

Cornwall Industrial Settlements Initiative

UPTON CROSS

(Caradon/Liskeard Area)



2004

CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

Conservation Area Partnership

| | | | |
|---|--|-----------------------|--|
| Name: | Upton Cross | Study Area: | Caradon/Liskeard Area |
| Council: | Caradon District Council | NGR: | SX 28084 72087 (centre) |
| Location: | South-east Cornwall, 4 miles north-east of Liskeard, on the B3254 between Launceston and Liskeard. | Existing CA? | No |
| Main period of industrial settlement growth: | 1845 – 1908 | Main industry: | Services for miners and quarry workers |

Industrial history and significance

There was no settlement at Upton Cross until the mines and quarries began operating on the moor above. Unlike many of the other small settlements in the area the main reason for the evolution of Upton Cross was not simply to supply accommodation for the workers but to provide valuable public and ecclesiastical services for all the newly developed and expanded neighbouring villages. The traditional elements of a village – the school, church, chapel and shop were all there, but were specifically sited on the main road to serve the needs of a scattered and often peripatetic population. The importance of the village to its neighbouring settlements is best illustrated by the size of the school. It is clear that a school built to accommodate over four hundred pupils was intended to provide for the needs of a catchment area far wider than the confines of the village. The nearest mine to the village lay to the south in Marke Valley and undoubtedly most of the cottages in the village would have provided accommodation for the miners.

Other comments

Due to its proximity to the moor, good road connections to Liskeard and plentiful local amenities Upton Cross represents an attractive proposition for developers. It is important that any future development should be of a scale and quality which would respect the historic character of the village.

Recommendations

Historic areas

- Designate conservation area
- Prepare a full CA Appraisal
- 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 as an important aspect of Upton Cross' character
- Set up town trail, guides and other promotional initiatives
- Further study to promote other aspects of Upton Cross' history, in particular the development of the public and ecclesiastical buildings
- 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 Upton Cross' important focal points

Conservation Area Partnership

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Historic Environment Service

and

The Cahill Partnership

2004

Report No: 2004R102

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Front cover illustration: Upton Cross from the air (NMR – 21900/Frame 36)

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Abbreviations in main text

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

1 Introduction

1.1 Background

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

1.2 Project Aims

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

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

1.3 Project methodology

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

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

1.4 Date of Assessment

Upton Cross was assessed as part of CISI during November 2002

2 Location and setting

2.1 Geographical location

Upton Cross is in south-east Cornwall, four miles north-east of Liskeard, in the parish of Linkinhorne (fig 1). It lies on the eastern side of Bodmin Moor on the B3254 between Launceston and Liskeard.

2.2 Landscape setting

The village lies on a plateau 150 metres above sea level just to the north east of Caradon Hill. From the village the land falls away to the north to the river valley of a tributary of the River Lynher before rising again towards Notter Tor. The landscape on the western side of the village is moorland, but to the east and south it falls away to the enclosed hedge-lined fields of agricultural land.

3 History and Physical Development (fig 2)

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

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

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

3.1 Pre-1809

3.1.1 Economic activity

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

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

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

In the 1720s a Newcomen engine, the first steam engine erected in East Cornwall, was installed at the Cheesewring about a mile north of Minions at what was then known as Stowes Mine. By

1804 between ten and twelve stamping mills were operational there, and other mines working the Stowes Lode included Clanacombe and Newland mines.

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

3.1.2 Extent of settlement

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

During this period there was no development at Upton Cross, but at Upton just to the north there was a small settlement including a public house, which no doubt would have served the needs of those travelling along the road from Launceston to Liskeard. This settlement was described by W Harvey in 1727 as *'indifferent and some coarse land, no great quantity of orchards, indifferent meadows and houses'*.

3.2 1809-1845

3.2.1 Economic activity

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

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

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

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

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

Stream working was taking place in the Marke Valley and there were a small number of water-powered processing floors.

3.2.2 Extent of settlement

By this period there was a small development south of Upton Cross in the area known as Plashmill, adjacent to the river, no doubt providing accommodation for the stream workers. There was still, however, no development at Upton Cross which simply consisted of a cross-roads where the road across the moor intersected the road from Launceston to Liskeard.

3.3 1845-1882

3.3.1 Economic activity

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

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

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

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

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

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

Phoenix rivalled South Caradon as one of Cornwall's greatest copper mines. By 1860 there were 36 heads of stamps.

During the 1860s, as at South Caradon, the returns on copper began to diminish and the consulting engineer at Wheal Phoenix, William West tried unsuccessfully to persuade the company's other adventurers to consider tin. By 1864 West had acquired controlling shares and immediately re-equipped the mine to produce tin. By 1865 there were 320 men, 60 women and 80 boys employed by the mine, and by 1869 the workforce rose to nearly 600.

In 1870 the mine had 144 heads of stamps and acquired the sett of the old Stowes Mine immediately to the west of Wheal Phoenix. The new company was called Phoenix and West Phoenix United mines.

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

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

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

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

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

During the 1840s at the eastern end of the Marke Valley sett an engine shaft and pumping engines were set up. By 1847 over 1000 tons of copper ore were produced annually which rose to 5000 tons per annum in the early 1870s. The mine went from employing 70 men, 30 women and 20 children in 1852 to 170 employees by 1870. By the time the mine was connected to the Liskeard and Caradon Railway by a branch line in 1877 however the mine was past the peak of its production. The main centre of activity moved west towards Wheal Jenkin, acquired by the Marke Valley Adventurers in 1872.

3.3.2 Extent of settlement

The development which took place at Upton Cross at this time was very much of a planned nature. The historic development at Upton had occurred in part due to its position at the meeting place between two routes to Launceston. During this period however the previously unimportant route across the moor increased enormously in significance because until the extension of the railway in 1877 this was the major route of communication to the quarries and mines in the north. The site was also convenient for the small surrounding hamlets whether agricultural (Yolland, Ley and Downgate) or industrial (Caradon Town, Leymill, Dunsley and Plashmill). As a result a small community developed at Upton Cross with a chapel, school, shop and letter box. The school was built following the Education Act in 1870 and was described in 1876 by Polsue – *'At Upton Cross an extensive school premises is now being built from one of Mr Trevail's [Silvanus Trevail] most successful plans. It comprises separate large rooms for boys, girls and infants, calculated to accommodate 430'*. (Silvanus Trevail described by Pevsner as 'one of the more original later Victorian Architects' designed the Headland Hotel in Newquay, the restoration of the Red Lion Hotel in Truro and later went on to rebuild the church of St Catherine at Temple). The housing was all in the form of cottage rows, no doubt to accommodate the miners at the nearby Marke Valley Mine and was mainly located within the centre of the village, with a further small development near the well in the east.

3.4 1882-1905

3.4.1 Economic activity

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

The South Caradon sale was not successful, however, and in 1889 following a rise in the price of copper a new company was formed to work the South Caradon, East Caradon and Glasgow Caradon setts. Despite the fact the price of copper had doubled confidence remained low and the shareholders were unwilling to reinvest. As a result in March 1890 the mines closed. Between 1845 – 86 South Caradon had produced 202,094 tons of copper.

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

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

Despite the slump in the price of copper and so many mines closing Phoenix United continued to produce large amounts of copper economically alongside its very productive output of tin. In 1885 it was producing more tin than all the other Cornish mines except for Dolcoath and East Pool. During the next ten years however the shafts had to be sunk ever deeper and the price of copper and tin continued to slump. The mine survived for longer than many of its neighbours

by cutting the workforce and lowering wages but by 1894 the company was in the hands of the Receivers. By 1898 the mine was abandoned, equipment sold for scrap and most of the buildings demolished. Between 1848–89 Phoenix United had produced 84,538 tons of copper and between 1853-1898 15,996 tons of tin.

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

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

The Marke Valley mines moved into a period of steady decline and in 1883 the Salisbury Shaft just to the south-east of Upton Cross was closed. Production was now mainly tin, concentrated on the western end of the operation in the Wheal Jenkin area. By 1890, however, the whole mine was closed.

3.4.2 Extent of settlement

Despite the downturn in the fortunes of the mine Upton Cross continued to develop. The geographical convenience of the village and its role as a service provider was further emphasised by the siting of a new church, Sunday School, reading room, and post office. The church was constructed in the late nineteenth century to provide an alternative to the growing number of Nonconformist chapels springing up in the new and expanded industrial settlements. Upton Cross was now a viable community in its own right, continuing to flourish after the mine, the reason for its original incarnation, had ceased to function. Indeed the smithy, originally sited south of the settlement adjacent to Childe's Shaft, was relocated within the village itself. Significantly the village was now catering for the needs of its existing population and only two new dwellings were constructed during this period.

3.5 1905-46

3.5.1 Economic activity

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

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

In 1916 the Liskeard and Caradon Railway closed and the quarries at Cheesewring switched to more expensive road transport. The granite continued to be used for important commissions

such as the King George V dock at Calcutta built between 1921-8 and the widening of Lambeth and Putney Bridges in 1929-32. By 1934, however production had ceased.

3.5.2 Extent of settlement

The shop, post office, chapel, church and school continued to operate during this period and as a result further housing developments occurred as Upton Cross provided both a picturesque location adjacent to the moor, good communications to Liskeard and well established services. The houses were mainly detached bungalows, but a small row of council houses were also provided. The smithy was still operating in 1916 by the blacksmith W J K Trays, but eventually converted into a garage. Contemporary photographs show a large flat-topped stone heap in the centre of the village, which was a major source of income at the beginning of the century for the unemployed.

3.6 Post 1946

Although in 1972 the shop opposite the garage was demolished in order that the road could be widened and straightened the village has continued to adapt and develop. The chapel was deconsecrated and is now a carpenter's store, part of a small adjacent industrial works. The reading room has become a private residence, the post office has now expanded to include a village stores and there is a parish hall and community library. The church, garage and school continue to operate. Two significant housing developments have taken place, Cresta Court at the eastern end of the village and Carn Edon at the western end. Just beyond the village to the north is the Sterts Arts and Environmental Centre.

4 Current Character (Figs 3 & 4)

4.1 General

Unlike many of the small settlements which fringe the south eastern side of Bodmin Moor the significance of Upton Cross does not lie in its role as accommodation provider for the miners and quarry workers, but as a convenient central location for important services such as the school, church chapel, shop and garage. The public and commercial buildings in this village are of far greater significance than the rather nondescript and small scale housing.

4.2 Built environment

4.2.1 Public/ecclesiastical buildings

The importance of Upton Cross as a service centre for the surrounding villages is reflected by the prominence and quality of its public and ecclesiastical buildings. On the road leading south from Upton the western approach to the village consists of a row of handsome and complimentary edifices. The largest and oldest is the school [3] built in the late 1870s of moorstone with lighter granite dressings. The tall flat headed windows rise into steeply pitched gables the apex of which have twin decorative oculi. The various pitches of the roofline are further articulated by a central lead covered flèche. The original low wall and decorative cast-iron railings [20] are still in situ. Adjacent to the school stands the church of St Paul [2] built just a few years after the school of similar stone, and also by Trevail. The basic design is very simple with pairs of lancet windows simply dressed with lighter granite surrounds and a granite string-course. The defining feature of the building is its unusual apsidal east end which faces onto the main street. The final building in the development, the latest built in 1887, is the Sunday School [1] constructed from the same stone as the school and church with a similar pitched slate roof and lancet windows.

The Sunday School is very similar in design and construction to the slightly earlier Wesleyan Methodist Chapel [9] on the road leading east to Rilla Mill. Again the visual contrast between the moorstone and granite is employed to great effect along with lancets and an oculus.

Although built by different architects and for different institutions the public and ecclesiastical buildings of Upton Cross present an homogeneity of design and construction rarely seen in a setting of this size other than estate villages.

4.2.2 Commercial buildings

Attracting as it did a large incoming population from the surrounding settlements it was almost inevitable that Upton Cross should develop as a small commercial centre. The village store [25] was lost to road alterations but its function has been incorporated into the present post office. Although there has been a post office in the same building in Upton Cross since the late nineteenth century [10] there is no real evidence of the original shop front. The modern fascia is set in a solid three-bay rendered building with sash windows. On the opposite side of the road stands the garage [6]. Known as Deeble's Garage in the 1950s there is a coach shed surviving from around this period and an older stone and slate construction, part of the original smithy which stood on this site.

4.2.3 Housing

For a settlement with such varied and distinguished public buildings the housing in Upton Cross is somewhat limited and utilitarian. There are basically three types of domestic building in the village, the cottage row, the small holding and the pre-war detached house/bungalow.

The rows of miners' cottages are to be found in Duchy Terrace [4] and opposite the chapel [11] [12]. Unsurprisingly these two sites are just at the head of the road which leads down to one of the sites of the Marke Valley Mine. The cottages are very simple with slate roofs, rubble stone walls some of which have been rendered and painted, and simple sash or casement windows (many of which have been replaced). The cottages in Duchy Terrace have long back gardens used by the miners' families to supplement their food supply.

The cottages at the eastern end of the village [15] [17] [18] have more extensive parcels of land and possibly their owners combined mining with some agricultural work.

The third building type is the pre war housing of which there is quite a high proportion in the village. Incomers were no doubt attracted to the village for its amenities, proximity to the moor and ease of access to Liskeard, and these same reasons no doubt influenced the decision of the local authority to locate social housing in the settlement [14]. These cottages are very simple in design and reflect the traditional local idiom.

4.2.4 Paving/street ephemera

In the centre of the village outside the school and church where there has traditionally been a large amount of public access, there are wide pavements of tarmac bordered by granite kerbs. Paving of a similar nature can be found throughout the village apart from in the areas where the traditional Cornish hedges still survive [22].

In the centre of the village the K6 [24] telephone box still survives and there is a war memorial [23] in the style of a traditional Celtic cross.

4.3 Materials and local details

There is a definite local style for the public and ecclesiastical buildings in Upton Cross. The chapel, church, Sunday school and school are all of the same stone with granite dressings; they have similar steeply pitched slate roofs, lancet windows and oculi. The impression is of a

planned development similar to estate villages or the religious developments of church, school and vicarage built in the major cities during this period by the Anglo Catholics.

The cottages with their rubble stone walls, small window openings and slate roofs are typical of the miners' housing to be found throughout this area.

4.4 Views, Vistas and Green Space

4.4.1 Views and Vistas

The major vista from Upton Cross, as with so many of the mining settlements on Bodmin Moor, is of Caradon Hill rising up to the south west of the settlement. Unlike its more rugged southerly aspect the northern slopes rise in a gentle green curve. The village itself is on a plateau with the land gently sloping away down a curving country lane to the south, and falling away more sharply to the north before rising towards the woodland at North Darley on the horizon. The centre of the village is very open. The road widens in the area outside the post office and the buildings are set back from the road with very low front walls. This contrasts with the sense of enclosure felt in the lane sloping down to the east still bordered in parts by the original high Cornish hedges (22). Just below the mid-twentieth century development at Moorview Terrace a gap in the hedges and housing reveals the long vista to Notter Tor in the North West.

4.4.2 Greenery

As mentioned above a fair amount of the original Cornish hedge still survives on the eastern side of the settlement, interspersed with suburban green swards in front of the immediately pre and post Second World War housing. Indeed the garden walls of the bungalows covered with shrubs and trees could be considered a modern interpretation of the traditional hedge and retain the sense of enclosure. This green eastern fringe contrasts with the centre of the village where the lack of front gardens, trees and hedges makes for a very hard landscape. This is accentuated by the industrial feel of the garage and the small works on the opposite side of the road. The only real green note in the centre of the village is to be found in the churchyard where a collection of mature yews fringe the road.

5 Industrial significance

Just like Minions, Darite and Pensilva there would have been no settlement at Upton Cross had it not been for the mining and quarrying on the nearby moor. The traditional settlement to the north at Upton was sited in the shelter of a valley next to the river and evolved around the farm and public house. By contrast the centre of Upton Cross is a windswept crossroads. Although the traditional elements of a village are all there, they have been efficiently placed around the roads in order to give maximum benefit to those travelling from further afield. The church, school and shop did not develop organically, but were planned in order to service the growing needs of not only the miners and their families in the village itself, but also in the surrounding settlements. Many of the villages consisted merely of housing and a chapel, and so it soon became apparent that services were needed for the growing population in and around the moor. The flat area of land situated at the crossroads of the Launceston to Liskeard Road and the road across the moor connecting the Caradon Hill mines with the Phoenix mines was the obvious location. The importance of the village to its neighbouring settlements is best illustrated by the size of the school. It is clear that a school built to accommodate over four hundred pupils was intended to provide for the needs of a catchment area far wider than the confines of the village.

The nearest mine to the village lay to the south in Marke Valley and undoubtedly most of the cottages in the village would have provided accommodation for the miners.

6 Designations

6.1 Scheduled monuments

There are no scheduled monuments in the study area.

6.2 Historic Buildings (Fig 4)

There are no listed buildings.

6.3 Historic Area Designations (Fig 4)

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

6.4 Other designations

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

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

The school, church and Sunday school lie with an Area of Outstanding Natural Beauty AONB – policy CL6

The village to the western side of the B3254 lies within an Area of Great Historic Value AGHV – Policy CL18

The village to the west of the B3254 and north of the Rilla Mill to Minions Road lies within an Area of Great Scientific Value AGSV – Policy CL13

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

7 Current issues and forces for change

7.1 Current Issues

The mid-nineteenth century character of Upton Cross is still very apparent especially in the centre of the village where very little modern development has taken place. The post war housing on the eastern side of the village is either set back behind screening walls and hedges or, as in the case of Moorview Terrace, has been sympathetically designed to fit in with the streetscape and local building types. The only real visual loss in this area has been the Cornish hedge outside Christa Court.

The major compromise to the character and integrity of the historic core of the settlement lies opposite the church and school, two of the most important buildings in the village. Here a hall has been sited towards the rear of the plot surrounded by open space for parking. There has been no attempt at landscaping and the whole development is of a low quality and impoverished nature entirely inappropriate to its significant position.

It is inevitable that a village sites at a crossroads will require a certain amount of traffic signage and indeed photographs dating from the 1920s show a collection of signs at the corner of the school playground. However some thought could be given to the quality of the signage and traffic management ephemera used.

There is still a very high survival of original slate roofs in the village, but a number of buildings have replacement windows and a few of the front garden walls have been lost.

7.2 Forces for Change

In the Local Plan Caradon District Council have made clear their intentions of preventing the spread of development out of the village and have drawn the Village Development Limit fairly

tightly around the existing settlement. However the back plots of Moorview Terrace, Duchy Terrace and Crista could all be considered for development. Upton Cross will increasingly be considered an attractive proposition for developers due to the thriving school and other local amenities, and its attractive location adjacent to the moor and yet easily within commuting distance of Liskeard. Furthermore the existing historic housing stock could be at risk from over-scale extensions and unsympathetic alterations.

8 Recommendations

8.1 Historic areas

Recommendation: 1 Conservation Area

Designate CA to include the central core of the village.

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

Recommendation: 2 Conservation Area Appraisal

Prepare a full and detailed conservation area appraisal to accompany CA designation/extension.

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

Recommendation: 3 Open Areas of Local Significance

Designate the area around the Sunday School an OALS.

Reason: To recognise the historic importance of the setting of this building and its neighbours, and to protect the setting of the conservation area.

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

Recommendation: 4 Article 4 Directions (Walls)

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

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

Recommendation: 5 Article 4 Directions (Buildings)

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

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

8.2 Historic buildings

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

Recommendation: 6 Statutory Listed Building review

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

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

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

The Sunday School [1]

St Paul's Church [2]

The School [3] and its railings [20]

The old Methodist Chapel [9]

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 town 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 Upton Cross, 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 town and mining remains in general, and thereby preserve the special character of Upton Cross.

Recommendation: 9 Derelict land

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

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

Recommendation: 10 Limit or restrict development

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

Reason: To comply with existing Local Plan commitments, to preserve the historic setting of the original buildings and to retain the discrete identity of Upton Cross.

Recommendation: 11 Back-land and courtyards

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

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

Recommendation: 12 Interpretation and Promotion

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

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

Recommendation: 13 Further study

Undertake a more detailed study of the architects and patrons involved in designing the public and ecclesiastical buildings in Upton Cross.

Reason: To further understand the development of the village as a planned settlement and the relationship between the buildings.

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 Upton Cross, 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 Upton Cross' important focal points, particularly the centre of the village opposite the school and church.

Reason: To recognise and enhance the importance of focal points in the development of Upton Cross' villagescape.

9 References

9.1 Primary Sources

1809 OS drawings

1841 Tithe Map

1845 Whitley

1882 OS 25 inch map

1905 OS 25 inch map

1946 RAF air photographs

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

9.2 Publications

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Bishop, G, 1987, *A Pictorial View of the East Cornwall Parish of Linkinborne*

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Cornwall Archaeological Unit, 1993, *Minions An Archaeological Survey of the Caradon Mining District.*

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

Stanier, P, 1988, *Cornwall's Mining Heritage*

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Venning, 1901, *Directory of East Cornwall – History of Linkinborne*

Appendix: Gazetteer of archaeological sites and historic buildings

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

| Ref. | Street no. | Name | Road | Site type | Period | Status | SM or LB No | PRN |
|------|------------|--|-------------|-----------------------------|-----------|--------|-------------|-----|
| 1 | | Sunday School | Upton Cross | Sunday School | 1886 | | | |
| 2 | | St Paul's Church | Upton Cross | Church | 1880-1908 | | | |
| 3 | | School | Upton Cross | School | 1845-80 | | | |
| 4 | 1-6 | Duchy Terrace | Upton Cross | Row | 1845-80 | | | |
| 5 | | Heather View, Four Ways | Upton Cross | Row | 1845-80 | | | |
| 6 | | Garage | Upton Cross | Garage (former Smithy) | 1880-1908 | | | |
| 7 | | The Corner House | Upton Cross | House (former Reading Room) | 1845-80 | | | |
| 8 | | | Upton Cross | | 1908-46 | | | |
| 9 | | Wesleyan Chapel | Upton Cross | Chapel | 1845-80 | | | |
| 10 | | Post Office | Upton Cross | Commercial (Post Office) | 1880-1908 | | | |
| 11 | | Kiadaglow, Kingstone | Upton Cross | House | 1880-1908 | | | |
| 12 | | The Nook, Lynne Cottage | Upton Cross | House | 1845-80 | | | |
| 13 | | Tors View, Fairhaven, Christor, Trenance, Rosandown, Southwick, Sunnydale, Amberley | Upton Cross | House | 1908-46 | | | |
| 14 | 1-4 | Moorview Terrace | Upton Cross | Row | 1908-46 | | | |
| 15 | | Crista | Upton Cross | House | 1845-80 | | | |
| 16 | | Klondike | Upton Cross | House | 1908-46 | | | |
| 17 | | Cresta | Upton Cross | House | 1845-80 | | | |
| 18 | | Christa Park | Upton Cross | House | 1845-80 | | | |

| Ref. | Street no. | Name | Road | Site type | Period | Status | SM or LB No | PRN |
|------|------------|----------------------------|-------------|-----------------------------|-----------|--------|-------------|-----|
| 19 | | Churchyard walls and gates | Upton Cross | Walls and gates | 1880-1908 | | | |
| 20 | | School walls and railings | Upton Cross | Walls and railings | 1845-80 | | | |
| 21 | | Well outside Cresta | Upton Cross | Well | 1845-80 | | | |
| 22 | | Cornish hedge | Upton Cross | Hedge | Pre-1809 | | | |
| 23 | | War Memorial | Upton Cross | War memorial | Post-1946 | | | |
| 24 | | Telephone Box | Upton Cross | Telephone Box (K6) | 1908-46 | | | |
| 25 | | Site of village stores | Upton Cross | Commercial (village stores) | 1845-82 | | | |
| 26 | | Site of Reading Room | Upton Cross | Public (Reading Room) | 1882-1905 | | | |
| 27 | | Site of Smithy | Upton Cross | Blacksmiths | 1882-1905 | | | |