cottage pair south of Luxulyan tunnel	Luxulyan Churchtown	House (cottage pair)	1809-40			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
18		St Cyor's Farm	Luxulyan Churchtown	House	pre-1809			
19		Piggery at St Cyor's Farm	Luxulyan Churchtown	Farm building (piggery)	pre-1809			
20		Barn at St Cyor's Farm	Luxulyan Churchtown	Farm building (barn)	pre-1809			
21		Chyvean	Luxulyan Churchtown	House	pre-1809			
22		Willow Cottage	Luxulyan Churchtown	House	1809-40			
23		Primrose Cottage, Tinkers Cottage	Luxulyan Churchtown	House (cottage pair)	Pre 1809-40	LB II	SX05NE 7/179	139890
24		Churchtown Cottage	Luxulyan Churchtown	House (sometime cobblers and day school)	1809-40			
25		Church View	Luxulyan Churchtown	Post Office	1840-81			
26		Pavement in front of Church View	Luxulyan Churchtown	Pavement	1840-81			
27		Granite foot bridge	Luxulyan Churchtown	Footbridge	1809-40			
28		Old Smithy	Luxulyan Churchtown	House (former blacksmiths)	1809-40			
29		Adj. Old Smithy	Luxulyan Churchtown	House (former blacksmiths)	1905-47			
30		Garage	Luxulyan Churchtown	Garage (former stables?)	1905-47			
31		Old School House	Luxulyan Churchtown	House (former school)	1871			139891
32		School walls and gate piers	Luxulyan Churchtown	School walls and gate piers	1871			
33		Stone stile	Luxulyan Churchtown	Stile	1809-40			
34		Railway Bridge	Luxulyan Churchtown	Bridge	1840-81			
35		Cornwall Minerals Railway	Luxulyan	Railway	1840-81			20168
36		Tramway	Luxulyan	Site of tramway	1840-81			
37		Adj. Butt's Park	Luxulyan Churchtown	House (sometime butcher's shop)	1905-47			
38		Butt's Park	Luxulyan Churchtown	House (sometime blacksmiths and public house)	pre-1809			41870, 41878

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
39		Wall & railings to Butt's Park	Luxulyan Churchtown	Wall and railings	1840-81			
40		Working Men's Institute	Luxulyan Churchtown	Hall	1905-47			
41		King's Acre	Luxulyan Churchtown	Vicarage (now house)	Pre-1809	LB II	SX05NE 7/192	139886
42		Cross, King's Acre	Luxulyan Churchtown	Cross	MD	LB II	SX05NE 7/193	5089
43		Gate Pier, King's Acre	Luxulyan Churchtown	Gate pier	Pre-1809	LB II	SX05NE 7/194	139885
44		Grotto, Mahebourg, King's Acre	Luxulyan Churchtown	Grotto	Pre-1809	LB II	SX05NE 7/196	139888
45		Wall, King's Acre	Luxulyan Churchtown	Wall	Pre-1809			
46		Garden, King's Acre	Luxulyan Churchtown	Garden	Pre-1809			
47		Well	Atwell	Well	Pre-1809			
48		Atwell Cottage	Atwell	House	Pre-1809			
49		Adj. Atwell Farm	Atwell	House	Pre-1809			
50		Opposite Atwell cottage	Atwell	House	Pre-1809			
51		Atwell Farm	Atwell	House	1905-47			
52		Fair site	Atwell	Site of former fair	19 th C			
53		Atwell Gardens	Atwell	House	1905-47			
54		Guide Post (Site of)	Lane to Bridges	Site of former guide post	Pre-1809			
55		Kit's Place	Lane to Bridges	House (sometime stables/Sunday school?)	1881-1905			
56		Bridges Chapel	Lane to Bridges	Bible Christian Chapel	1881-1905			
57	1-4 (cons)	Railway Terrace	Bridges	Row	1881-1905			
58		Mill House	Bridges	Mill (now house)	Pre-1809			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
59		Leat	Bridges	Leat	Pre-1809			
60		Lilac Cottage	Bridges	Mill (now house)	Pre-1809			
61		Bridges Mill	Bridges	Mill (now house)	Pre-1809			20048
62		Luxulyan Station	Bridges	Site of former railway station	1840-81			139892
63		Station railings	Bridges	Railings	1840-81			
64		Bridges Chapel (Site of)	Bridges	Bible Christian Chapel (Site of)	1846			20051
65		Central Cornwall China Clay Dry	Bridges	China clay dry	1905-47	LB II	SX05NE 6/142	139893
66		Bridge	Bridges	Bridge	Pre-1809			
67		Store	Bridges	Store (former skittle alley and blacksmiths workshop)	Pre-1809			20072
68		Wayside	Bridges	House (row)	Pre-1809			
69		Bridge	Bridges	Bridge	1840-81			
70		King's Arms Inn	Bridges	Public House	1840-81			139884
71		The Bungalow	Bridges	House	1905-47			
72		Coach House Cottage	Bridges	Coach house (now house)	Pre 1809-40			
73		The Old Stables	Bridges	Stables (now house)	1840-81			
74		Wall/building fragment	Bridges	Building fragment (former stables)	1840-81			
75		Trelawney	Bridges	House	1881-1905			
76		Tresco, Hillside	Bridges	Commercial or agricultural buildings (now house)	1809-40			
77		Penreath	Bridges	House	1905-47			
78		Gate and piers	Bridges	Gate and piers	1905-47			
79		The Firs	Bridges	House	1905-47			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
80		Allotments	Bridges	Site of allotments	1840-81			
81		Gate	Bridges	Gate	1881-1905			
82		Cottage row (site of), adj. Rosemullion	Bridges	Row (site of)	1809-41			
83		Cottage row (site of), & building fragments adj. Atwell gardens	Atwell	Row (site of)	1809-41			
84		Cottage (site of)	Lane to Bridges	Cottage (site of)	pre-1809			
85		Streamwork (site of)	Bridges	Streamwork (site of)	MD, PM			20068
86		Carminow Farm (building fragments)	Luxulyan Churchtown	Farm (building fragments)	1841-80			
87		Saints' Way (trackway)	Luxulyan Churchtown	Trackway	MD			9917,9919
88		Pound	Luxulyan Churchtown	Pound	MD?,PM			