

Cornwall Industrial Settlements Initiative

DRAKEWALLS AND ALBASTON

(Tamar Valley Area)



CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

Conservation Area Partnership

Name:	Drakewalls and Albaston	Study Area:	Tamar Valley
Council:	Caradon District Council	NGR:	SX 42356 70739 (centre)
Location:	South-east Cornwall, ½ mile south-west of Gunnislake, 2 miles north of Calstock, 5 miles west of Tavistock and 4 miles east of Callington	Existing CA?	No
Main period of industrial settlement growth:	Albaston : 1809-1842 Drakewalls : 1905-47	Main industry:	Mining and railways

Industrial history and significance

The cottage rows, chapel, shops, post office, brewery and smithy in Albaston all developed in response to the close connection with Drakewalls mine. Drakewalls also provided some miners' accommodation, but the real impetus for development in the village came from the railway. The settlement became a busy and thriving depot for the quarries, brickworks and market gardeners who brought their freight to the station, and the early twentieth century villas and terraces were built on the new commercial wealth.

The two communities are thus significant first as examples of how separate, but neighbouring settlements, not only shared the same economic and employment driving forces, but shared facilities, in effect creating a poly-focal settlement – and these are only two of a wide scatter of such settlements on and just off the A390 as it runs along the fringes of Hingston Down.

Secondly, Drakewalls in particular is an example of the late flowering of an industrial settlement in the early 20th century – at a time, it would seem, of local industrial decline, but made prosperous, and made indeed into a recognisable settlement, by the importance of its railway station.

Other comments

At present Drakewalls and Albaston are two discrete settlements with their own distinct historic character, but the threat of over-development, particularly the coalescing of Drakewalls with St Ann's Chapel, puts this distinctiveness at risk.

Recommendations

Historic areas

- Designate a Conservation Area.
- Prepare a full Conservation Area appraisal.
- Further designation of OALS together with management and enhancement proposals.
- Article 4 Direction to control alteration and partial demolition of walls in CA.
- Article 4 Direction to control PD on single dwelling houses and alteration and partial demolition of small buildings in CA.

Historic buildings

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

Policy and management

- A full survey of archaeological potential.
- Proposals affecting areas of derelict land to be based on a thorough understanding of the unique historical and archaeological importance of the sites.
- Limit or restrict development in the outskirts.
- Recognise back-land areas and rear lanes as an important aspect of Drakewalls and Albaston's character.
- Further develop interpretation of Drakewall's Mine, develop an industrial heritage trail to link Drakewalls, Albaston, Gunnislake and Calstock, and other promotional initiatives.
- Further study to promote other aspects of Drakewalls and Albaston's history, in particular the development of the East Cornwall Mineral Line and the development of the incline railway.
- Site-specific design guidance for the villages.
- Full survey of existing trees and ornamental landscapes with appropriate protection measures.
- Restoration/enhancement schemes to enhance some of Drakewalls and Albaston's important focal points.
- Develop a co-ordinated policy for the conversion, restoration, retention and/or re-use of shops and shopfronts.

Conservation Area Partnership

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Bridget Gillard, Historic Environment Service
and
The Cahill Partnership

2004

Report No: 2004R086

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Front cover illustration: Drakewalls from the air (HES – F64/P49)

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Abbreviations in main text

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

Drakewalls and Albaston were assessed as part of CISI during May 2003

2 Location and setting

2.1 Geographical location

Drakewalls and Albaston are situated in south-east Cornwall approximately ½ mile south-west of Gunnislake, 2 miles north of Calstock, 5 miles west of Tavistock and 4 miles east of Callington.

2.2 Landscape setting

Drakewalls is situated on a shelving area above the steep slopes of the Tamar River Valley. Above the village the land rises steeply again to the high ground known as Hingston Down. Below the settlement to the east the land falls sharply away to Gunnislake. Albaston is sited to the south on slightly lower levels and the land drops further to the south to the fields and woods above the river at Calstock.

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

Due to its location on sheltered, fertile south-facing slopes the land around Drakewalls and Albaston has traditionally provided excellent conditions for farming and market gardening. The high point in local food production came as a result of the Napoleonic Wars, but the land continued to be worked after this period with cherry orchards providing one of the most prolific crops. The oldest centre of mining in this area was at Drakewalls, where as early as 1558/9 the Manor Court Rolls refer to *'the men of Drakewalls taking all the water'* presumably to power waterwheels for drawing the tin ore. Later in 1604 mention is made of open cast mining in the Drakewalls area, and by the eighteenth century the first lodes were worked. In 1793 the Sherborne Mercury referred to *'the valuable mine of Drake, or Drake's walls ... (which) annually produced a large quantity of the richest tin.. upwards of £1,100 worth of ore has been raised in the course of this last year by eighteen or twenty men'*. The following year an advertisement for the mine recorded *'whereon is lately erected a very good smith's shop, with a very good whim'*. By the late eighteenth century work had begun further down the hill at Old Gunnislake Mine where between 1781-5 and 1790-91 511 tons of ore were produced.

3.1.2 Extent of settlement

The Court Accession Rolls of between 1336 and 1361/2 refer to the Drake family buying wasteland between two wells 'Lonewell and Somerwell' and it is possible that Drakewalls derived from the name Drakewells. The name Albaston was first recorded in 1287. Any development would have been in the form of scattered farmhouses and temporary miners' shacks.

3.2 1809-1842

3.2.1 Economic activity

This was the first real period of industrial expansion in the area. John Williams of Scorrier bought Old Gunnislake Mine in 1825 and worked it alongside Wheal Tamar in Devon. In his first year the mine showed profits of £37,000, and by 1836 was employing 88 workers. Williams went on to purchase Drakewalls Mine in 1839 where the waterwheels had been upgraded and the open cast mining was gradually being replaced by underground shafts. Williams' empire also included other small industries in the area - a paper mill at Danescombe, Slimeford Mine, a sawmill, copper ore yard, coal and culm yards and most of the local limekilns. A smaller mine,

Wheal Edward, opened to the south-east of Albaston in 1830 and in 1839 the Plymouth Brickworks was recorded at Lower Dimson. In 1808 Pearson's quarry opened on land between Drakewalls and Gunnislake.

3.2.2 Extent of settlement

The first record of a settlement at Drakewalls dates from 1815 when the village was named after the mine. However the community remained largely scattered and as much based on agriculture as industry, but with two sizeable houses reflecting local industrial wealth, Heath Cottage and Sandhill House (owned by the Williams family). Sandhill House was originally a farmhouse dating from the early seventeenth century, but was altered and extended in the late 18th/early 19th centuries. It would appear that the miners looked for their accommodation to the scatter of hamlets south of the mine site – of which Albaston was the closest, and which began at this period to develop around three separate road junctions (identified here as Brenton, Fore Street and Albaston), and which included a Methodist Chapel, brew house, malt house and a number of detached houses and cottage rows.

3.3 1842-1882

3.3.1 Economic activity

This was the golden age for Drakewalls mine. Having converted to steam the mine went from strength to strength and in the second quarter of 1852 produced tin ore to the value of £2,932 making it second in the list of West Country producers. The mine was not only productive, but had a reputation for innovation, being one of the first mines in the county to use shaking tables to concentrate fine tin, and employing the newly developed Oxland process to treat wolfram. By 1859 the mine had 398 employees and was the largest tin producer in East Cornwall. By the early 1870s however the mine had begun to lose money and the Western Morning News in April 1872 reported *'unemployment of a large number of hands will be much felt in the district'*. The mine continued, however under a series of different managers until in 1881 it was re-launched as Drakewalls United.

Similarly at the beginning of the period other mines in the area were enjoying good fortunes with 70 employed at Old Gunnislake, 400 at Hingston Down and the new mine at Gunnislake Clitters producing 32,686 tons of copper ore in the years between 1860 – 90. With the collapse of the copper market in the 1860s the smaller mines such as Wheal Edward and Old Gunnislake closed, but many of the larger mines switched production to tin and arsenic. Pearson's quarry at Gunnislake continued to expand, employing 700 men.

Many former copper miners found work in the local brickworks over towards Gunnislake. In addition to the existing Plymouth Works a large new concern opened at Bealswood, Westlake's Brick and Fire Clay Works, whose bricks were loaded onto barges and exported for use in government and public buildings. Other brickworks in the area included the Tamar Firebrick and Clay Works, the Phoenix Brickworks on Hingston Down which provided the paving for St Petersburg dockyard and the Sandhill Brickworks, in operation by 1859 producing firebricks.

In 1859 the Tamar Coal Manure and General Mercantile Company financed an incline railway which brought lime and coal from the quays at Calstock to a depot just to the south-east of Albaston. In 1864 the company was taken over by the East Cornwall Railway, and in 1872 the incline railway joined the new narrow-gauge East Cornwall Mineral Railway which terminated at Kelly Bray, linking the Kit Hill mines and agriculture with the quay at Calstock via the industries at Albaston and Drakewalls.

3.3.2 Extent of settlement

During this period Drakewalls began to take shape as a permanent, and predominantly industrial, settlement. Although open areas of farmland still remained to the north of the main road there

was now a quarry, brickworks and of course the ever-expanding mines. In addition there were small rows of workers' cottages, a school, a Bible Christian Chapel, Sunday School and a railway station, although the rows remained physically distinct from each other, clustered around the various road junctions, with little sense of a nucleated, focused settlement. Drakewalls was, and remains, only one part of a long sequence of hamlets and clusters spread along the main Callington Road (A390), all of which developed at roughly the same period.

Physically Albaston expanded only modestly during this period, but a few further rows of cottages were built. The village (Fore Street and Albaston, although remaining physically separate, as they do today, had enlarged and grown close together enough to be considered a single village by this stage) now had a hotel, the Queen's Head, a post office and a blacksmiths. It would appear that the two communities shared their facilities; with children from Albaston walking up the hill to school in Drakewalls, the miners going to Albaston to drink at the hotel and both villages having a choice of chapel to attend.

3.4 1882-1905

3.4.1 Economic activity

During the late 1880s good copper yields were found at Drakewalls, but the poor market persuaded the management to concentrate on mispickel (arsenical pyrites). Many of the mines in the area followed suit, producing arsenic used in the chemical industry for manufacturing glass, enamel and insecticides. Between 1880 and 1902 the Calstock/Callington area was producing 50% of the arsenic requirements of the world. By 1895, however, production had ceased at Drakewalls and elsewhere in the Tamar Valley. There was a brief period of regeneration at the turn of the century with Venning's Directory reporting in 1901 *'The industries of this parish during the last 3 years have greatly revived, and several of the Mines and Granite Quarries that were formerly in a languishing state, and only employed a few men or had ceased working altogether, are now developing to a greater extent than they have been for the last 20 years'*. It took two years to pump out Drakewalls, indicating the sheer size of the underground workings, but in 1905 the poor ore prices forced a temporary closure along with other permanent closures of other mines in the area.

Pearson's quarry continued to expand and by 1905 was linked via a branch line to the East Cornwall Mineral Railway where they owned trucks, an engine, and a siding. From the quay at Calstock the stone was shipped to Devonport to build the docks, to Dover for the new harbour, to Plymouth for its fortifications, and to London for paving. Such was the quality and demand for the Tamar Valley granite, consignments were sent to France, Italy, Germany and Russia. In 1901 Snowden's was employing 100 men.

Some of the newly redundant mine workers found employment at the Bealswood brickworks, but by 1905 the Plymouth works had ceased production.

After its initial success a fall in profits resulted in the East Cornwall Mineral Railway being taken over by Plymouth, Devonport & South Western Junction Railway in 1891 and, as a result of the Light Railway Orders of 1900 and 1905, was converted to standard gauge. During this period a station was built at Drakewalls.

3.4.2 Extent of settlement

With the dramatic decline in workforce at the mine it is unsurprising that during this period development at Albaston and Drakewalls was of a limited nature. A cemetery and mortuary chapel were built on the road between the two settlements and a few further cottages in Albaston. There was, however, one small area of development around the railway at Drakewalls. Here two rows of cottages were built to house railway workers and those involved in work at the depots.

3.5 1905-47

3.5.1 Economic activity

Despite the optimistic projections in the 1901 Venning's Directory, and some prosperous periods in the early 20th century, the newly revived old industries all drew to a close before the Second World War – Drakewalls Mine already only employed 3 underground workers by 1918. Foreign competition resulted in the closure of all the quarries by the outbreak of the Great War, followed by the brickworks. The railway, perhaps the most successful local enterprise in the period, continued to develop for a period with the construction of a viaduct across the River Tamar at Calstock linking the Mineral Line to the line between Tavistock and Plymouth, and onwards to London. This particularly affected the local farmers and market gardeners whose markets now expanded to London, Birmingham, Manchester and Scotland. Again the line started off successfully and the dividend rose from 1% in 1908 to 3.5% in 1913 when 112,639 passengers were recorded as using the line. Between the wars mineral traffic on the railway virtually ceased, but goods were still transported in the form of market-garden produce.

3.5.2 Extent of settlement

It was not until this period that Drakewalls finally emerged as a cohesive community. Due to the extreme gradient it had not been possible to take the railway line nearer to Gunnislake and so the station at Drakewalls (known as Gunnislake Station) served all the surrounding communities. The good communication links even meant that many miners in the Devon Consols group over the River Tamar actually lived in this area. Drakewalls became a centre for rail transportation, and a favoured residential area to go with it; a series of terraces were built along the main road with a few shops, and a larger school. Whilst other local communities stagnated during this period Drakewalls, like Kelly Bray at the far end of the mineral line, flourished. After the mines ceased production fruit, vegetables and flowers were brought to the station by carriers, at first in the form of horse and cart, and later by trucks owned by the railway.

3.6 Post 1947

By February 1966 freight had been withdrawn from the railway, and the line up to Kelly Bray closed in November. The passenger service from Gunnislake Station, via Calstock to Plymouth however has remained in operation. Due to its good rail and road connections Drakewalls has continued to expand with a number of new housing estates, a garage and petrol station, a small light industrial estate and a few shops. The chapel is no longer in operation, but the school has expanded and the old school is now an outdoor education centre. Albaston has taken on the character of a sleepy village. There have been a number of losses in terms of the original cottages and the Methodist Chapel, but the Queen's Head still remains and the post office has transferred to the cottage opposite the hotel.

4 Current Character (Figs 3 & 4)

4.1 General

On first consideration Drakewalls and Albaston appear to be two quite disparate communities; one a rural village, the other Edwardian ribbon development, which have very little in common other than proximity. Closer investigation however reveals two settlements sharing typical industrial features, workers housing and Nonconformist chapels, and inter-connected through their sharing of a school, hotel, shops and railway station; this is an historic pattern, and reflects the dominant influence of local industry, the railways, and above all the great Drakewalls Mine that separated the two villages.

4.2 Built environment

4.2.1 Public/ecclesiastical buildings

Like many mining communities the religious needs of Drakewalls and Albaston were served not by the Anglican church, but by the Nonconformist chapels of the Bible Christians and the Wesleyan Methodists. However, the importance of Nonconformity to the villages in the past is now less evident as the simple gable-ended Bible Christian Chapel [7] now acts as a store for the adjacent garage and the Methodist Chapel has been demolished and replaced with modern housing. The cemetery mortuary chapel [55] still survives in use – a simple rubble stone construction with granite dressings, slate roof and square headed windows.

The original school [8] and associated head master's house is built from similar materials to the mortuary chapel and now serves as an outdoor activity centre. The present school [44], built south of the A390 in a better position to serve the two communities, has a low-lying design with steep pitched roofs and tall windows, a good early 20th century re-interpretation of a standard Cornish Board School pattern.

4.2.2 Commercial buildings

The principal commercial building in Albaston has always been the Queen's Head Hotel [69]. Prominently situated on the corner of two roads connecting the settlements its tall rendered façade articulated by a plat band and tall sash windows, forms a strong feature in the village centre. The only other commercial building in Albaston still in use is the post office [70], originally a shop, it is slate hung at first floor level and the original consol brackets of the earlier premises still survive. Next to the Queen's Head the old post office [68] is now a private residence but elements of the original shopfront are still in situ. A particular feature of Albaston is the number of former ancillary/processing buildings that have been converted to domestic use - the old dairy [58], a stone and slate hung building is now a house, whilst Skinnard's Bakery [66] is an old peoples' home, but the old fascia board and consol brackets still remain on the north elevation. At the southern end of the village the house called Bay Trees [77] still retains its old shopfront and the single story extension of the Old Forge [78] was originally the blacksmith's shop. The stone and slate roofed outbuildings around Albaston House [81] which at first appear to be the remains of an old farm, were in fact part of a brewery owned by the Bowhay family, like the old (and large) farmhouse.

In Drakewalls the original consol brackets still survive either side of a modern shop front on Nancaird [25], but the shop is no longer operating. Further up the hill one of the Tamar Terrace properties has been converted in recent years into a hairdresser's.

4.2.3 Housing

The farmhouses are the oldest housing type in the area, the earliest being part of Sandhill House which originally dated from the early seventeenth century. Other early farms include Delaware House [30] where one of the outbuildings was originally a house, Albaston Farm [79] and Gnaton Farm House [61] and the stone rubble cottage which now forms part of Delaware Farm [43], all simple stone rubble buildings with slate roofs. A predominant building type is the early to mid-nineteenth century miners' cottage rows [15] [34] [35] [36] [59] [64] [65] [67] [80]; these cottages are of a similar type to the farm workers' buildings with stone rubble walls and slate roofs.

For their size both Albaston and Drakewalls have a comparatively large number of sizeable detached residences. It would appear that a number of the industrialists who owned or managed the mines and quarries down the hill in Gunnislake chose to live higher up the valley side where the views were more spectacular and the air cleaner. In Drakewalls the Gothick influenced Heath Cottage [1] and Glendorcal [24] are both set within gardens surrounded by stone garden walls. Albaston House [81], a rubble stone house with granite dressings, bay windows and

decorative ridge tiles was owned by the wealthy brewing family the Bowhays who later built the nearby Kingsett House [74] a large rendered building with two storey canted bays, decorative quoins and platbands.

However, it is the extensive building programme of the early twentieth century which defines the character of Drakewalls; Tamar Terrace [33], Heath Terrace [26], Myrtle Terrace [39], Woodside Terrace [40], Alexandra Terrace [18], Albert Terrace [20] [21], Drakewalls House and Tormist [28] with their regular window formations and standard decorative vocabulary of stringcourses, crested ridge tiles, finials, bay windows, balustrading and carved bargeboards. The local vernacular style of the miners' cottages has been superseded by the ubiquitous style of the town house found throughout the country, now so much more accessible due to the railway. This style can also to a lesser extent be found in Albaston at Gnaton Terrace [62] and the neighbouring house [63].

Some interwar housing exists in Drakewalls in the form of bungalows on the hill leading up from the modern station.

4.2.4 Industrial remains

The major industrial survival is the western site of Drakewalls Mine [4] just to the south of the A390 where the arsenic chimney, pumping engine house, boiler house and smithy foundation walls, amongst other features, have been consolidated and restored. Further buildings are still extant on the eastern side of the site, but these have yet to be conserved. The railway from Gunnislake [9] is still in operation, and the bridge on Station Road [87], but the station [10] has been demolished and replaced by modern housing and the warehouses and depots [16] have been cleared to make way for the modern railway car park. The railway line further north towards Kelly Bray [88] and the old incline railway [85] have gone, but their progress through cuttings can still be traced. The site of Sandhill brickworks [2] has been built over by modern detached housing.

4.2.5 Paving/street ephemera

There is little historic paving in the settlements, but old photographs show a leat once ran beside the road on the eastern side of Albaston [94]. A large number of original walls are still in place, however, mainly rubble stone with granite copings [5] [89] [90] [95] [96] [97]. In the cemetery grounds is a simple granite cross [60] in memory of the local men lost in the two world wars and at the head of Sand Hill there is a granite trough [6] commemorating the coronation of George V and the alteration of the gradient of the hill. There is an Edward VII post box [91] at the top of Sand Hill and a K6 telephone box [92] in Albaston.

4.2.6 Materials and local details

As one would expect in communities situated so near to quarries the traditional building material of choice in both Drakewalls and Albaston was stone, both local country stone and granite. Although there was a brickworks within the settlements this was producing firebricks and not bricks for the building trade. Many of the cottages have unusually large windows, as do the cottages further down the hill at Gunnislake. This was, apparently, to counteract the dense fogs which filled the valley below from the mining, smelting and arsenic refining which at times was so dense it caused a serious hazard to the shipping along the river.

The predominant Edwardian villas and terraces have smooth rendered walls, regular window patterns and decorative features – the render is probably a matter of contemporary fashion rather than structural necessity.

4.3 Views, Vistas and Green Space

4.3.1 Views and Vistas

The most striking vista in the area is from Gunnislake Station looking east. The land falls sharply away over fields and woodland to the wooded slopes of the Devon side of the Tamar Valley in the distance. Slightly less imposing, but equally rural and picturesque is the view east from the cemetery at Albaston. Indeed a number of the major vistas from both settlements, looking east down Skinnard Lane in Albaston, or looking south down the hill from the old chapel in Drakewalls and looking north east from Delaware farm, are remarkably pastoral. The major urban vista is along the A390 where the roadside is fringed by housing, especially on the northern side. The vista looking north from Albaston House gives the impression of a sleepy village in contrast to its former incarnation as a bustling commercial centre.

4.3.2 Greenery

When Drakewalls mine and Sandhill brickworks were in full operation during the mid-nineteenth century Drakewalls and Albaston would have been a mix of heavily industrialised sites, agricultural and market gardening. (The industry and agriculture appear to have been two separate entities, whereas in many other industrial settlements miners ran smallholdings or allotments in conjunction with their families.) Today part of the mine site has been landscaped and resembles a country park whilst the brickworks has been built over and part of the site returned to agricultural use. The fields still permeate both settlements and there are significant open areas of greenery at the cemetery, the Millennium Green and around the school. Even the new light industrial site is screened from the road by a belt of conifers. The disused northern end of the railway line has now become overgrown with dense undergrowth and young trees. There are a number of formal gardens in the villages with Albaston house, Glendorcoll, Sandhill House and Heath Cottage surrounded by mature trees and planting. Apart from the busy A390 and the area around the new station both villages have now reverted to their greener, more agricultural past.

5 Industrial significance

If the minerals and rocks in the Tamar Valley had remained unexploited beneath the fertile slopes it seems likely that both Drakewalls and Albaston would have developed into very small agricultural and market gardening communities, with scattered housing and few amenities. The majority of historic development in Albaston was as a direct result of the community's close connection with Drakewalls mine. The workers were housed in its cottage rows, attended services at its chapel, used the shops, post office, brewery and smithy, and its visiting shareholders would have been accommodated at the hotel.

Drakewalls also provided some accommodation, but the real impetus for development in the village came from the railway. The line itself was industrial providing a link between the mines and quarries at Kelly Bray, Hingston Down and Gunnislake with the quay at Calstock. As a result of the mines, quarries, brickworks and market gardeners bringing their freight to the station at Drakewalls it became a busy and thriving depot. The early twentieth century villas and terraces bear witness to the wealth brought to this small well-connected community.

The two communities are thus significant first as examples of how separate, but neighbouring settlements not only shared the same economic and employment driving forces, but shared facilities, in effect creating a poly-focal settlement – and these are only two of a wide scatter of such settlements on and just of the A390 as it runs along the fringes of Hingston Down.

Secondly, Drakewalls in particular is an example of the late flowering of an industrial settlement in the early 20th century – at a time, it would seem, of local industrial decline, but made

prosperous, and made indeed into a recognisable settlement, by the importance of its railway station for both economic activity and early commuting.

6 Designations

6.1 Scheduled monuments

There are no scheduled monuments in the study area.

6.2 Historic Buildings (Fig 4)

There are 2 buildings listed grade II, Heath Cottage and Sandhill House.

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 Caradon Local Plan adopted December 1999)

The southern end of Albaston below Spring Cottage and the area of Drakewalls to the east of the old railway line lies within an Area of Outstanding Natural Beauty AONB – policy CL6

The southern end of Albaston and the area to the east of the railway line below Sand Hill in Drakewalls lies within the Coastal Zone – policy CL10.

Drakewalls mine is designated an Open Area of Local Significance OALS – Policy EV6

There are Village Development Limits (Policy H2—3) fairly tightly drawn around the present villages to retain their discrete character and to prevent sporadic development

7 Current issues and forces for change

7.1 Current Issues

Drakewalls has always been split in two by the A390, but the increasingly heavy traffic and the development of the industrial estate along Delaware Road has intensified this division.

In both Drakewalls and Albaston a number of the historic buildings now have inappropriate plastic replacement windows.

The modern housing development at Albaston has in the main been of a sympathetic style and scale, although the loss of the chapel is regrettable. In Drakewalls the new estates are on a much larger scale and any further serious expansion could detrimentally affect the surviving historic fabric.

7.2 Forces for Change

There is a long-standing commitment by the local authority to provide 135 new dwellings on the area of land between Drakewalls and St Ann's Chapel, effectively linking the two settlements.

There are plans to treat the currently overgrown eastern site of Drakewalls Mine in a similar way to the consolidation, repairs and interpretation that has taken place on the western site.

There has been some work clearing and providing bridges on the site of the incline railway just south of Albaston, and it is hoped that further work on this site will take place in the future.

8 Recommendations

8.1 Historic areas

Recommendation: 1 Conservation Area

Designate CAs to include the whole of the centre of Albaston and Drakewalls settlement excluding the new estates.

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

Recommendation: 2 Conservation Area Appraisal

Prepare full and detailed conservation area appraisals 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 CAs, the range of historic fabric and archaeological potential, and to establish effective parameters for management and policy proposals.

Recommendation: 3 Open Areas of Local Significance

Further designation of OALS including the area known as Millennium Green north of Albaston, the land behind the Queen's Head Hotel and the grounds of Heath Cottage.

Reason: To retain both the discrete identity of Drakewalls and Albaston, and to manage and protect the setting of the conservation area.

OALS are an extremely important and useful policy both to contain the spread of development around settlements and to act, in effect, as a secondary layer of management and control around a conservation area, preserving the setting of such an area. There is already an OALS designated on the Drakewalls Mine site, but consideration should be given to further designation.

Recommendation: 4 Article 4 Directions (Walls)

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

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

8.2 Historic buildings

A fuller understanding of the stock of historic structures in Drakewalls and Albaston 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 Drakewalls and Albaston 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.

Delaware Farm [43]

Glendorcoll [24]

The Queen's Head Hotel [69]

Albaston House [81]

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 settlements, to strengthen existing Local Plan commitments to prevent proposals that would harm the historic heritage of the villages and guide development and promote change that will preserve and enhance the character of the villages. Policy and management

Recommendation: 8 Archaeology

Undertake a full survey of archaeological potential in Drakewalls and Albaston, 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 villages, and thereby preserve the special character of Drakewalls and Albaston.

Recommendation: 9 Derelict land

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

Reason: To ensure that the sites retain both their historical relevance to Drakewalls and Albaston 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 Caradon District Council.

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

Recommendation: 11 Back-land and trackways

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

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

Recommendation: 12 Interpretation and Promotion

Although the western side of the Drakewalls Mine site has been consolidated, repaired and landscaped the interpretation panels are now missing. These panels should be reinstated in a more permanent form and similar work should take place on the eastern site. The site of the incline railway should be further preserved. This could form part of an industrial heritage trail linking the industrial settlement at Calstock with Albaston, Drakewalls and Gunnislake.

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

Recommendation: 13 Further study (1)

Undertake a wider study of the East Cornwall Mineral Line to determine its part in the development of local settlements as well as the various industrial sites along its route.

Reason: To further understand the importance of the railway in the historical development of Drakewalls and Albaston.

Recommendation: 14 Further study (2)

Study in detail the development of the incline railway.

Reason: To facilitate the above development of an industrial heritage trail.

Recommendation: 15 Design Guidance

Produce design guidance specific to the villages, 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 Drakewalls and Albaston, and promote change that will preserve and enhance the character of the settlements.

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 restoration/enhancement schemes on some of Drakewalls and Albaston's important focal points, particularly the area around Fore Street in Albaston and Edwardian Terraces along the A390.

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

Recommendation: 18 Shops and shopfronts strategy

Develop a co-ordinated policy for the conversion, restoration, retention and/or re-use of shops and shopfronts in Drakewalls and Albaston, coupled with an extensive program of shop front restoration and/or improvement.

Reason: To preserve and enhance this most important element of the special character and appearance of the proposed conservation areas, enrich the character of the existing townscape, and act as a catalyst for drawing down regeneration grants from schemes such as English Heritage's Heritage Economic Regeneration Scheme (HERS) or the Heritage Lottery Fund's Townscape Heritage Initiative (THI).

9 References

9.1 Primary Sources

1813 OS map

1842 Tithe Map

1881 OS 25 inch map

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10 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		Heath Cottage	Station Road	House	1809-42	LB II	SX 4270 9/246	
2		Sandhill Brickworks	Station Road	Brickworks	1842-82			
3		House next to Heath Cottage	Station Road	House	1842-82			
4		Drakewalls Mine	Cemetery Road	Mine (site of)	Pre 1809			42143
5		Walled Garden, Heath Cottage	Station Road	Wall	1809-42			RIS 46T
6		Trough	Drakewalls A 390	Trough	1911			RIS 45T
7		The Old Chapel	Brenton	Bible Christian Chapel (now House)	1842-82			RIS 43T
8		Delaware Outdoor Education Centre	Delaware Road	School (now Education Centre)	1842-82			
9		East Cornwall Railway	Drakewalls	Railway	1842-82			
10		Gunnislake Station/sidings	Station Road	Railway Station/sidings	1882-1905			
11		Sandhill House	Sandhill	House	Pre 1809	LB II	SX 4271-43 71 7/104	
12		Highridge Farm	Station Road	House	1905-47			
13		Clear Mist, Standon, Fair Oak	Sand Hill	House	1905-47			
14		Sandhill Lodge	Sand Hill	House	1809-42			
15		Sandways, Sandhill Cottages	Sand Hill	House	1809-42			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
16		Railway buildings, Station	Gunnislake Station	Railway buildings (site of)	1842-82			
17		Duntreva	Well Park Road	House	1905-47			
18	1-3 (cons)	Alexandra Terrace	Well Park Road	House (row)	1882-1905			
19	4	Alexandra Terrace	Well Park Road	House	1905-47			
20	1-10 (cons)	Albert Terrace	Well Park Road	House (row)	1882-1905			
21	11-12	Albert Terrace	Well Park Road	House	1905-47			
22		Woodlands	Well Park Road	House	1905-47			
23		Glenrock, Wayside, Bella Vista, Cadwell, Ashleigh	Cemetery Road	House	1905-47			
24		Glendorcoll	Cemetery Road	House	1842-82			
25		Nancaird	Drakewalls A 390	House	1842-1906			
26	1-12 (cons)	Heath Terrace	Drakewalls A 390	House (row)	1905-47			
27		Downside	Drakewalls A 390	House	1905-47			
28		Tormist, Drakewalls House	Drakewalls A 390	House	1905-47			
29		Sunnyside	Drakewalls A 390	House	1842-82			
30	1-2	Delaware House	Drakewalls A 390	Farm House	1809-42			
31		Delaware Cottage	Delaware Road	House	1809-42			
32		Hillside, Hilton, Clardon	Drakewalls A 390	House (row)	1809-42			
33	1-5	Tamar Terrace, Tanglewood, Hillcrest & Pennor	Drakewalls A 390	House (row and shop)	1905-47			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
34	5-6	Drakewalls Place	Drakewalls A 390	House	1809-42			
35	1-4 (cons)	Drakewalls Place	Drakewalls A 390	House (row)	1842-82			
36	2-3	Tor View	Drakewalls A 390	House	1842-82			
37		Pozy Cottage	Drakewalls A 390	House	1842-82			
38		River View	Drakewalls A 390	House	1809-42			
39	1-3 (cons)	Myrtle Terrace	Delaware Road	House (row)	1905-47			
40	1-4 (cons)	Woodside Terrace	Delaware Road	House (row)	1905-47			
41		Woodside	Delaware Road	House (row)	1882-1905			
42		Sycamore Cottage	Delaware Road	House	1809-42			
43		Clare Cottage, Delaware Farm	Delaware Road	House (farmhouse)	1809-42			
44		Delaware County Primary School	Drakewalls	School	1905-47			
45		Red Roofs	Drakewalls	House	1809-42			
46		Outbuilding at Copse Cottage	Drakewalls	Mine building, now Outbuilding	1842-82			
47		Copse Cottage	Drakewalls	House	1882-1905			
48		Tunley, Tunley Barn	Brenton	House	1842-82			
49		Brenton Cottage, Brenton House	Brenton	House	1842-82			
50		Garage	Brenton	Garage	1905-47			
51	1-4 (cons)	Brenton Terrace	Brenton	House (row)	1809-42			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
52		Stable Cottage	Albaston	Brewery (now House)	1809-42			42160
53	1	The Terrace	Albaston	Blacksmiths (now House)	1809-42			42151
54		Malt House	Albaston	Malthouse (site of)	1842-82			42161
55		Mortuary Chapel	Cemetery Road	Chapel	1882-1905			RIS 44T
56		Cemetery	Cemetery Road	Cemetery	1882-1905			
57		Site of Methodist Chapel	Cemetery Road	Chapel (site of)	1809-42			RIS 42T
58		The Old Dairy and Buttermilk Cottage	Fore St, Albaston	Dairy (now House)	1842-82			
59		Tor View	Cemetery Road	House (row)	1842-82			
60		War Memorial	Cemetery Road	War memorial	1905-47			
61		Gnaton Farm House	Cemetery Road	House (farmhouse)	1842-82			
62	1-3 (cons)	Gnaton Terrace	Cemetery Road	House (row)	1882-1905			
63			Cemetery Road	House	1882-1905			
64	1-3 (cons)	Gnaton Cottages	Cemetery Road	House (row)	1809-42			
65	1-2	Chapel Terrace	Cemetery Road	House	1842-82			
66		Fernleigh House	Fore St, Albaston	Bakery (now house)	1882-1905			
67		Edgevale, Westdean Cottage, Primrose Cottage	Fore St, Albaston	House (row)	1809-42			
68		The Cobblers	Fore St, Albaston	House (sometime post office)	1809-42			
69		Queens' Head Hotel	Fore St, Albaston	Public House/Hotel	1809-42, rebuilt 1842-82			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
70		Post Office	Fore St, Albaston	Commercial premises	1809-42			
71		Brenton Farm	Fore St, Albaston	House (farmhouse)	1809-42			
72		Roskilly House, The Pottery	Fore St, Albaston	House and commercial premises	1809-42			
73		House between Roskilly House & Kingsett House	Fore St, Albaston	House	1842-82			
74		Kingsett House	Fore St, Albaston	House	1898			
75		Wayside Cottage	Albaston	House	1809-42			
76	1-2		Albaston	House	1809-42			
77		Bay Trees, Bay Tree Cottage	Albaston	House (sometime shop)	Pre-1809			
78		Old Forge	Albaston	Forge (now house)	1809-42			
79		Statton Cottage	Albaston	Farm buildings (now house)	Pre-1809-42			
80	2-3	The Terrace	Albaston	House	1809-42			
81		Albaston House	Albaston	House	Pre-1809-42			
82		Corner Cottage, Spring Cottage	Albaston	House	1809-42			
83	1-2	Trainer Cottages	Albaston	House	Pre-1809			
84		Apple Tree Cottage	Albaston	House	Pre-1809			
85		Incline Railway	Albaston	Incline railway (site of)	1842-82			
86		Gate piers	Delaware Road	Gate piers	1842-82			
87		Railway Bridge	Station Road	Bridge	1842-82			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
88		East Cornwall Railway	Drakewalls	Railway line (site of)	1842-82			
89		Cemetery walls and gate piers	Cemetery Road	Walls and gate piers	1882-1905			
90		School wall	Delaware Road	Wall	1842-82			
91		Post box	Sand Hill	Post Box	1882-1905			
92		Telephone box	Fore St, Albaston	Telephone box (K6)	1905-47			
93		Post box	Fore St, Albaston	Post box	1905-47			
94		Leat	Albaston	Leat	1842-82			
95		Wall at Albaston House	Albaston	Wall	1809-42			
96		Wall at Roskilly House	Fore St, Albaston	Wall	1809-42			
97		Wall at Glendorcoll	Cemetery Road	Wall	1842-82			
98		Houses from Ingleside to St Josephs	Station Road	House	1905-47			
99	3-12 (inc)		Moorland Way	House	1905-47			
100		The Sycamores	Fore St, Albaston	House	1905-47			
101		Woodleigh House	Delaware Road	House	1905-47			