

Cornwall Industrial Settlements Initiative

CALSTOCK

(Tamar Valley Area)



CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

Conservation Area Partnership

Name:	Calstock	Study Area:	Tamar Valley
Council:	Caradon District Council	NGR:	SX 43504 68643 (centre)
Location:	South-east Cornwall, 5 ½ miles east of Callington, 14 miles north-east of Liskeard.	Existing CA?	Yes
Main period of industrial settlement growth:	1841-82	Main industry:	Port for the distribution of tin, copper, wolfram, arsenic, bricks, granite, and centre for market gardening

Industrial history and significance

Calstock had already developed as a significant settlement before industrial expansion during the early 19th century. The convenience of the river for importing lime and other agricultural requirements as well as exporting produce would have ensured that the community continued to flourish. However, the scale of development of the quays, the availability of brick, granite and terracotta as building materials, the viaduct linking two rail systems, the sheer number of shops, cottages, inns and chapels, and the town's modest wealth were all a direct result of the local industries – fuelled mainly by the need to export the produce of local mines and import their supplies.

Its significance lies in thus being part of the network of small, but busy, industrial ports that ringed Cornwall; like many other Cornish ports, it was never simply a mineral port. It has extra significance because of its location – an inland river port, developed at a time when most ports were moving away from rivers (their traditional medieval sites) to the coasts.

Other comments

The quality of Calstock's surviving historic buildings is clearly already recognised and valued. There is an unusually high survival rate of shopfronts, original windows, historic paving and roofs. The future economic growth of the town lies mainly in tourism and it is important that any future physical development should continue to respect the importance of Calstock's historic built environment.

Recommendations

Historic areas

Further designation of protected open spaces 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 Calstock's character

Further develop interpretation of the town, and other promotional initiatives

Further study to promote other aspects of Calstock's history, in particular the development of the East Cornwall Mineral Line and the development of Fore Street.

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 Calstock'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

Cornwall Industrial Settlements Initiative
CALSTOCK
(Tamar Valley Area)

Bridget Gillard, Historic Environment Service
and
The Cahill Partnership

2004

Report No: 2004R083

Acknowledgements

This report presents the results of an assessment carried out by Bridget Gillard (HES) advised by Nick Cahill of the Cahill Partnership following desktop research by Bryn Perry Tapper (HES). Assistance was also provided by David Moore, Caradon District Council. The report text and map drafts were prepared by Bridget Gillard, advised by Nick Cahill and edited by Nick Cahill and Peter Herring (CISI Project Manager, HES). The report maps were produced by John Brinkhoff (CCC Planning Directorate Technical Services Section) from roughs prepared by Bridget Gillard.

Front cover illustration: Calstock from the air (HES – F64-15-06-04/IMG_1904)

©Cornwall County Council 2004:

Historic Environment Service, Planning, Transportation and Estates, Cornwall County Council, Kennall Building, Old County Hall, Station Road, Truro, Cornwall TR1 3AY. All rights reserved. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means without the prior permission of the publisher.

Contents

	<i>Page</i>
1 Introduction	7
1.1 Background	7
1.2 Project Aims	7
1.3 Project methodology	7
1.4 Date of Assessment	7
2 Location and setting	8
2.1 Geographical location	8
2.2 Landscape setting	8
3 History.....	8
3.1 General	8
3.2 Agriculture	8
3.3 Mineral Extraction	9
3.4 Quarrying	9
3.5 Shipping and River Trade	9
3.6 East Cornwall Mineral Railway	10
3.7 Other industries.....	10
3.7.1 General.....	10
3.7.2 Brickworks.....	11
4 Physical Development (Fig 2).....	11
4.1 Pre-1809	11
4.2 1809-41	12
4.3 1841-1882.....	12
4.4 1882-1905.....	13
4.5 1905-1945.....	13
4.6 Post 1945.....	13
5 Current Character (Figs 3 & 4)	13
5.1 General	13
5.2 Built environment.....	14
5.2.1 Public/ecclesiastical buildings	14
5.2.2 Commercial buildings	14
5.2.3 Housing.....	14
5.2.4 Industrial remains	15
5.2.5 Paving/street ephemera.....	15
5.2.6 Materials and local details.....	16
5.3 Streetscape.....	16
5.4 Views, Vistas and Green Space.....	17
5.4.1 Views and Vistas.....	17
5.4.2 Greenery	17
6 Industrial significance.....	18
7 Designations	18
7.1 Scheduled monuments	18
7.2 Historic Buildings (Fig 4).....	18
7.3 Historic Area Designations (Fig 4).....	18
7.4 Other designations.....	18
8 Current issues and forces for change.....	19
8.1 Current Issues.....	19
8.2 Forces for Change.....	19
9 Recommendations	19

9.1	Historic areas	19
9.2	Historic buildings	20
9.3	Policy and management.....	21
10	References	22
10.1	Primary Sources	22
10.2	Publications	22
Appendix: Gazetteer of archaeological sites and historic buildings.....		25

List of figures

1. Location map
2. Historical development
3. Surviving historic components
4. Gazetteer sites, existing designations and recommendations

Abbreviations in main text

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

1 Introduction

1.1 Background

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

The Cornish Mining World Heritage Site Bid is being prepared for submission to UNESCO by February 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 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

Calstock was assessed as part of CISI during March 2003

2 Location and setting

2.1 Geographical location

Calstock is situated south of the A390, 5½ miles east of Callington, about 5 miles west of Tavistock in Devon and 14 miles north-east of Liskeard.

2.2 Landscape setting

The town spreads along a southward-facing slope overlooking long quaysides on a straight broad stretch of the River Tamar; the slopes here are slightly less steep than elsewhere along this stretch of the river, conveniently just below the ancient parish church. To the west the river curves sharply south towards Cothele, bordered by steeply sided wooded slopes. To the east are water meadows and market gardens. On the opposite bank, in Devon, flat water meadows rise suddenly to farmland and woods. Above the town the land continues to rise to the north towards the church which is situated on a ridge with extensive views out to the curving river on either side.

3 History

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

3.1 General

Calstock lies on the highest easily navigable stretch of the upper Tamar with its links to the port of Plymouth and within easy reach of the major road between the towns of Tavistock and Callington and Liskeard. The area is rich in mineral resources exploited since the twelfth century and the sheltered, fertile river valley slopes have provided rich farm land, orchards and market gardens. Just as the waters of the Tamar fall and rise at the foot of the town, over the years Calstock's fortunes have ebbed and flowed as one industry replaced another. The settlement has constantly evolved and adapted to meet new requirements, but evidence of its past incarnations remains. In order to fully appreciate its architectural legacy it is important to identify the various areas of activity and phases of economic development – one of the distinguishing characteristics of Calstock is that it was never dependent upon a single industry, but was the focus of an exceptionally wide range of activities for such a small settlement

These are treated below thematically rather than within the chronological range of the associated settlement-development maps to avoid over-complicating the story of the varied economic influences on the town.

3.2 Agriculture

The land in and around Calstock was farmed before, during and after the industrialisation of the settlement, one of the most intense periods of activity occurring during the Napoleonic Wars when the need for local food production was great. As early as the 16th century the soil was improved by lime, and during the 18th century nine limekilns were constructed in Calstock – more indeed than any other parish in Cornwall, William Marshall observing in 1796 *'The upper part of the estuary is set with lime kilns on either side, for the use of the country near and above them. The stones and culm being brought up in most vessels'*.

The farmers and market gardeners were highly organised, many owning and operating the barges, lime kilns and the river quays. The 1856 Post office Directory notes a Saturday market and annual cattle fair at Calstock, and the wider parish had good grain growing land and pasture, while the steep valley sides were covered in orchards, especially of cherries, clearly visible on a map of 1815. In the 1870s Calstock and the neighbouring St Dominick's parish were widely known for cherry production (especially the Mazzard variety). Flower growing and soft fruit production followed as the railway opened up fast links to the cities; after the collapse of the

mining industry at the end of the 19th century horticulture expanded rapidly to dominate the Bere Peninsula and the Tamar south of Calstock and remained a key local industry until well into the mid 20th century.

Venning's Directory of 1901 lists 8 market gardeners, 3 dairymen and 37 farmers living and working in the Calstock area – there were some 35 market gardeners and fruit growers registered in the parish in Kelly's 1930 trade directory. Market gardening continues to take place on the land at the eastern end of the village.

3.3 Mineral Extraction

There is evidence that as early as the 13th century tin streaming was taking place in the Danescombe Valley, with open cast mining by the 14th century. By the early 1700s simple shaft mining had begun. Minerals exploited in the Calstock area included tin, copper, arsenic, lead, silver, wolfram, pyrite and manganese.

By the mid-19th century there were a number of large-scale mines in the area including Danescombe, Old Gunnislake, Okel Tor (principally copper, at the height of production in 1882 employing 192 people) and Drakewalls (mostly tin, in 1859 employing over 400 workers). Many of the workers at the Devon Great Consols mine also actually lived on the Cornish side of the Tamar. Altogether there were forty mines in the area surrounding Calstock.

Copper was dominant for much of the middle years of the century, but with the increasing depth of deposits and the collapsing world market prices in the 1880s a number of mines in the area turned to tin and 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 from plants at Greenhill, Coombe and Rumleigh. Wolfram was also produced and the Oxland process which separated wolfram from tin was first used at Drakewalls. By the end of the 19th century, however, most of the mines had ceased production – Drakewalls was the only one still working locally by 1893.

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'*. Within a few years, however, the mining industry in the Tamar Valley was finished.

3.4 Quarrying

The major granite quarry in the area was Pearson's of Gunnislake which operated 1808–1914 and in 1900 was employing 700 men. The stone was transported at first by road and then by rail to Calstock before being 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 Tamar Valley granite that consignments were sent to France, Italy, Germany and Russia. Other quarries in the area included Freementer, Snowden's (which in 1901 was employing 100 men), Hingston Down which produced stone for rail ballast and road making, and the slate quarry at Mill Hill. The quarries fought foreign competition for longer than the mines, but by the outbreak of the Great War production ended.

3.5 Shipping and River Trade

Herein lay Calstock's most significant role during the 19th century industrial boom, as perhaps the largest of the industrial ports upstream from Plymouth along the Tamar. During the peak of river trade there were up to 40 barges and 20 deep water boats operating from the mile long quay. Copper ore was transported to Swansea to be smelted, tin, granite and bricks were transported as far a field as Russia, whilst the farm and market garden produce was sent to

Plymouth for distribution. In addition to the products from the area's major industries, tiles, paper and fertilizer were also exported from local manufacturers. The returning vessels brought coal and timber for the mines, lime from the quarries near Plymouth, manure and domestic commodities. A number of Calstock families had shares in the boats, owned and managed the barges and provided the masters, mates and crew. Venning's Directory lists shipwrights, shipping agents and barge owners living in Calstock in 1901, including Robert May who ran the successful ship building yard at Danescombe.

The development of the mineral railways from Callington/Kit Hill, which at first stimulated the increased development of both quays and ancillary industries in Calstock were eventually to have exactly the reverse effect, cutting the trade on the Tamar as through-routes and links to the major centres were developed. But the eventual final demise of river traffic, still favoured in the early 20th century for export of heavy bulk loads like granite, resulted from the ever increasing use of road transport.

The potential of the picturesque river for tourism had long been recognised - a steamer operated a regular service to Devonport by the 1860s - and Venning wrote in 1901 *'In the summertime it (Calstock) is visited by thousands of excursionists and tourists from the Three Towns, and other places, who often take trips up the beautifully winding Tamar, and stop at Calstock Quay'*. The only vessels on the river now are recreational, but the tradition of boat repairs still continues.

3.6 East Cornwall Mineral Railway

The first rail link between the quays at Calstock and the surrounding industries was in the form of an incline railway, built in 1859 by the Tamar Coal, Manure and General Mercantile Co, who owned Kelly Quay. Wagons were pulled along the length of the quayside by horses before ascending the valley side powered by a steam engine. By 1872 the incline railway had 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. The railway not only serviced the mines and local farmers, but steep inclined tramways ran down the northern side of Kit Hill linking the granite quarries with the line at Downgate Sidings. After its initial success a fall in profits resulted in the line being taken over by Plymouth, Devonport & South Western Junction Railway in 1891 and, as a result of the Light Railway Orders of 1900 and 1905, was converted to standard gauge. Between 1904 and 1908 a viaduct was constructed across the River Tamar at Calstock linking the Mineral Line to the line between Tavistock and Plymouth, and onwards to London. 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 – in fact proving a more successful part of business than goods carriage.

Following the construction of the viaduct the incline railway fell into disuse, but the links with the river were not immediately severed. Transportation by sea remained the favoured route for exporting granite and so a hoist was constructed beside the viaduct to enable stone laden trucks to be lowered to the quayside below. Between the wars mineral traffic on the railway virtually ceased, but goods were still transported in the form of market-garden produce. By February 1966, however freight was withdrawn from the line and most of it closed in November 1966. The passenger service from Gunnislake, via Calstock to Plymouth however is still in operation.

3.7 Other industries

3.7.1 General

Stimulated largely by its riverside location, a number of other manufacturing and industrial processes developed within Calstock. Both boatbuilding and Lime burning have already been met with – there were sites for both all along the river, but also a notable concentration along

the Calstock quays. The 1856 trade directory records an iron and brass foundry, brewery and tannery in Calstock, the latter two trades still active in 1893.

3.7.2 Brickworks

From the middle of the 19th century a number of brickworks were operating in the area. Westlake's Brick and Fire Clay had sites at Bealswood and Calstock (recorded in the 1856 Post Office trade directory) and their bricks were used for Government and public buildings, fortifications, and in the local towns. The Phoenix Brickworks on Hingston Down employed 400 men in the 1870s and provided the bricks to pave St Petersburg dockyard. Out of work miners found employment at the brickyards, but they too eventually ceased production. The site at Calstock, run by Thomas Westlake & Co in 1893 and still marked as a fire brick works on the 1907 OS map, was converted to a chip-basket and box making factory supplying the local fruit growers, before it was eventually demolished to make way for housing.

4 Physical Development (Fig 2)

4.1 Pre-1809

While the first references to Calstock manor are in the Domesday Book (1086), which lists thirty villagers and 30 smallholders, it is impossible to say if any settlement was then located on the site of Calstock town. The church stands above the town at the summit of the hill, but it was the access to the river, ferry point to Devon and the quays below the church which was to form the nucleus of the settlement.

There was certainly a quay at Calstock in medieval times but probably no substantial settlement and any accommodation for the early tin streamers was most likely nearby in the Danescombe Valley. There is evidence that early mining took place in the area of the town itself reflected in name of the small lane, The Adit.

The first development of the area known today as Calstock occurred around the building currently housing the Post Office; actually this was historically the centre of administration for Calstock manor and for many years was known as the Manor House (this may be what is indicated on Gascoyne's 1699 map of Cornwall). As river trade developed and the quay increased in importance an inn was built opposite the Manor House; now called the Tamar Inn, it was originally the Boatsmans' Arms. The Manor, which had rested with the earls and dukes of Cornwall, was sold in 1798 and it is from this period onwards that the major physical development of the settlement took place – in 1806, the manor was bought by John Williams of Scorrier, a member of one of the greatest of all the Cornish industrial dynasties, and his influence may have been critical in developing the industrial potential of both the area and the burgeoning township at Calstock.

The earliest buildings (the old manor house and the Tamar Inn) lay south of the present Fore Street, immediately adjacent to what were at the time the quaysides. There was a scatter of further buildings and quay-side development around these; the quays themselves ran roughly along the northern edge of the present car park, and westwards only as far the ancient ferry access road.

Fore Street, running along the east-west contour line north of the manor house, looks like a relatively late development; there are no medieval-style burgage plots, much of it clearly is infill in a once wider open space (particularly at the east end of the street where it meets the main north-south route to the church – perhaps this was originally a market area). The present long, narrow, sinuous line of Harewood Road/Fore Street/Commercial Road is misleading, a result of continuing infill in the 19th century – the pre-1809 settlement was more centralised, spreading much less to east and west, tightly constrained by the river, the slopes and the surrounding farmlands. Some of the cottages running up Church Street had been built by this time, although

perhaps not all of them (they are Listed as 18th century, but are not necessarily earlier than the early 19th century).

Population density within this small area was high – Lysons in about 1814 records that there were between four and five hundred inhabitants of the village at a time when the whole (large) parish contained 2064 people (1811 census).

4.2 1809-41

‘Calstock, or Calstoke, has of late become a mining parish on an extensive scale.’ Gilbert Davies, 1838.

There are slight, but important, changes discernable between the Ordnance Survey’s survey drawings of about 1810, and a manorial map of 1815-18 which show the rapid growth of the settlement at this time, and also show the process of infilling along the old street. The row of houses now known as Commercial Road and the complete ribbon of cottages up Church Hill, including those on Back Road, had both been constructed by this time.

By this time the essential street pattern of Calstock was already established and further development shown on the late 1830s Tithe map mainly took the form of infill. The rapid population growth in the parish between 1801 (1105, probably an under-representation) and 1821 (2388) had slowed in subsequent years (2328 in 1831, 2553 in 1841).

The southern side of Fore Street expanded, there was increased infill of the plots on the north side of Fore Street and cottages began to spread up Sand Hill and along Harewood Road and two of the cottages in Tamar Place were converted into shops. Although local industries developed rapidly in importance, agriculture and market gardening continued to be major employers, and it seems probable the new cottages housed land labourers as much as industrial or quayside workers.

The major change between 1818 and 1840 was the spread west along the waterfront of the quays and industry with new buildings at No’s 1 and 2 Lower Kelly and Bridge Cottage. Nonconformity came to Calstock during this period in the form of a Baptist Chapel and Bible Christian Chapel. For a brief period 1833-1838 Calstock was granted by an Act of Parliament the status of Coinage Town.

4.3 1841-1882

With the success of the copper mines, quarries, brickworks and associated river trade, and the development of the rail and tram links, Calstock entered a period of wealth and expansion. The mile long quay continued to develop with the area between Calstock and Danescombe lined by warehouses, cranes, stores and houses. The increase in population (2553 in the parish in 1841, 4530 in 1851 reaching a peak of 7090 in 1861, thereafter declining to 6485 in 1881) resulted in the building of two further chapels, the Wesleyan and United Methodist, and a school. Further workers’ accommodation was built up Sand Hill towards the brickworks and along the quayside, whilst three significant detached residences Tharsis House, Gellings Park and Rosehill House reflected the increased status of the town.

The most significant development during this period, however, was the conversion of former houses into shops. Nearly every house in Fore Street had a shopfront and altogether there were over twenty shops and four hotels and public houses in the settlement. Calstock was no longer simply an industrial depot, but a significant community in its own right servicing the needs not only of its own ever expanding population, but also the surrounding area. The only slight hiatus during this period occurred during 1845 when an outbreak of typhoid resulted in business temporarily relocating to the quays at Okel Tor and Cotehele.

4.4 1882-1905

This period was generally one of decline in the East Cornwall industrial settlements with communities retrenching after the collapse of the copper markets – the continuing decline in the population of the wider parish reflects this (from 6485 in 1881 to 4880 in 1911). In Calstock, however, the revenue from the brickworks, quarries, arsenic, wolfram, agriculture, market gardens and river trade ensured the community continued to prosper and develop. A row of houses along Harewood Road, May Place, were built by the owner of Danescombe boatyard after he sold his business. The School Board built a new school in Calstock at the beginning of the 20th century as the old one was no longer large enough to accommodate the 248 children and 114 infants. The commercial centre of the town continued to thrive and businesses included a post office, grocers, drapers, greengrocers, bakers, dressmakers, butchers, tailors and banks. The Freemasons, an institution traditionally connected with mining communities, arrived in Calstock during this period and built a lodge on Sand Lane. Although the East Cornwall Mineral Railway had no passenger facilities, the line was frequently used by the inhabitants of Kelly Bray and Callington to visit Calstock and the river, and Venning's Directory recorded in 1901 *'The Publisher has on many occasions taken a ride in the Trucks of the Mineral Railway'*.

4.5 1905-1945

By this stage the major industries surrounding the town were beginning to wind down, but agriculture and market gardening continued, and in places gardeners reclaimed land which had been used for industrial processes. The increasing scale of Calstock relative to the rest of its parish continued, with the town still expanding slightly while the parish population declined yet further, albeit at a slower rate (4880 in 1911, 4423 in 1931). A development of large terraced houses along Sand Lane was built on the former site of the Bealswood Brickworks, with another Methodist chapel further down the same road. A number of sizeable detached properties set in their own gardens were also constructed at this time. This new housing in Calstock was essentially middle-class and could have been prompted by the new rail link to Plymouth provided by the construction of the viaduct over the River Tamar.

4.6 Post 1945

Calstock has continued to expand as a residential area with two sizeable private developments of detached houses along Sand Lane and Harewood Road, some infill in the town centre and a 1960s public housing scheme off Station Lane, reflecting the increase in population from the 1960s for the first time in a century - 3884 in 1961 rising to 5967 in 1991. However the settlement has lost its commercial heart with all but a handful of the shops now converted into houses. The school continues to thrive and has further expanded, but all the chapels have been deconsecrated, and are now in residential use. Several of the pubs still operate and the area around Town Quay has been developed as a centre for leisure activities and sailing.

5 Current Character (Figs 3 & 4)

5.1 General

Calstock at the beginning of the twenty first century has the character of a sleepy, picturesque riverside village visited by birdwatchers, sailors and the fitter members of the Nation Trust who walk along the river banks to Cotehele House. Preserved within the fabric of the settlement, however, are clues to its industrial past - limekilns, converted warehouses, glass houses, quayside bollards and overgrown rail beds. At the heart of the town Fore Street gives the eerie impression of a film set: the street is lined with perfectly preserved mid-19th century shopfronts, but only the estate agents and general store at the far end are still in commercial use, while the quays are for the most part given over to recreational use, or have been landscaped. Calstock's past wealth and

more recent commercial decline has resulted in a wealth of historic detail which for many years remained unaltered, and is now greatly valued.

5.2 Built environment

5.2.1 Public/ecclesiastical buildings

Although all the Nonconformist chapels in Calstock have now been converted into domestic use they still provide strong architectural statements within the town, particularly the Wesleyan Methodist Chapel [40] whose steeply pitched slate roof rises behind the shops and houses of Fore Street and the Methodist Chapel [28] on Sand Lane built in the Gothic style with limestone and brick dressings, which appears to be a conventional building at street level but from the quay rises up to a great height, with a bold modern balcony design. The Bible Christian Chapel [50] set back from the road plays less of a role in the streetscape but has a charming slate stone façade with red brick window surrounds, modillion brackets along the eaves band and eight over eight sash windows. The Mount Zion Chapel [38] on Church Street has lost a great deal of detail, but the Baptist Chapel [44] has retained its slate stone Romanesque façade with brick decorative features, although the style is somewhat at variance with its date stone of 1815, as is the Sunday School [88] next door.

Some of the public buildings in Calstock, however, have been retained in their original use. The early 20th century school [39] perched on the side of the hill is built of stone with brick window surrounds and has a distinctive pitched roof with three gables. From the same period and with similar decorative terracotta ridge tiles is the Masonic lodge [42] with bizarre ‘crazy paving’ stone walls and blue brick window surrounds.

5.2.2 Commercial buildings

The two surviving public houses, the Tamar Inn [4] and the Boot Inn [98] by their size and architectural detail indicate the prominence the town once held as a port and commercial centre. The same is also true of the old Naval and Commercial Inn [58] and Ye Old Steam Packet [23] both now converted to domestic use.

Calstock’s earliest shops were the Old Bakery [1] (with late 19th century shopfront) and Nos. 1-2 Tamar Place which retains an early 19th century shop front of simple bow windows [29]. The commercial heart of the town, however, was Fore Street where the survival of mid-19th century shops fronts is quite staggering and includes the extremely elegant No 9 [18], whose canted bay windows are framed by slender colonnettes, and No 3 [94], one of the few shops still trading, which retains its original brass rail, encaustic tiled front step and decorative panels either side of the windows.

Due to the high proportion of shopfront survival so much can still be inferred about Calstock’s commercial past, but sadly one of its earliest and most important buildings, the Manor House [56], now the post office, has been so greatly altered it appears modern.

5.2.3 Housing

The oldest surviving housing in Calstock (the painted stone cottages in The Adit [2], Church Street [6]-[12] [120] and Providence Place[113]-[115]) are simple in construction with slate roofs and small sash windows, built in rows or courtyards and typical of early 19th century workers’ cottages, mixed in with outbuildings and small warehouses. The cottages were tiny, seventeen stood on the site of the seven new council houses at the far end of Providence Place, and the present nine cottages in Church Street were originally twenty-four separate dwellings. The row of houses along Baptist Street [87], Commercial Street and Lower Kelly [25] [74] are taller buildings with large sash windows and some architectural embellishment reflecting the increase in prosperity of the settlement.

Testament to Calstock's golden years in the mid-19th century are the large detached and semi-detached houses [66] [80] [108] [127] [128], often set in their own plots of land, indicating the increasing gentrification and growth of the middle-class. Dating from this same period are a number of houses on the western side of the town whose façade's incorporate curious features such as large double doors, ground floor extensions and differing roof heights [26] [27] [67] [73] – these buildings were all once warehouses, boathouses and stores now converted to domestic use.

Apart from the jumbled rows of early 19th century housing the other most obvious surviving building type in Calstock is the terrace. The earliest, Tamar Terrace [84], built in the mid-19th century, has rendered canted bays and consols either side of the front doors. May Place [125] although built many years later in 1902 is of a similar basic design. The same bay windows, decorative plat bands, ridge tiles and finials can be found again at Rosehill Terrace [63] [64] built around ten years later again.

The basic mix of terraces, detached and semi-detached housing has continued into the 20th century. The detached houses on the whole take the form of infill within the historic heart of the settlement, with larger developments to the north of the settlement and along the roads.

5.2.4 Industrial remains

The area around Calstock, and indeed all through the Tamar Valley, has one of the greatest concentrations of industrial remains in the County (and in neighbouring Devon). While these are outside the scope of this report, it is worth noting that Calstock is important as a base, and as a starting point for walking, rail, car or river-based exploration of these remains; there are direct routes from the centre of the town, almost immediately coming into contact with a variety of sites and structures.

More specifically, there are important remains actually within the settlement area. Although mining most probably took place within the settlement, there are no physical remains, only the name The Adit bears witness to the town's mining past. However the major quay areas have remained as open spaces, and it is still possible, apart from the area between the Anchorage and the waterside café, to trace the course of the old tramline. The stone walls [147] with substantial buttresses (part of the original quayside structures), ferry steps [41] and ferryman's sheds [57] all still survive. Further along Lower Kelly the western quays are still in evidence, but have been grassed over to form the gardens to Bridge Quay [76], Kelly House [26] and Waterside [27].

The old lime kilns [32] still survive in the centre of the town, with the arches underneath used for storage.

Much of the housing around Lower Kelly has been converted from industrial buildings but clues such as the winches still projecting from walls [71], large double doors [67] and ground floor extensions [73] bear witness to the buildings' previous uses.

East of Rosehill House there is still evidence of glasshouses [68] part of the intensive market gardening which once took place right in amongst the village environs, but they are in a state of disrepair.

The most striking individual structure in Calstock, still in use, is the viaduct [3], its twelve round arches of precast concrete blocks rise above the settlement dominating the vistas. It is still possible to see the concrete plinth of the hoist which raised the tram wagons between the viaduct and the quay below.

5.2.5 Paving/street ephemera

There is an unusually high survival of cobblestone paving in the centre of the town [133] [135] [141] [142] [143] [148]; probably early 19th century, perhaps even earlier, it is bordered by moorstone granite kerbs and bisected by granite drainage channels. Later surface treatments

include late 19th century stable blocks [134] [139] [144], and 20th century tarmac bordered by thin granite kerbs [138].

An early flight of granite steps lead from a cobbled area on Baptist Street [145] up to the old cemetery, whilst a mid-19th century flight of steep granite steps [152] connects Lower Kelly with Sand Lane.

In addition to the later post office there are three Victorian post boxes in Calstock [137] [149] [151], an indication of the size and importance of the settlement, and a K6 telephone box [130] on the quayside.

Unsurprisingly for a port there are a number of bollards scattered throughout the quay area. The most unusual one at the head of Fore Street [140] on closer inspection turns out to be an inverted carved granite spandrel.

5.2.6 Materials and local details

The oldest buildings in Calstock, the cottages on The Adit, Church Street and Fore Street are typical of many of the settlements in East Cornwall, their slate stone walls, granite lintels and slate roofs reflecting the materials easily obtained locally. Indeed granite was used throughout the settlement, its strength and durability making it the perfect choice for kerbs, quoins, drainage channels, bollards, walls and steps.

Once bricks were freely available locally, however, they became the material of choice for decorative features and window surrounds. The use of brickwork on the chapels to articulate the facades and contrast with the dark stonework is a feature of the town. However one of the most attractive examples of local brickwork is not on any of the striking public buildings, but along the track known as Marsh Lane leading to the old rope walk. Here the top of a high garden wall [132] is formed from diminutive bricks ranging from deep red, to ochre and slate blue.

The other locally produced material which forms a feature of the skyline of Calstock is the terracotta used for decorative ridge tiles and finials. From the mid to late 19th century these were produced by the Tamar Terra Cotta works and can be seen on the roofs of the Wesleyan and Bible Christian Chapels and the houses along Tamar Terrace. Imported terracotta ridges continued to be used in the town after the works closed.

5.3 Streetscape

The streets leading out to the east and west of Calstock are typical suburban roads lined with early 20th century terraces on the southern side with small front gardens enclosed by low walls, and by later 20th century detached housing on the north set well back behind lawns. The lane leading to the north is much less developed and has a far more rural character flanked on either side by high Cornish hedges. The streets in the (later developed) western part of the town are notable not only for the scale of the buildings, but for the scale of the terracing and retaining walls constructed to support them – in contrast to the flowing streetscape of the centre and east end of Calstock, which clings much more intimately to the contours and slopes.

The central streets are gloriously unplanned and muddled, but quite definitely urban in density and character. Although there is a main commercial street, Fore Street, which is slightly wider than the surrounding streets, it ends abruptly at the east end, and divides at its western end into Commercial Road and Baptist Street. This bifurcation is typical of the old central part of the settlement and occurs on The Adit, Church Street and Harewood Road. The result is a rich, complex pattern of narrow, interconnecting streets giving onto flights of steps and courtyards.

5.4 Views, Vistas and Green Space

5.4.1 Views and Vistas

Due to the intricate nature of the street patterns, in the centre of Calstock there is a whole succession of charming intimate views: the cottages in the courtyards off The Adit and Providence Place, the stone steps to the cemetery off Baptist Street, the glimpse down Baptist Street into Fore Street enclosed on either side by tall buildings. These intimate glimpses contrast with the open area around Town Quay where the rising jumbled ranks of painted stone walls and slate roofs to the north face the wooded slopes of the river valley to the south.

As the town is built on the side of a hill rising up from the river below the most impressive vistas can be seen from high up on the northern side. Here looking down from above Harewood Road the town stretches out below in a series of rows and steps of slate roofs with the viaduct soaring beyond and in the distance sloping woodland with the light stone towers of Cotehele just visible.

From west of the viaduct, looking upwards to the north, the view is very built-up with rows of stone, white and colour washed houses standing on the terraced and engineered slopes, in contrast looking due west along the riverbank the river curves away with graceful wooded slopes either side. The riverside landscape is exceptionally beautiful and it is no surprise that further up stream on the Devon side of the water Humphrey Repton designed one of the first picturesque landscape gardens at Endsleigh.

Throughout the town the viaduct can be seen, glimpsed through narrow alleyways, rising above the surrounding roofs or framing the river landscape beyond. One of the most impressive views of the structure, however, is from directly below as its rectangular tapered piers rise to the arches above.

5.4.2 Greenery

There is very little greenery in the centre of Calstock; the rubble stone walls of the buildings give directly onto granite pavements, cobblestones, stable block or tarmac, and the small front gardens are frequently unplanted. The main central green areas such as the gardens of Tharsis House are privately owned and not visible from the street. At the eastern end of the village there is a green wedge comprising the recreation ground, and the old grounds of Ingledene, originally an orchard. To the north the modern housing along Harewood Road is set amidst gardens, and the land behind Gellings Park is a modern nursery carrying on the market garden tradition.

The quayside along from the ferry steps would once have appeared very industrial, but now the stone retaining walls are covered in ivy and the quays of Bridge Quay, Kelly House and Waterside, once platforms for loading and unloading goods, are now gardens. The walk along the old quays towards the Danescombe valley is one of the most picturesque in the county; passing former industrial sites, with some standing remains, working boatyards, old orchards, it leads directly into the steeply wooded slope where the old tramways and industrial tracks provide footpaths and walks. Its value as a scenic and recreational amenity is increased by the contrast with the tight urban character of the town centre, and, with the sheer scale and steepness of the surrounding hills, emphasises the close and immediate relationship Calstock has with its rural setting.

The market gardens at the western end of the settlement once associated with Rosehill House are beginning to revert to a naturalised state, as are the slopes towards Danescombe which were once covered in orchards.

6 Industrial significance

There was already a significant settlement at Calstock before the heyday of the mines, quarries and brickworks during the early/mid 19th century. The convenience of the river for importing lime and other agricultural requirements as well as exporting produce would have ensured that the community continued to flourish. However, the scale of development of the quays, the availability of brick, granite and terra cotta as building materials, the viaduct linking the two rail systems, the sheer number of shops, cottages, inns and chapels, and the town's undoubted past wealth were all a direct result of the local industries— fuelled mainly by the need to export the produce of local mines and import their supplies. Calstock takes its place, therefore, with other Cornish settlements that, from small beginnings, grew in the industrial boom years of the early/mid 19th century.

Its significance lies further in being part of the network of small, but busy, industrial ports that ringed Cornwall, a network that contrasts in the scale and number of facilities with some other industrial areas of Britain where ports were larger, fewer, and perhaps more monolithic in their economic functions and activities. Calstock, like many other Cornish ports, was never simply a mineral port.

It has extra significance because of its location – an inland river port, developed at a time when most ports were moving away from rivers (their traditional medieval sites) to the coasts.

7 Designations

7.1 Scheduled monuments

There are no scheduled monuments in the study area.

7.2 Historic Buildings (Fig 4)

There are 29 buildings listed grade II buildings and the viaduct is listed grade II*.

There is no local list

7.3 Historic Area Designations (Fig 4)

The central part of the settlement was designated a conservation area in 1986 and the area was later extended towards the Danescombe Valley to protect the landscape setting.

7.4 Other designations

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

The whole town lies within an Area of Outstanding Natural Beauty AONB – policy CL6

The strip of land along the waterfront is designated a Site of Special Scientific Interest SSSI – Policy CL 12

The areas along the old docks of lower Kelly, the land below Rosehill House and the gardens to the east of Tharsis House are all designated Open Areas of Local Significance OALS – Policy EV6

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

There is currently an Article 4(2) direction in place relating to windows, doors and roof detailing

8 Current issues and forces for change

8.1 Current Issues

During the post war period the former market gardens to the north of the settlement were redeveloped for housing. These new developments were built to maximise views with little reference to the existing historic environment.

The lighting, traffic calming measures and road markings in the historic core are at present relatively sympathetic to their surroundings (although somewhat over-provided and perhaps over-designed) and every effort should be made to ensure that the quality is preserved and extended, at least to a modest degree.

The walls of a number of historic properties within the centre of the town have been painted in over-powering colours which detract from the simplicity of the cottages and sound a jarring note amongst the elegant shopfronts.

8.2 Forces for Change

Apart from being a desirable residential centre, tourism is undoubtedly the future for the community with visitors arriving at the station to walk or take the ferry to Cotehele, and river cruises arriving from Plymouth. It is important that Calstock should cater for the needs of increased visitor numbers without detracting from or threatening the carefully preserved historic core, which makes the settlement of such interest.

There is evidence that some nurseries near the centre of the settlement are beginning to close and any future redevelopment of their sites should take into account their sensitive locations. The current efforts to promote the renewal of the local market gardening and fruit-growing traditions (by the Tamar Valley AONB project) may have an effect on reversing this decline.

Both the AONB management and development projects and local authority initiatives have focussed attention on Calstock as part of the wider area, and continue to promote a number of initiatives, mainly aimed at the natural environment and land management, but also affecting the town itself.

9 Recommendations

9.1 Historic areas

Recommendation: 1 Protect open areas that contribute to character

Further designation of protected open areas that contribute to the character and setting of the conservation area, including the recreation ground and the adjacent area to the north east, the area in front of the school and the area between the current Village Development Limit and the conservation area boundary.

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

Open areas of local significance, or similar designations (land to be kept free of development/rural gap etc.) 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: 2 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 Calstock against inappropriate incremental alterations and demolition.

Recommendation: 3 Article 4 Directions (Buildings)

Extend 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 Calstock against inappropriate incremental alterations and demolition.

9.2 Historic buildings

A fuller understanding of the stock of historic structures in Calstock 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: 4 Statutory listed building review

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

2-3 Fore Street [94]

1-2 The Mens, 4-5 Fore Street [111]

The Boot Inn [98]

Orchard Cottage [61]

Two houses adjacent to the Old Post Office [100] [101]

1-3 Tamar View [109]

1-4 Commercial Road [42] [84]

Apple Tree House [50]

Tharsis House [78]

Recommendation: 5 Non-statutory historic buildings survey (Local list)

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

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

9.3 Policy and management

Recommendation: 6 Archaeology

Undertake a full survey of archaeological potential in Calstock, 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 thereby preserve the special character of Calstock.

Recommendation: 7 Derelict land

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

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

Recommendation: 8 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 Calstock and comply with existing Local Plan commitments.

Recommendation: 9 Back-land and trackways

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

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

Recommendation: 10 Interpretation and Promotion

Although a town trail has been produced in booklet form it is not always readily available in the village itself. More information could be provided at the station and the quayside to encourage visitors into the historic town centre and not to simply set off down the river towards Cotehele. Interpretation panels could be provided, especially along Lower Kelly towards the incline railway. Reciprocal agreements with Cotehele could encourage visitors to walk up the river to Calstock.

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

Recommendation: 11 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 Calstock.

Recommendation: 12 Further study (2)

Study in detail the ownership and development of the shops and business premises in Fore Street.

Reason: To discover to what extent the town was a commercial centre for the district or simply for its surrounding area.

Recommendation: 12 Design Guidance

Produce design guidance specific to the town, 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 Calstock, and promote change that will preserve and enhance the character of the settlement.

Recommendation: 13 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: 14 Restoration/enhancement schemes

Concentrate restoration/enhancement schemes on some of Calstock's important focal points, particularly the area around the station.

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

Recommendation: 15 Shops and shopfronts strategy

Develop a co-ordinated policy for the conversion, restoration, retention and/or re-use of shops and shopfronts in Calstock, 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 conservation area, 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).

10 References

10.1 Primary Sources

1699 Gascoyne Map

1813 OS map

1815/18 Davis Manor Map

1834 Tithe Map

1841 Tithe Map

1848 Symons Map

1882 OS 25 inch map

1905 OS 25 inch map

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

10.2 Publications

Acton, B, and Bron, K, 2001, *Exploring Cornish Mines* Volume 4

- Caradon District Council, 1999, *Caradon Local Plan*
- Coleman, P, 1998, *A Guide to Calstock*
- Coleman, P, E, 1987, *The Place Names of Calstock Parish*
- Cornwall Archaeological Unit, *Tamar Valley – Preliminary Assessment of Industrial Sites of Archaeological Importance.*
- Davies, G, 1838, *Parochial History of Cornwall*
- Hamilton Jenkin, A K, 1969, *Mines and Miners of Cornwall* Vol. 15.
- Isham, K, 2000, *Lime Kilns and Limeburners in Cornwall*
- Lyson, D & S, 1814, *History and Topography of Cornwall*
- Merry, I D, 1980, *The Shipping and Trade of the River Tamar*
- Paige, R, T, 1982, *The Upper Tamar a Century Ago*
- Polsue, J, 1867, *Lake's Parochial History of the County of Cornwall*
- Richardson, P H G, 1992, *Mines of Dartmoor and the Tamar Valley after 1913*
- Stanier, P, 1988, *Cornwall's Mining Heritage*
- Thomas, D St J, 1988, *A Regional History of the Railways of Great Britain, Vol. 1: The West Country*
- Venning, 1901, *Venning's Postal Directory of East Cornwall*

Appendix: Gazetteer of archaeological sites and historic buildings

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

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
1		The Old Bakery	The Adit	Bakery (now House)	Pre-1809	LB II	SX 4268-4368 9/58	
2	1-4 (cons)		The Adit	House (row)	Pre-1809	LB II	SX 4268-4368 9/59	
3		The Viaduct		Viaduct	1905-45	LB II*	SX 4268-4368 9/64	
4		The Tamar Hotel	Tamar Place	Public House (formerly called Boatsman's Arms)	Pre-1809	LB II	SX 4268 4368 9/65	
5		Lavinia	Off Church Street	House	Late C16	LB II	SX 4268-4368 9/67	
6	1		Church Street	Shop (now house)	Pre-1809	LB II	SX 4268-4368 9/70	
7	4		Church Street	House	Pre-1809	LB II	SX 4268-4368 9/73	
8	6,7		Church Street	House	Pre-1809	LB II	SX 4268-4368 9/74	
9	9		Church Street	House	Pre-1809	LB II	SX 4268-4368 9/75	
10	10		Church Street	House	Pre-1809	LB II	SX 4268-4368 9/76	
11	13		Church Street	House	Pre-1809	LB II	SX 4268-4368 9/79	
12	14		Church Street	House	Pre-1809	LB II	SX 4268-4368 9/80	
13		Bromley House	Church Street	House	Pre-1809	LB II	SX 4268-4368 9/81	
14		St Laurence	Church Street	House	1809-41	LB II	SX 4268-4368 9/82	
15		Halcyon Cottage	Church Street	House	1809-41	LB II	SX 4268-4368 9/83	
16	6		Commercial Road	Shop (now house)	1809-41	LB II	SX 4268-4368 9/84	
17	8		Fore Street	House	Pre-1809	LB II	SX 4268-4368 9/98	
18	9		Fore Street	Shop (now house)	Pre-1809	LB II	SX 4268-4368 9/99	
19	12		Fore Street	House	Pre 1809	LB II	SX 4268-4368 9/100	
20		Market House	Fore Street	House	1809-41	LB II	SX 4268-4368 9/101	

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
21		The Old Post Office	Fore Street	Post office (now house)	Pre-1809	LB II	SX 4268-4368 9/102	
22		Ingledene	Harewood Road	House	Pre-1809	LB II	SX 4268-4368 9/107	
23		Ye Old Steam Packet	Lower Kelly	Public house and hotel (now house)	1809-41	LB II	SX 4268-4368 9/125	
24		Bridge Cottage	Lower Kelly	House	1809-41	LB II	SX 4268-4368 9/126	
25	1,2		Lower Kelly	House	1809-41	LB II	SX 4268-4368 9/127	
26		Kelly House	Lower Kelly	heat and flour warehouse (now house)	1841-82	LB II	SX 4268-4368 9/128	
27		Waterside	Lower Kelly	Warehouse (now house)	1809-41	LB II	SX 4268-4368 9/129	
28		Calstock Methodist Church	Sand Lane	Methodist chapel (now house)	1910	LB II	SX 4268-4368 9/246	RIS SX 46NW 108T
29	1,2		Tamar Place	House	Pre-1809	LB II	SX 4268-4368 9/142	
30		Copper Quay	Calstock Quay	Site of quay, copper ore yard and industrial pond	Pre-1809			
31		Parish Quay	Calstock Quay	Site of quay	Pre-1809			42102
32		Lime kiln	Commercial Road	Site of lime kiln	Pre-1809			42127
33		Brewery	Lower Kelly	Site of brewery	1809-41			42125
34		Timber yard	Lower Kelly	Site of timber yard	1809-41			42124
35		Quay	Lower Kelly	Site of quay	1882-1905			42103
36		Tharsis House garden wall	Sand Lane	Wall	1841-82			RIS SX 46NW 103T
37		Brick works	Sand Lane	Site of Bealswood Brick Works	1809-42			42110
38		St Andrews Hall	Church Street	Mount Zion United Methodist Chapel (sometime church hall, now store)	1841-82			RIS SX46NW 104T

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
39		Calstock Primary School	Back Road	School	1882-1905			RIS SX46NW 105T
40		Wesley Flats	Harewood Road	Wesleyan Methodist Chapel (now house)	1841-82			RIS SX46NW 106T
41		Old ferry steps	Calstock Quay	Former ferry terminal slipway	1841-82			RIS SX46NW 107T
42		Cotehele Lodge	Sand Hill	Masonic lodge	1882-1905			RIS SX46NW 109T
43		Public/Parish Quay	Calstock Quay	Site of quay	1841-82			
44		Baptist Chapel	Baptist Street	Baptist Chapel (now house)	1815			RIS SX46NW 110T
45		Bakehouse	Calstock Quay	Site of bakehouse	1809-41			RIS SX46NW 114T
46		Cemetery	Baptist Street	Cemetery (site of)	1809-41			
47		Blacksmiths workshop	Commercial Road	Site of blacksmiths	1841-82			
48		Blacksmiths	Tamar Terrace	Site of blacksmiths	1882-1905			
49		Blacksmiths	The Adit	Smithy (now house)	1841-82			
50		Apple Tree House	Back Road	Bible Christian Chapel (now house)	1809-42			
51		Croweloft	Back Road	Stables (now house)	1809-42			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
52		School	Station Lane	United Methodist School (now house)	1841-82			
53		Limekilns	Lower Kelly	Site of limekilns	1809-41			
54		Glasshouses	Harewood Road	Site of glasshouses	1882-1905			
55		Tramway	Lower Kelly	Site of tramway	1841-82			
56		Post Office	Tamar View	'Manor House' office for Calstock Manor, (now house)	Pre-1809			
57		Ferryman's sheds	Lower Kelly	Sheds (sometimes used as Mortuary for river dead)	1841-82			
58	1	former Naval and Commercial Inn	Commercial Road	Inn (now house)	1809-41			
59		(former stables for Naval and Commercial Inn)	Commercial Road	Outbuilding	1809-41			
60		Village pump	Providence Place	Site of village pump	Pre-1809			
61		Orchard House	Harewood Road	Cider factory (now house)	Pre-1809			
62		Railway		Railway – East Cornwall Mineral Railway	1882-1905			
63	1-13 (cons)		Rose Hill Terrace	House (terrace)	1905-45			
64	21-26 (cons)		Rose Hill Terrace	House (terrace)	1905-45			
65	1-2	Cotehele Villas	Higher Kelly	House	1905-45			
66		Rosehill House, Rosehill Cottage	Higher Kelly	House	1841-82			
67			Higher Kelly	House (row including former boathouses)	1841-82			
68		Glasshouses	Higher Kelly	Former glasshouses	1882-1905			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
69		Tamarisk	Higher Kelly	House	1841-82			
70	1-3 (cons)		Higher Kelly	House	1841-82			
71			Sand Lane	House (building associated with former brickworks)	1841-82			
72			Sand Lane	House	1841-82			
73	1-6 (cons)		Tamar Terrace	House (row, incorporating workshops)	1841-82			
74	3-4		Lower Kelly	House	1858			
75		Chy an Bur	Lang Gardens	House	1905-45			
76		Bridge Quay	Bridge Quay	House	1882-1905			
77		Kellydown	Sand Lane	House (row)	1841-82			
78		Tharsis Houses	Sand Lane	House	1841-82			
79		Stables to Tharsis Houses	Sand Lane	Stables	1841-82			
80		Hillside	Sand Lane	House	1841-82			
81		Builder's yard	Sand Lane	Site of builder's yard	1809-41			
82		The Rectory	Sand Lane	House	1841-82			
83	1-2	Broomings	Sand Lane	House	1841-82			
84	1-4 (cons)	Tamar Terrace	Sand Lane	House (row)	1841-82			
85		Glen View	Station Lane	House	1905-45			
86		Bank House	Lower Kelly	House (former shop)	1841-82			
87	1-4 (cons)	Poplar House	Baptist Street	House (row)	Pre-1809			
88		Poplar Cottage	Baptist Street	Sunday School (now house)	1809-42			
89	1		Commercial Road	House	1809-41			
90	2		Commercial Road	House	1809-41			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
91	3,4		Commercial Road	House	1809-41			
92			Commercial Road	Workshop	Pre-1809			
93	1-3 (cons)	The Manse	Baptist Street	House (row)	1809-41			
94	2,3		Fore Street	Commercial premises	Pre-1809			
95	6		Fore Street	Shop (now house)	Pre-1809			
96	7		Fore Street	House	Pre-1809			
97	10		Fore Street	Shop (now house)	Pre-1809			
98		The Boot Inn	Providence Place	Public House (incorporating former shop)	Pre-1809			
99			The Adit	House	Pre-1809			
100			Fore Street	House	1809-41			
101			Fore Street	Shop (now house)	1809-41			
102			The Adit	House	1841-82			
103	5-7 (cons)		The Adit	House (row)	Pre-1809			
104		Mill Cottage 7 building to rear	Marsh Lane	House	1841-82			
105		Brenton House	Marsh Lane	House	1841-82			
106		Tree Tops	Marsh Lane	House	1905-45			
107		Willow Cottage	Marsh Lane	House	1841-82			
108	1,2	Bickham Villas	The Adit	House	1841-82			
109	1-3 (cons)	Tamar View	Calstock Quay	House (row)	Pre-1809			
110			Tamar Place	House (incorporating former shop)	1809-41			
111	1-5 (cons)		Fore Street	Shop (now house)	Pre-1809			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
112	1		Providence Place	House	1841-82			
113	2-6 (cons)		Providence Place	House (row)	Pre-1809			
114			Church Street	House	1809-41			
115			Off Church Street	House	Pre-1809			
116			Providence Place	House	1809-41			
117	1-2	Station Lane Cottages, Bella Vista	Station Lane	House	1841-82			
118	3-4	Ivy Cottage, Ivy House	Back Road	House	1809-41			
119	1-2	Hillside		House	1882-1905			
120	2-3, 11-12		Church Street	House (row)	Pre-1809			
121		Trewidden	Back Road	House	Pre-1809			
122			Back Road	House	1841-82			
123	1-3 (cons)	The Court, Wesley House		House	1841-82			
124	1-3 (cons)	Mount Pleasant	Harewood Road	House	1841-82			
125	1-6 (cons)	May Place	Harewood Road	House	1902			
126		Willowdene	Harewood Road	House	1905-45			
127		Helegate House	Harewood Road	House	1841-82			
128		West Gellings Park, East Gellings Park	Harewood Road	House	1841-82			
129		Old Market Square	Fore Street	Site of former market square	1809-41			
130		Telephone Box	Calstock Quay	Telephone Box (K6)	1905-45			
131		Cobbles	Copper Quay	Paving (cobbles)	Pre-1809			
132		Wall	Marsh Lane	Wall	1809-45			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
133		Cobbles	The Adit	Paving (cobble and moorstone granite kerbs)	Pre-1809			
134		Paving	The Adit	Paving (stable block, quarried granite kerbs)	1809-41			
135		Paving	Off The Adit	Paving (moorstone paving and granite drainage channels)	Pre-1809			
136		Standpipe	Harewood Road	Standpipe	1905-45			
137		Postbox	Harewood Road	Postbox (inscribed VR)	1841-82			
138		Paving	Sand Lane	Paving (granite kerb)	1841-82			
139		Paving	Tamar Terrace	Paving (stable blocks)	1841-82			
140		Bollard	Fore Street	Bollard (inverted stone spandrel)				
141		Paving	Calstock Quay	Paving (cobble)	Pre-1809			
142		Paving	Providence Place	Paving (cobble)	Pre-1809			
143		Paving	Church Street	Paving (cobble)	Pre-1809			
144		Paving	Fore Street	Paving (stable block)	Pre-1809			
145		Steps and paving	Baptist Street	Steps and paving (cobble)	Pre-1809			
146		Paving	Commercial Road	Paving (cobble and granite kerbs)	Pre-1809			
147		Wall	Calstock Quay	Wall (part of original quay walls)	Pre-1809			
148		Paving	Lower Kelly	Paving (cobble)	1809-41			
149		Post box	Lower Kelly	Post box	1882-1905			
150		Paving	Higher Kelly	Paving (cobble)	1841-82			
151		Post box	Sand Lane	Post box	1882-1905			
152		Steps	Sand Lane	Steps	1841-82			
153		Post box	Calstock Quay	Post box	1905-45			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
154		Home Park	Harewood Road	House	1841-82			
155		The Retreat	Harewood Road	House	1841-82			
156		Site of Ropewalk	Marsh Lane	Ropewalk (site of)	1841-82			