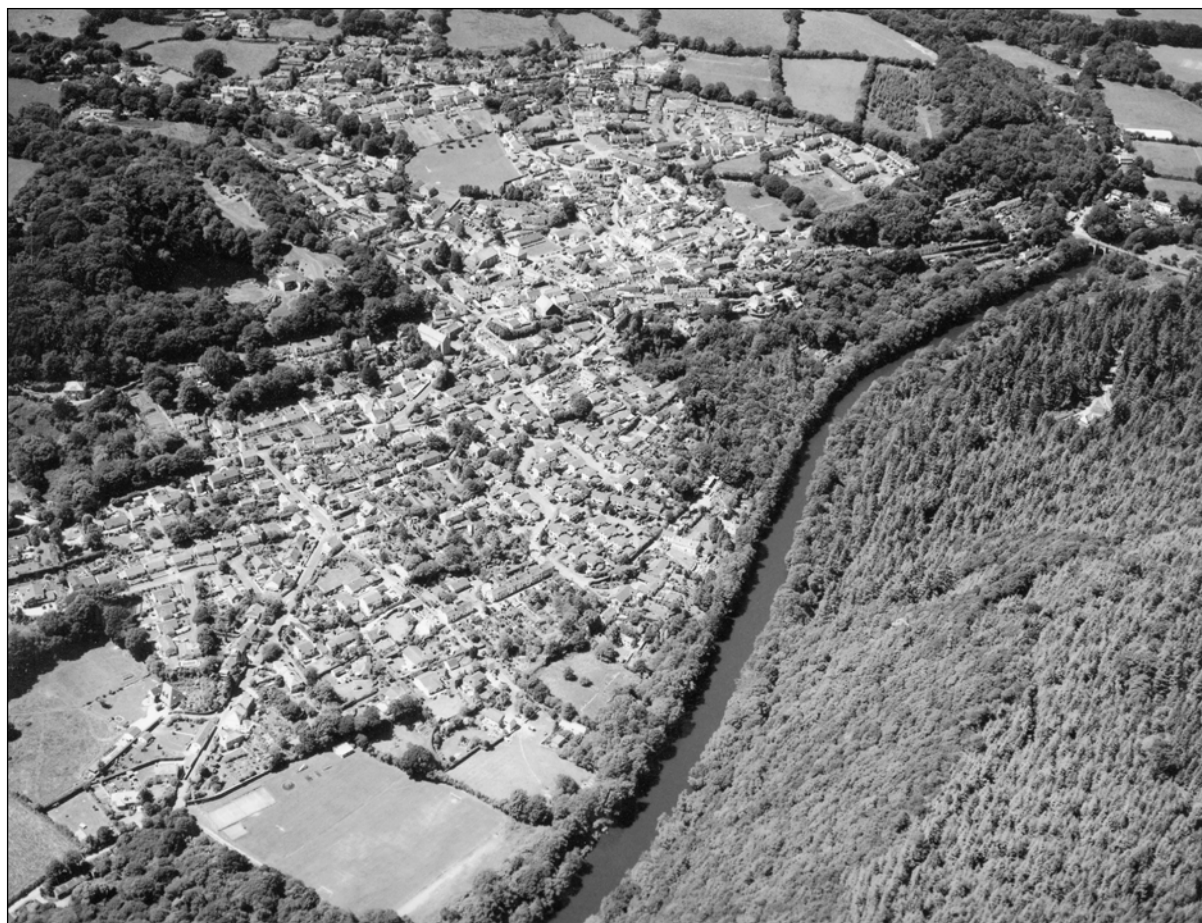


Cornwall Industrial Settlements Initiative

GUNNISLAKE

(Tamar Valley Area)



2004

CORNWALL INDUSTRIAL SETTLEMENTS INITIATIVE

Conservation Area Partnership

Name:	Gunnislake	Study Area:	Tamar Valley
Council:	Caradon District Council	NGR:	SX 43250 71632 (centre)
Location:	South-east Cornwall, 2 miles north of Calstock, 4 miles west of Tavistock and 5 miles east of Callington	Existing CA?	No
Main period of industrial settlement growth:	1842-82	Main industry:	Mining, quarries, and brickworks

Industrial history and significance

All the housing chapels, shops, commercial and public buildings in the settlement developed as a direct result of the needs of the industrial workers and their families. More akin to the earlier industrial developments of West Cornwall than most contemporary industrial settlements in East Cornwall, the workers' housing was built in and amongst the industry, quarries and mine dumps and as a result the industrial and domestic architecture was interwoven, at first lacking any overall or coherent plan.

Gunnislake is unusual in the wide range of industries that took place so close to a major river/port facility and a major transport focus. The influence of the quarries, brickworks and terra cotta works is evident throughout the town as used for local building materials.

Gunnislake has particular significance, however, in showing the process whereby such disparate, uncontrolled and seemingly random developments could coalesce and create a recognisable and distinctive place. The role of the important and ever-changing road and communication patterns in this process was of paramount importance, as was the addition to the 'organic' core area of a planned settlement of smallholdings - a 'location' settlement - that places Gunnislake in a particular category of Cornish industrial settlements.

Other comments

At present the settlement is blighted by the heavy goods vehicles which thunder through the centre of the town. This problem, acknowledged by Caradon District Council, could be rectified by a possible weight restriction on New Bridge.

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 Gunnislake's character
- Further develop interpretation of the town, and other promotional initiatives
- Further study to promote other aspects of Gunnislake's history, in particular the ownership of the houses and the nature of the smallholdings.
- 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 Gunnislake'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
GUNNSILAKE
(Tamar Valley Area)

Bridget Gillard, Historic Environment Service
and
The Cahill Partnership

2004

Report No: 2004R088

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 and Colin Buck (HES). The report text and map drafts were prepared by Bridget Gillard, advised by Nick Cahill and edited by Nick Cahill and Pete 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: Gunnislake from the air (HES – F64/P36)

©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 and physical development.....	8
3.1 Pre-1809.....	8
3.1.1 Economic activity.....	8
3.1.2 Extent of settlement.....	8
3.2 1809-1842.....	9
3.2.1 Economic activity.....	9
3.2.2 Extent of settlement.....	9
3.3 1842-1882.....	10
3.3.1 Economic activity.....	10
3.3.2 Extent of settlement.....	10
3.4 1882-1905.....	11
3.4.1 Economic activity.....	11
3.4.2 Extent of settlement.....	11
3.5 1905-1947.....	12
3.5.1 Economic activity.....	12
3.5.2 Extent of settlement.....	12
3.6 Post 1947.....	12
4 Current Character (Figs 3 & 4).....	12
4.1 General.....	12
4.2 Built environment.....	13
4.2.1 Public/ecclesiastical buildings.....	13
4.2.2 Commercial buildings.....	13
4.2.3 Housing.....	14
4.2.4 Industrial remains.....	14
4.2.5 Road engineering/paving/street ephemera.....	14
4.2.6 Materials and local details.....	15
4.3 Streetscape.....	15
4.4 Views, Vistas and Green Space.....	15
4.4.1 Views and Vistas.....	15
4.4.2 Greenery.....	16
5 Industrial significance.....	16
6 Designations.....	17
6.1 Scheduled monuments.....	17
6.2 Historic Buildings (Fig 4).....	17
6.3 Historic Area Designations (Fig 4).....	17
6.4 Other designations.....	17
7 Current issues and forces for change.....	17
7.1 Current Issues.....	17
7.2 Forces for Change.....	17

8	Recommendations.....	18
8.1	Historic areas	18
8.2	Historic buildings	18
8.3	Policy and management.....	19
9	References	21
9.1	Primary Sources.....	21
9.2	Publications.....	21
10	Appendix: Gazetteer of archaeological sites and historic buildings.....	23

List of figures

1. Location map
- 2a. Historical development
- 2b. Historical development
- 3a. Surviving historic components
- 3b. Surviving historic components
- 4a. Gazetteer sites, existing designations and recommendations
- 4b. 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 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) and video was made of each settlement. Meetings on site were arranged with the District Conservation Officers in order to discuss current initiatives and recommendations for future management.

1.4 Date of Assessment

Gunnislake was assessed as part of CISI during May and June 2003

2 Location and setting

2.1 Geographical location

Gunnislake is situated on the A390, 2 miles north of Calstock, 4 miles west of Tavistock and 5 miles east of Callington.

2.2 Landscape setting

Gunnislake lies on the steep slopes of the Cornwall side of the Tamar Valley. These are relatively gentle at the southern end of the settlement, but the streets and houses steadily climb the hillside to about 160 metres. At the northern end the gradient is far steeper and the housing perches on the hillside. Along the meandering river side, and further up and down the valley, it is mainly wooded, whilst to the west the land continues to rise to the high commons known as Hingston Down. To the south the land rises to the adjacent industrial settlement of Drakewalls before falling away again to Calstock on the river.

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

The sheltered, fertile and mineral rich valley slopes around Gunnislake have yielded over the years abundant returns for both farmers and industrialists. The excellent growing conditions were exploited by market gardeners, the high point in local food production coming as a result of the Napoleonic Wars. After this date the land continued to be worked, with cherry orchards providing one of the most prolific crops, the remnants of which still survive. Evidence of early industrial activity has been discovered at nearby Drakewalls where open cast tin mining took place years before the first lodes were worked in the eighteenth century; the place name Gunnislake was recorded in 1485, and probably incorporates the word 'gunnis' meaning open mine working. A reference from 1639 points to a mill by the Tamar, probably used for processing ore from the Drakewalls site. By the late eighteenth century work had begun at Old Gunnislake Mine on four acres of setts below and above the main road and on the north side of the present village; between 1781-5 and 1790-91 511 tons of ore were produced.

The river was an important feature of the economic development of the settlement. The stretch of water was owned by the Abbots of Tavistock, on which they constructed a weir to attract spawning salmon, marking the tidal and navigable head of the Tamar. The bridge across the Tamar (known as New Bridge), the then lowest bridging point, was built in c1520 by Sir Piers Edgecumbe shortly after the dissolution of Tavistock Abbey. Ownership of the river passed to John, Lord Russell in 1539 and then to his descendants the Dukes of Bedford. Coal and timber for the mines and lime and manure for the market gardens were brought up from Plymouth by barges and the copper exported to be smelted at Swansea.

In 1808 a stretch of canal was constructed to the south of Gunnislake to bypass the weir, used principally for manure, building sand, bricks, lime and granite on barges hauled by teams of men; its width suggesting part of the southern lock was used for boat building. A ferry crossed the river at this point to Devon continuing a service which had originated in medieval times.

3.1.2 Extent of settlement

Although Gunnislake was first recorded in 1485, the main local settlement was to the west at Dimson, first recorded in 1327.

The main medieval roads, and indeed the 16th and 17th century roads leading to the bridge, went through Lower, Middle and Upper Dimson, or else off to the north-west. The development of settlement from the building of New Bridge in about 1520 was little affected by the successive routes of the roads leading down to the bridge until the mid 19th century.

The original location of 'Gunnislake' is uncertain, as is the nature of early settlement here, but it may well be related to the site of Old Gunnislake mine. The first major development certainly took place around the sites of Old Gunnislake and East Gunnislake mines in the late eighteenth century, by when development comprised farms and cottages along the lane (present day King Street) running east from Lower Dimson to the river through the main mining complexes, as well as a few scattered farms and hamlets with orchards, notably at Lower and Middle Dimson. The Cornish Inn had also been built – set back from the main road, it provably relates to the line of Bealswood Road, running north-west to join The Orchard, rather than the straightened line of the present A390.

3.2 1809-1842

3.2.1 Economic activity

During this period the mines in and around Gunnislake continued to develop and expand. 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 along with other small industries in the area including a paper mill at Danescombe, Slimeford Mine, a sawmill, copper ore yard, coal and culm yards and most of the lime kilns. Such was the status of Williams and his family that during this period Gunnislake was known as Williamstown. Mining, however, was not the only industry developing at this time. In 1808 quarrying began at a site to the south of the settlement known as Pearson's and beside the Tamar on land adjacent to Old Gunnislake Mine known as Snowden's Quarry. In 1839 the Plymouth Brickworks was recorded at Lower Dimson. A paper mill was in operation by the river next to the new canal on a site that might initially have been the ore-processing mill associated with Danescombe mine. All of these industries required access to the river, and virtually the whole river front at Gunnislake became developed with quays on which stood a number of structures – notably the lime kilns. In 1815 Turner painted 'Crossing the Brook' depicting New Bridge and a large building behind which at this stage was operating as a granary.

3.2.2 Extent of settlement

In this period the outline of modern Gunnislake was formed with subsequent developments infilling the intervening areas of land. The settlement comprised a series of hamlets, industrial sites and, perhaps most significantly, an area of smallholdings between the main road and the river, a newly created industrial settlement 'location' such as are found in numerous industrial areas of Cornwall. The plots here, set within a patchwork of tiny fields, housed miners and quarry workers whose families augmented their income and diet through growing vegetables and keeping small livestock. To the south of the settlement the area around the canal continued to develop with the construction of a fish cellar.

The hamlet at Middle Dimson remained largely unaltered and agricultural in character whereas the small farm at Lower Dimson expanded to include rows of cottages probably associated with the new Plymouth Brickworks.

The centre of the settlement close to Old Gunnislake Mine and the new quarries now comprised a number of cottage rows, many of which were built by John Williams, two chapels - the Ebenezer Baptist Chapel and the Bible Christians - a blacksmiths and The Tavistock Arms Hotel. Like many other public houses in the area the Tavistock Arms (like the older Cornish Inn) began life as a hostelry providing lodgings for the newly arrived miners whilst their

accommodation was built. Despite this development Gunnislake only incidentally focused on the main road running through it (at that date following the line of Commercial Street) down to the bridge – the main settlement lines were still running west-east, along the lanes from the old high road through Dimson, parallel with the mining lodes down to the river and the quays; at this stage, many of the cottages and rows were built on and amongst still-working mines or only recently abandoned dumps.

3.3 1842-1882

3.3.1 Economic activity

At the beginning of this period a large number of local men were involved in mining with over 400 working at Drakewalls, 70 at Old Gunnislake, 400 at Hingston Down and the new mine at Gunnislake Clitters producing 32,686 tons of copper ore in the years 1860–90, and another new mine working haematite developed by 1860 at Hawkmoor, north of the new Bridge. With the collapse of the copper market in the 1860s smaller mines like Old Gunnislake were forced into closure, but many of the larger mines switched production to tin and arsenic; the overall picture was one of retrenchment by the end of the period.

Pearson's Quarry, however, continued to expand, employing 700 men, and Snowden's with its convenient river transportation continued in operation producing stone mainly for road building. Many former copper miners found work in the local brickworks. 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.

Local industry continued to prosper on the basis of river transportation, and during this period the Tamar Bone Mills and Manure Works operated down by the canal, while in 1876 the arrival of the East Cornwall Mineral Railway resulted in more efficient transport links. The line connected the mines at Kelly Bray to the quayside at Calstock with sidings en route at the brickworks at Lower Dimson, Drakewalls Mine, Gunnislake Clitters and the Tamar Firebrick and Clay Company.

3.3.2 Extent of settlement

During this period the disparate elements of the town began to join up forming a more cohesive settlement. Further rows of workers cottages were erected in the village centre and adjacent to the industrial areas to accommodate the growing numbers of workers employed at the mines and quarries. The row of cottages opposite Pearson's quarry was built by the quarry owners to house workers – Gunnislake must always have been as much a quarryman's as much as a mining village. Crocker's Row near Snowden's Quarry was named after a local boat builder who possibly built the row as a speculative investment. Development intensified along the roads linking the centre of Gunnislake to the older communities at Middle and Higher Dimson, and rows of cottages were wedged between the intensively worked smallholdings by the river. In addition the new prosperity of the managing classes resulted in the building of a number of large detached houses set in their own grounds such as Kingswood House, Prospect Villa, and Goldsworthy House.

The narrow road through the settlement to New Bridge (Fore Street/Commercial Road) became fully developed, and for the first time took over as the main axis of development in Gunnislake, occupying, as the name Commercial Street suggest, a proper role as the village centre, and taking on urban characteristics of density and scale, while on its outer lengths it was fringed with cottages and took on a more residential, domestic character. So rapid and intense was this development, that it soon needed to be by-passed by a wider route on the eastern site of the Old

Gunnislake Mine (the old route remains little more than the width of a footpath along its northern extension today).

Nonconformity was well provided for in Gunnislake which by now had four chapels, the original Bible Christian Chapel having been rebuilt in 1863 after the first collapsed due to subsidence. In addition there were two Sunday Schools, while the Anglican presence in the village took the form of St Anne's church, a spacious, well-built and prominent chapel of ease to Calstock, the mother church, built in 1880. Local meetings took place in Gunnislake's new town hall and the other traditional meeting place frequented by miners, the public house, was represented by the Rising Sun, the Cornish Inn and the Tavistock Hotel. At the head of the village near the new bridge stood the notorious building known as the Caledonian or Klondike on the site of a former brewery, which provided five floors of accommodation for miners in sixteen lodging tenements and an alehouse on the ground floor.

In 1872 the village acquired gas from Hawke and Vennings' gas works down by the river north of the Bealswood brickworks.

3.4 1882-1905

3.4.1 Economic activity

The production of arsenic used in the chemical industry for manufacturing glass, enamel and insecticides continued during this period. 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 practised at Drakewalls. By the end of the nineteenth century, however most of the mines had ceased production. 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. Some of the newly redundant mine workers found employment at the Bealswood brickworks, but by 1905 the Plymouth works had ceased production.

Pearson's' quarry was by 1905 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, Dover for the new harbour, Plymouth for its fortifications, and 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.

3.4.2 Extent of settlement

Due to the diversification of its industries Gunnislake continued to thrive when other industrial settlements in Cornwall were in a state of deep decline; it had developed into a recognisable and flourishing small town. Venning noted in his directory in 1901 *'This town was never in a more flourishing state than now. Nearly every house is occupied, labourers earn good wages, and not one scarcely is out of employment'*. The centre of the town was a hub of commerce with around forty-six shops including jewellers, tailors, and drapers in addition to the more mundane bakers, post office, grocers, butchers and ironmongers' one would expect to find in a settlement this size. New rows of workers cottages were built near the brickworks and quarries, and in 1901 the town had a population of 3,000.

3.5 1905-1947

3.5.1 Economic activity

Despite the optimistic projections in the 1901 Venning's Directory the newly revived old industries all drew to a close during the first half of the 20th century. Foreign competition resulted in the closure of all the quarries by the outbreak of the Great War, followed by the brickworks. The railway continued to develop for a period with the building of a viaduct at Calstock in 1908 linking the Mineral Line with the line between Tavistock and Plymouth. Down by the canal the Tamar Bone Mills reincarnated itself to include a general stores but this finally closed in 1927. With the decline in the working population the many shops and businesses in the centre of the town began to close but the emigration and shipping office carried out a brisk trade relocating men to America, Canada, Australia, South Africa and Spain in search of work.

3.5.2 Extent of settlement

Unsurprisingly Gunnislake developed very little at this time, but the settlement was sufficiently well established that the schools, chapels and town hall continued to function. Although many of the shops closed down they were converted to domestic use and two garages, one on the site of the former Caledonia boarding house, opened in response to the growing car ownership in the town. The site of the former Bealswood brickworks was developed into the George V recreation ground.

3.6 Post 1947

During the 1960s and 1970s the land to the north of the settlement on the site of the western side of Old Gunnislake Mine was intensively developed with social housing as was the land between Middle and Lower Dimson. Whilst the mines were still in operation the whole of the valley side was systematically stripped of all its woodlands as timber was an important requirement for shoring up the tunnels and building sheds and outhouses. Over the years these trees have grown back and, coupled with the dramatic vistas down to the river, the potential of Gunnislake as an attractive residential and retirement centre has been recognised especially with its continuing rail link to Plymouth. A number of bungalows have been built in and around Middle Dimson and amongst the former smallholdings. This area was further developed in the 1980s with a large close of detached houses.

Although the number of shops still surviving is a fraction of those in operation at the beginning of the twentieth century there is still a definable shopping centre along Fore Street and Commercial Street and the three pubs still survive. The Plymouth Brethren Chapel and the Bible Christian Chapel are now in residential use, as is the Sunday School next to St Anne's Chapel, which is still used. The Wesleyan Methodist Chapel is still in operation and incorporates a day nursery. The united Methodist Chapel is now the Town Hall and the former town hall has been converted to a dwelling. There is still a post office but it has moved to premises on the other side of Fore Street and the school has recently expanded.

4 Current Character (Figs 3 & 4)

4.1 General

In 1901 Venning's Directory described Gunnislake as a settlement which *'seems to have grown up rapidly without any well-defined plan; with no architectural pretensions it seems to have been designed in a nightmare, built in a whirlwind, and is capable of being made orderly only by a succession of rhythmic [sic] earthquakes'*. This very astute observation helps to explain the difficulty in pinning down the centre of Gunnislake, and defining its character; this arises as much from its setting and topography as from any distinctiveness in its built fabric or townscape - its chapels, public buildings and domestic buildings are pleasant but fairly unremarkable, but their setting on the

valley side amongst industrial ruins and wooded slopes is incomparable. Despite subsequent infill and modern developments that have actually consolidated the town and made it more defined as a settlement, in some respects Venning's observations, if not his desire for seismic restructuring of the streetscape, still hold true today. Indeed, the fragmented nature of the town has been exacerbated by the at-times overwhelming intrusiveness of the main road passing through its core, which has successfully split open the heart of the town that took so long to develop a cohesive character; fortunately the settlement retains much more of interest away from the road.

4.2 Built environment

4.2.1 Public/ecclesiastical buildings

Monuments to the town's mining past, the monolithic chapels of Gunnislake are scattered throughout the core of the settlement uncompromising in their size and design. Only the Wesleyan Methodist Chapel [18] remains in its original use, its plain rendered façade with round-headed windows dwarfing the adjacent row of workers cottages. The Bible Christian Chapel [23] has been demolished, but the Plymouth Brethren Chapel [24] and Ebenezer Baptist Chapel [16], both stone buildings with gable ends, have been converted into domestic dwellings. The Methodist Chapel [17] in Fore Street a stone building with brick detailing, now serves as the Public Hall, and the original public hall [28] a simple square building with lancet windows and gothic tracery is now a private house. Similarly the old Sunday School [26] a large granite structure with a hipped roof is now in private use. Despite the changes in use these massive structures, intended to enlighten and educate the people of Gunnislake, continue to impact significantly on the surrounding townscape, dominating the views and terminating vistas.

By contrast the school [22] is on a far more domestic scale, its stone walls and bellcote typical of a small village primary school or Anglican chapel.

Originally there was no Anglican presence in Gunnislake, but the tall, rather austere chapel of ease of St Anne's [6] was erected in 1880 (architect J. P St Aubyn) adjacent to the former chapel; formed from local granite rubble with granite dressings, with blank walls articulated only by slim lancets it is enhanced by the dramatic gorge-like setting.

4.2.2 Commercial buildings

There is still a discernible commercial heart to the settlement centred on Fore Street, Commercial Street and the top of Newbridge Hill, but these shops and amenities represent only a fraction of the forty-six shops operating in the late nineteenth century. There were at least four shops [71] [69] [67] [59] in the area around the smallholdings at the southern end of the settlement, but these have all now been converted into houses. Throughout Gunnislake amongst the rows of cottages traces of fascia boards give evidence of previous commercial activity, but at Lion Cottages [59] the shop windows are still in place. In the centre of the town although a number of original fascia boards are still in situ behind modern alterations, most of the shop fronts are modern with a few exceptions such as [137] [118].

The three major public houses are still in operation and form significant features in the townscape. The Cornish Inn [25] with its painted rubble stone walls, double height bay windows and massive hipped slate roof still dominates the small square at the head of the village, terminating the north-westerly vista from Calstock Road. The flat fronted facades, with large window openings and simple door cases of the Buccaneer Inn [117] and the Tavistock Hotel [27] facing each other across Fore Street frames the vistas up Commercial Street and down Newbridge Hill. Their prominent siting reflects the important role they played in the commercial life of the town in the nineteenth century and to a lesser degree in the present day.

4.2.3 Housing

The housing in the centre of Gunnislake remains virtually unchanged since the mid-nineteenth century, rows [100] [121] [122] [127] [140] [142] of flat fronted painted rubble stone cottages, now interspersed with modern infill. There are a few surviving larger houses in the town centre Kiln House [124], a rendered double fronted building with plain architraves and The White House [82] a semi-detached villa with bay windows and a central niche. Most of the larger houses, however, are just outside the centre on Sand Hill [73] [75] hidden down long drives amongst mature trees. In Middle and Lower Dimson the original eighteenth and early nineteenth century agricultural housing [3][4][5][105][106][160][162] with gable end stacks, irregular window openings and thick granite lintels still survive amongst the later mid-nineteenth century rows [104][151][155][157][158], modern detached bungalows and housing estates.

The farmhouses and associated cottages still survive at Star Park Farm [143] and Cheniu [148].

At the southern end of the settlement an 18th century farmhouse [7] stands amongst early 19th century smallholdings [47][55][56][62], mid-19th century workers' cottage rows [46][51][57] and a number of sizeable detached mid to late 19th century houses including [40][43][64]. Despite a large number of detached modern houses and two housing estates the overall rural character of this part of Gunnislake still remains.

4.2.4 Industrial remains

Although the chimneys, engine houses and count houses of Old Gunnislake Mine have not survived there are a number of cottages [145][144][150] which may originally have been part of the western site. On the eastern site beneath the riverbank undergrowth it is possible to see the decaying walls of an old smithy and mine buildings [20] and the walls of a quay [163] where the ore would have been sent down river to Plymouth. There remain odd patches of dumped waste, and some curious walls and blocked openings in and around Hoopers lane and King Street which relate to former industrial activity. It is along the river that the greatest number of industrial remains still survive including limekilns [8], quarry buildings [130][95][96], the quarry entrance gate and walls [166], a house associated with the gas works [50], and a leat [167] from the brickworks. By the Tamar Manure Navigation canal [32] the original lock [30] and lock keeper's cottage [34] can still be found along with the walls of the bone and fertilizer factory [29], and outbuildings [37] possibly associated with the fish cellars.

The site of the brickworks is now the recreation field and Snowden's Quarry is hidden beneath trees and undergrowth. Similarly the huge site of Pearson's quarry is now covered with trees and access is restricted.

4.2.5 Road engineering/paving/street ephemera

The most spectacular, and arguably most important historic structure in Gunnislake is undoubtedly the 16th century Bridge, but the whole settlement is in many ways a monument to successive layering of transport routes, particularly roads, but also riverside quays and old rail and tram routes. The retaining walls, cuttings, embankments and boundaries associated with all these engineering features, from the 16th century on, are a major feature of the town's character, albeit their importance and qualities are largely unrecognised as they become overgrown and hidden by trees and bushes, or else are dangerously difficult to appreciate amongst the speeding traffic. One would expect to find large quantities of stone pavements, walls and gateposts in a settlement so linked to improved roads, quays and tramways and that once supported two sizeable quarries, and in this respect Gunnislake does not disappoint. Throughout the settlement the gradient is resolved by flights of chunky granite steps [172][173][175][186], stone pavements [172][173][175][186], stone pavements [172][173][175][186] can be found outside a number of the principal buildings [171][187] and granite kerbstones border tarmac pavements [180]. Granite gateposts flank the driveways and entrances to both

grand and modest dwellings [185][191][193][194][195], and thick random blocks of the stone [183] are used for demarcating the pavement.

Despite the ubiquitous nature of granite other paving materials can be found in the town – such as cobblestones [177], bricks [175] and stable blocks [181][182].

In Middle Dimson the original Victorian post box [174] still survives and there are a number of standpipes with stone surrounds [176] [178] [179] in the area around Commercial Street.

Granite walls proliferate throughout the settlement but particularly interesting survivals include the old farm walls [192] off King Street, the walls of the blacksmiths and stables [184] behind the Tavistock Hotel and the entrance arch [168] and retaining wall [169] to the old orchard near Middle Dimson.

4.2.6 Materials and local details

The majority of buildings in Gunnislake, be they grand detached or tiny cottage, are constructed from granite or rubble stone with slate roofs. Many of the buildings have painted facades and old photographs suggest this has been common practise since the early twentieth century. What distinguishes the rows of workers' cottages from similar buildings in the Bodmin Moor area is the size of the window openings. The need for larger windows could have been in response to the smoggy conditions caused by the many chimneys from the quarries, mines and brickworks discharging fumes that became trapped in the valley.

Throughout the settlement slate roofs are enhanced by terra cotta ridge tiles many of which are patterned with finials. These decorative flourishes in fairly modest settings, including a number of wall plaques [82][111], reflects the accessibility of the material.

Another feature of the town is polygonal shaped buildings [71] [72] [118] [144] forming the apex of the many interconnecting alleys and streets.

4.3 Streetscape

Apart from Newbridge Hill, which in the mid nineteenth century replaced the track that borders Mudges Terrace as the main road north out of Gunnislake, and the driveways of the modern estates, the roads and lanes in the town have remained unaltered since the early 19th century.

The centre of the settlement around Fore Street and Commercial Street has a very hard landscape, with the majority of the buildings that fringe the streets abutting straight onto the pavement. Within this complex and dense central core are two cleared areas now used for a car park and bus shelter. Equally intensively developed is the eastern end of King Street where interconnecting alleyways are bordered by house or high garden walls. In contrast, the area to the south of the settlement around the original smallholdings still has a rural feel due to the retention of original field boundaries and much of the new housing being set back behind garden hedges. In Middle Dimson a mixture of the two patterns can be found with the row of cottages [104] abutting the road presenting a forbidding continuous wall articulated by few window openings opposite a row of cottages set back behind long front gardens.

4.4 Views, Vistas and Green Space

4.4.1 Views and Vistas

From many of the vantage points in the town, due to the precipitous nature of the terrain, the bulk of the settlement is hidden. Standing on Newbridge looking south the vista consists entirely of a curving river bordered by tree covered slopes and no hint of the town above. Similarly from the high ground to the west around Middle and Higher Dimson the land falls away to such an extent that the centre of the town is hidden and only the distant slopes of the Devon river bank are visible, just as looking north-east from the area of the smallholdings the development is

masked by trees - and the view inland is rather of a rural landscape of whitewashed farms and large cottages and houses set against the rising wooded hill. From within these streets, especially those sloping up above the town centre, there are views across important open spaces from King Street to Chapel Street, or from the high Dimson road down into the semi-private and secluded areas around Hoppers Lane; the whole gives the appearance of a semi-rural landscape rather than the edge of a densely built-up small town.

It is only within the centre of town that the full extent of the settlement can be appreciated. The major urban vista is looking south from the road outside the Cornish Inn where Fore Street divides to form Commercial Street and Newbridge Hill. Within the centre of Gunnislake there are views of stepped houses, shops and chapels both climbing and descending the slopes. In the area to the south of King Street within the dense housing and garden walls archways provide glimpses into yards and gardens.

4.4.2 Greenery

Apart from the modern housing developments the single most significant change to Gunnislake since its industrial heyday has been the 'greening' of the settlement. In the mid-nineteenth century the two quarries formed open gashes in the landscape, the hillsides were stripped of trees used for the mines and the smallholdings' fields were bordered by drystone walls reminiscent of moorland farms. The undergrowth and trees are now so thick along the river bank, once the site of tramlines, quays and industrial buildings, that only glimpses of old walls through the ferns and ivy suggest this was anything other than a rural walkway. The drystone walls around the smallholdings are so overgrown with vegetation they resemble hedges, and the quarries are covered in trees as are the hillsides. Within the settlement, former industrial sites are now playing fields (King George V recreation ground, Hoppers lane sports field).

5 Industrial significance

Without the mines, quarries and brickworks Gunnislake would have remained a small group of disparate smallholdings and market gardens on the banks of the River Tamar. All the housing chapels, shops, commercial and public buildings which sprung up in the nineteenth century were as a direct result of the needs of the industrial workers and their families. Unlike many industrial settlements in East Cornwall the workers' housing was built adjacent to the centres of industry and as a result the industrial and domestic architecture is interwoven.

Gunnislake is unusual in the wide range of industries that took place so close to a major river/port facility and a major transport focus. The influence of the quarries, brickworks and terra cotta works is evident throughout the town in the use of local building materials.

As Venning remarked, the settlement grew up and along the roads, much more like the pattern in the earlier developed industrial areas of West Cornwall, without any overall or coherent plan. Yet he failed to recognise the planned settlement that was laid out south of the main core area the smallholdings or location settlement along Bealswood Road – that places Gunnislake in a particular category of Cornish industrial settlement.

Nor did he give full credit to the process whereby such disparate, uncontrolled and seemingly random developments could coalesce and create a recognisable and distinctive place. The role of the important an ever-changing road and communication pattern in this process was of paramount importance, as seems so often to have been the case in Cornish industrial settlement development.

6 Designations

6.1 Scheduled monuments

There is one scheduled monument, the Tamar Canal.

6.2 Historic Buildings (Fig 4)

There are 7 buildings listed grade II and the bridge is listed grade I.

There is no local list

6.3 Historic Area Designations (Fig 4)

There is no conservation area.

6.4 Other designations

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

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

The areas of land bordering the river, the site of Old Gunnislake Mine (east), the hillside below Mudges Terrace, the Site of Snowden's Quarry, the playing field and the land below Kingswood House are all designated Open Areas of Local Significance OALS – Policy EV6

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

7 Current issues and forces for change

7.1 Current Issues

The major issue in Gunnislake is the large number of heavy goods vehicles which pass right through the centre of the town making the area of Sand Hill, Fore Street and Newbridge Hill extremely noisy and polluted. As a result the village lacks a central core where people wish to linger and the historic fabric is at risk from the high levels of pollution.

Lesser concerns include the high proportion of replacement plastic windows in historic buildings and the paucity of good shopfront design.

Recent streetscape improvements in Gunnislake have attempted to improve townscape and the setting of the main road; they have used traditional materials, but the detailing is fussy, in the effort to turn corners granite is cut into unfeasibly small and complicated shapes; some of the landscaping has created in effect irrelevant little spaces, which no matter how well contrived, are still unusable because the road is so unpleasant. Such well-intended efforts are laudable, but the end result is too easily dismissed as tokenism, and a greater degree of substantive, relevant and effective design should be applied in any further works.

7.2 Forces for Change

Caradon District Council are aware of the blight caused by HGVs in Gunnislake and in their local plan state the intention to press for the early introduction of restrictions on that part of the A390, possibly by a weight restriction on New Bridge.

Gunnislake is currently being promoted as an area of historic and environmental interest, part of the important Tamar valley AONB project. This initiative should continue to be supported (its contents and remit are too wide to summaries in this report; the CISI and AONB objectives are compatible, and this CISI report should add valuable information to the ongoing AONB

programme). If successful further tourists and residents will be attracted to the area, it is to be hoped that any future development respects the historic fabric and environment.

8 Recommendations

8.1 Historic areas

Recommendation: 1 Conservation Area

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

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

Recommendation: 2 Conservation Area Appraisal

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

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

Recommendation: 3 Open Areas of Local Significance

Further designation of OALS including the playing field to the north of the school and the old orchards between Chapel Street and Hoopers Lane.

Reason: To manage and protect the setting of the proposed conservation area.

OALS are an extremely important and useful policy both to contain the spread of development around settlements and to act, in effect, as a secondary layer of management and control around a conservation area, preserving the setting of such an area. There are already several OALS designated in Gunnislake 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 Gunnislake 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 Gunnislake against inappropriate incremental alterations and demolition.

8.2 Historic buildings

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

Morwell [162]

Savona [160]

Alma Cottage [109]

Crofters [106]

3-6 Belle Vue Cottages [70]

1-2 Bealswood Road [47]

Kingswood House [49]

Heather Cottage [62]

Little Honeycombe [56]

7-8 Commercial Street [119]

Hartley House [73]

Marlow House [75]

Kingswood House, Sand Hill [75]

Recommendation: 7 Non-statutory historic buildings survey (Local list)

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

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

8.3 Policy and management

Recommendation: 8 Archaeology

Undertake a full survey of archaeological potential in Gunnislake, 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 Gunnislake.

Recommendation: 9 Derelict land

Base proposals affecting the areas of derelict land that surround and permeate Gunnislake on a thorough understanding of the unique historical and archaeological importance of the sites

themselves, and also of their value to the setting of Gunnislake. Conserve surviving historic fabric and landscape.

Reason: To ensure that the sites retain both their historical relevance to Gunnislake 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 Gunnislake 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 Gunnislake's character; preserve and enhance their informal qualities and important surviving buildings.

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

Recommendation: 12 Interpretation and Promotion

Although a town trail has been produced in leaflet form it is not very detailed and further historic information could be provided in an extended booklet. Interpretation panels could be provided in the centre of town and around the former industrial sites.

Reason: To present Gunnislake'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 role of the industrialists in the formation of Gunnislake regarding both the workers' housing and their own villas.

Reason: To further understand the ownership and development of the housing of Gunnislake.

Recommendation: 14 Further study (2)

Study in detail the ownership of the smallholdings.

Reason: To discover to what extent the smallholders worked the land in conjunction with other jobs such as quarrying or mining.

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

Recommendation: 16 Trees and ornamental landscapes

Undertake a full survey of existing trees and ornamental landscapes and take protection measures where appropriate.

Reason: To ensure that the contribution made by existing trees to the townscape on both private and public land is recognised and protected where necessary

Recommendation: 17 Restoration/enhancement schemes

Concentrate restoration/enhancement schemes on some of Gunnislake's important focal points, particularly the area of Commercial Street.

Reason: To recognise and enhance the importance of focal points in the development of Gunnislake'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 Gunnislake, 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).

9 References

9.1 Primary Sources

1699 Gascoyne Map

1809 OS map

1842 Tithe Map

1848 Symons Map

1882 OS 25 inch map

1905 OS 25 inch map

1947 RAF air photograph

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

9.2 Publications

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

Barton, D B, 1964, *The Mines and Mineral Railways of East Cornwall and West Devon*

Bastin, C H, 1990, *The Kelly Bray Railway*

Booker, F, 1967, *The Industrial Archaeology of the Tamar Valley*

Buck, C, 1994, *Drakewalls Mine, Gunnislake*

Caradon District Council, 1999, Caradon Local Plan Adopted December.

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.

- Herring, P, 1988, *The Archaeology of Kit Hill*.
- Isham, K, 2000, *Lime Kilns and Limeburners in 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*

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		Laburnum Cottage	Commercial Street	House	1842-82	LB II	SX 4271-4371 7/85	
2		New Bridge	Gunnislake	Bridge	c1520	LB I	SX 47SW 2/103	6593
3		Butterfly Cottage	Lower Dimson	House	1809-42	LB II	SX 4271-4371 7/122	
4		The Firs	Lower Dimson	House	1809-42	LB II	SX 4271-4371 7/1123	
5		Chimley Corner	Lower Dimson	House	1809-42	LB II	SX 4271-4371 7/124	
6		St Anne's Church	Sand Hill	Church (Chapel of ease)	1880	LB II	SX 4271-4371 7/140	
7		Sunnymede	Under Road	House (former small-holding)	C17-C18	LB II	SX 4271-4371 7/143	
8		Lime Kiln	Gunnislake Quays	Lime kiln (remains of)	Pre-1809			42163
9		Old Gunnislake Mine (east)	Gunnislake Quays	Mine (site of)	Pre-1809			42139
10		Plymouth Brickworks	Middle Dimson	Brickworks (site of)	1809-42			42146
11		Pearson's Quarry	Sand Hill	Quarry (site of)	1809-42			50127
12		Smithy	Fore Street	Blacksmiths (site of)	1809-42			42162
13		Gas works	Kingswood Road	Gas Works (site of)	1872			42147
14		Brickworks	Bealswood	Brickworks (site of)	1842-82			42148

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
15		Old Gunnislake Mine	King Street	Mine (site of)	Pre-1809			42138
16		Boldventure, Old Sunday School	Calstock Road	House (former Ebenezer Baptist Chapel then Sunday School)	1834			SX47SW RIS 59T
17		Public Hall	Fore Street	Hall (former Methodist Chapel)	1842-82			SX47SW RIS 57T
18		Wesleyan Methodist Chapel	Chapel Street	Chapel	1842-82			SX47SW RIS 56T
19		Gate pier	Gunnislake Quays	Gate pier to Old Gunnislake Mine (east) site	Pre-1809			SX47SW RIS 70T
20		Warehouse	Gunnislake Quays	Warehouse (remains of former mine building)	Pre-1809			SX47SW RIS 69T
21		Snowden's Quarry	Gunnislake Quays	Quarry (site of)	1809-42			SX47SW RIS 68T
22		Gunnislake School	Chapel Street/Hoopers Lane	School	1842-82			SX47SW RIS 55T
23		Bible Christian Chapel	Newbridge Hill	Chapel (site of)	1863			SX4326 7186
24		Plymouth Brethren Chapel	Under Road	House (former chapel)	1842-82			SX47SW RIS 60T
25		The Cornish Inn	The Square	Public House	Pre-1809			
26		Former Sunday School	Chapel Street	House (former chapel)	1809-42			
27		The Tavistock Hotel	Fore Street	Public House	1809-42			
28		Woodlands	Commercial Street	House (former town hall)	1842-82			
29		Tamar Bone Mills and Manure Works	Bealswood Road	Paper mill, bone mill, fertilizer factory (site of)	1809-42			
30		Lock	Bealswood Road	Lock	Pre-1809			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
31		Ferry Terminal	Weir Head	Ferry terminal (site of)	Pre-1809			
32		Tamar Canal	Bealswood Road	Canal	Pre-1809	S	984	
33		Fish Cellar	Bealswood Road	Fish cellar (site of)	1809-42			
34		Lock Cottage	Weir Head	House	Pre-1809	LB II	SX47SW 2/144	
35	3 and Kerensa	Weirhead Cottages	Bealswood Road	House	1809-42			
36	4 and Rose Cottage	Weirhead Cottages	Bealswood Road	House	1842-82			
37		Outbuildings	Bealswood Road	Outbuildings (part of former fish cellars)	1842-82			
38	1-2	Weirhead Cottages	Bealswood Road	House (substantially altered)	1842-82			
39		Lower Bealswood House	Bealswood Road	House	1842-82			
40		St Elmo	Bealswood Road	House	1842-82			
41		Bealswood Barn	Bealswood Road	House (former barn, greatly altered)	1882-1905			
42		King George's Field	Bealswood Road	Recreation ground	1905-47			
43		Bealswood House	Bealswood Road	House	1809-42			
44	2-4 (cons)	Bealswood Terrace	Bealswood Road	House (row)	1882-1905			
45	1	Bealswood Terrace	Bealswood Road	House	1842-82			
46	1-5 (cons)	Cliff View Terrace	Bealswood Road	House (row)	1842-82			
47	1-2		Bealswood Road	House	1809-42			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
48	Hame, Pine View Cottage, Maltsters,		Kingswood Road	House	1842-82			
49		Kingswood House	Kingswood Road	House	1809-42			
50		South View	Kingswood Road	House	1842-82			
51	1-16 (cons)		Crocker's Row	House (row)	1809-82			
52		Aletris Cottage, Mizpah	Tamar Way	House	1809-82			
53	1-2	North Park, Briar Cottage	Tamar Way	House	1842-82			
54		Bramble Cottage	Tamar Way	House	1905-47			
55		Butterflies	Kingswood Road	House	1809-42			
56		Little Honeycombe	Tamar Way	House	1809-42			
57	1-6 (cons)	Sims Terrace	Tamar Way	House (row)	1842-82			
58		Lathlean House, Espero	Calstock Road	House	1842-82			
59		Lion Cottages	Calstock Road	House (former shop)	1809-42			
60		Stable Cottage	Kingswood Road	House	1882-1905			
61		Rockwood House, Tye Cottage	Kingswood Road	House	1809-42			
62		Heather Cottage	Kingswood Road	House	1809-42			
63		Tanerlorn Eternal, Blemont House, Weir View, Weir View Cottages	Calstock Road	House	1809-82			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
64		Belmont Villa	Calstock Road	House	1882-1905			
65		Rock Villa, Tamar Cottage, The Arches	Calstock Road	House	1842-82			
66			Calstock Road	House	1809-42			
67		Copperfield, Hele Cottage	Calstock Road	House (former shop)	1809-82			
68		Unicot	Calstock Road	House	1905-47			
69		Haydown	Calstock Road	House (former shop)	1842-82			
70	3-8 (cons)		Belle Vue Terrace	House (row)	1809-42			
71	2 and 2		Belle Vue Terrace, Calstock Road	House (former shop)	1882-1905			
72		Church House	Sand Hill	House	1809-42			
73		Hartley House	Sand Hill	House	1809-42			
74	1-13 (cons)	Alma Terrace	Sand Hill	House (row)	1842-82			
75		Marlow House, Kingswood House	Sand Hill	House	1842-82			
76			Sand Hill	House	1882-1905			
77	1-2	The Square	Fore Street	House (former shop)	1842-82			
78	1		Fore Street	House (former shop)	1842-82			
79	4		Fore Street	Commercial premises (former post office)	1842-82			
80	5-6		Fore Street	House and Commercial premises	1842-82			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
81		1-5 (cons) adj. The Cornish Inn	Fore Street	House	Pre-1809-42			
82	2-3	White House	Chapel Street	House	1842-82			
83	1	Annerley Cottages	Chapel Street	House	1882-1905			
84		Bank House	Fore Street	House (former bank)	1905-47			
85		Post Office	Fore Street	Commercial premises	1842-82			
86			Under Road	Outbuildings (former stables)	1842-82			
87	1-3 (cons)		Under Road	House	1842-82			
88	4-5		Under Road	House	1809-42			
89		Rose Mount	Under Road	House	1809-42			
90	2	Ackland House	Under Road	House	1809-42			
91	1	Ackland House	Under Road	House	1882-1905			
92		Hillside Cottage	Under Road	House	1809-42			
93		My-Way	Under Road	House	1809-42			
94		Harmony Cottage, Lenten Cottage	Under Road	House (heavily altered)	1842-82			
95		Tamar Bank	Under Road	House (former quarry building)	1842-82			
96	1-2	Woodlands	Under Road	House (former quarry buildings)	1809-42			
97		Little Honeycombe Farm	Under Road	House (former farm)	1842-82			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
98		Clovelly Cottage	Under Road	House	1882-1905			
99	11-12		Chapel Street	House	1842-82			
100	1-7 (cons)		Chapel Street	House (row with former shop at east end)	1842-82			
101		Stones Cottage	Chapel Street	House	1809-42			
102	1-7 (cons)	Prospect Terrace	Chapel Street	House (row)	1882-1905			
103		Quarry Corner	Chapel Street	House	1842-82			
104		Rose Cottage, Thornleigh, Sandock House, Dimson Cottage, Crossways	Middle Dimson	House (including former shop at northern end)	1842-82			
105	1-2	Glen View	Middle Dimson	House	1809-42			
106		Crofters (north end)	Middle Dimson	House	1809-42			
107		Crofters (south end)	Middle Dimson	House	Pre-1809			
108		Hooks Hills	Middle Dimson	House	1882-1905			
109		Alma Cottage	Middle Dimson	House	Pre-1809			
110		Armada House, Armada Cottage	Middle Dimson	House	1882-1905			
111		Floral Cottages, Arquata House, Laurel Cottages	Middle Dimson	House	1842-82			
112		Oakleigh House, Stanley House	Hoopers Lane	House	1842-82			
113		Glebe House	Hoopers Lane	House	Pre-1809			
114		Fistral House	Hoopers Lane	House	1882-1905			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
115		Orchard Cottage, Vine Cottage, The Orchard	Hoopers Lane	House	1842-82			
116		Pinetops	Hoopers Lane	House	1905-47			
117		The Buccaneer Inn	Commercial Street	Public House (formerly called Bonds Hotel)	1842-82			
118	3-5 (cons)		Commercial Street	Commercial premises	1842-82			
119	7-8		Commercial Street	Commercial premises (possibly former mine building)	1809-1905			
120	9		Commercial Street	Commercial premises	1842-82			
121	2-16 (even)		King Street	House (row with former shops at eastern and western ends)	1842-82			
122	1-17 (odd)		King Street	House (row)	1842-82			
123		Stillwaters	Commercial Street	House (former shop)	1809-42			
124		Bridge View, Rocky Cottage, Kiln House, Cliff Hanger, Messines	Commercial Street	House	1842-82			
125		Rosebank	Commercial Street	House	1809-42			
126		Greenbank Cottage	Commercial Street	House	1842-82			
127	5-11	Mudges Terrace	Commercial Street	House (row)	1842-82			
128		Rosemary Cottage	Commercial Street	House	1842-82			
129	1-3 (cons)		Newbridge Hill	House (row)	1842-82			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
130	1-2	Riverside	Newbridge Hill	House (former quarry buildings)	1809-42			
131	1-5 (cons)	Higher Tamar Terrace	Newbridge Hill	House (row)	1809-82			
132	1-6 (cons)	Lower Tamar Terrace	Newbridge Hill	House (row)	1842-82			
133		The Firs	Newbridge Hill	House (former mine buildings)	1809-42			
134		Garage	Newbridge	Garage	1905-47			
135		Site of Caledonia	Newbridge	Site of former mills and boarding house	1809-42			
136		Newbridge Cottages, Torrington House	Newbridge	House	1842-82			
137			Newbridge Hill	House and commercial premises	1842-82			
138		Swiss Cottage	Newbridge Hill	House	1842-82			
139	1-3	Glenwood	Newbridge Hill	House (former shop and warehouse)	1809-82			
140	1-4 (cons)	Weeks Row	King Street	House (row)	1842-82			
141	3-4, 7-8	New Cottages, Star Park	King Street	House (row)	1809-42			
142	1-6 (cons)	Star Park	King Street	House (row)	1842-82			
143		Star Park Farm	King Street	House (former farm)	1842-82			
144	1-3 (cons)		King Street	House (row)	1842-82			
145	1-3 (cons)	Strasburg Cottages	King Street	House (row)	1842-82			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
146		Rose Cottage, Chimney Rock, Pretoria House	King Street	House	1882-1905			
147		Winton Cottage	King Street	House	1842-82			
148		Cheniu, Almond Cottage, Jubilee Cottages, Daktari	King Street	House (part of former farm)	Pre-1809-82			
149	1-5 (cons)	Masons	King Street	House (row)	1842-82			
150		Burrow Cottage	King Street	House	1809-42			
151	1-4 (cons)	Wood View	King Street	House	1809-82			
152		Woodview	King Street	House	1842-82			
153	1-3 (cons)	Zion Cottages	Lower Dimson	House	1842-82			
154	1-3 (cons)	Woodview	Lower Dimson	House and outbuildings	Pre-1809-82			
155		Sunnyville etc	Lower Dimson	Row	Pre-1809-1905			
156	1-3 (cons)	Rush Park Terrace	Lower Dimson	House (row)	1842-82			
157	4-9 (cons)	Rush Park Terrace	Lower Dimson	House (row)	1882-1905			
158	1-6 (cons)	Ivy Cottages	Lower Dimson	House (row)	1842-82			
159		The Haven	Lower Dimson	House	1842-82			
160		Savona	Lower Dimson	House	1809-42			
161		Ivy Cottage	Lower Dimson	House	1809-42			
162		Morwell	Lower Dimson	House	1842-82			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
163		Quay	Gunnislake Quays	Quay (remains, part of Old Gunnislake Mine site)	1809-42			
164		Mine buildings and smithy	Gunnislake Quays	Site of mine buildings and blacksmiths	1809-42			
165		Quay	Gunnislake Quays	Site of quay for former quarry	1809-42			
166		Wall and gateposts	Gunnislake Quays	Wall and gateposts (remains of original entrance to quarry)	1809-32			
167		Leat	Gunnislake Quays	Leat (associated with former brickworks)	1842-82			
168		Gateway	Chapel Street	Gateway (original entrance to orchard, now overgrown)	1842-82			
169		Wall	Hoopers Lane	Wall (retaining wall of orchard)	1842-82			
170		Orchard	Hoopers Lane/Chapel Street	Site of orchard (now overgrown)	1842-82			
171		Paving	Off Fore Street	Paving (granite blocks)	Pre 1809			
172		Steps	Fore Street	Steps (granite)	1842-82			
173		Steps	Prospect Terrace	Steps (granite)	1882-1905			
174		Post Box	Middle Dimson	Post Box (Inscribed VR)	1842-82			
175		Steps and Paving	Rush Park Terrace	Steps and Paving (granite)	1842-1905			
176		Standpipe	King Street	Standpipe	1842-82			
177		Paving	King Street	Paving (cobblestones and granite slabs)	1842-82			
178		Standpipe	King Street	Standpipe (with granite cover and surround)	1842-82			

Ref.	Street no.	Name	Road	Site type	Period	Status	SM or LB No	PRN
179		Standpipe	Commercial Street	Standpipe	1842-82			
180		Paving	Newbridge Hill	Paving (tarmac with granite kerbs)	1842-82			
181		Paving	Newbridge Hill	Paving (stableblock)	1842-82			
182		Paving	Under Road	Paving (stableblock)	1842-82			
183		Paving	Under Road	Paving (granite blocks)	1842-82			
184		Walls	Under Road	Walls (part of original blacksmiths)	1842-82			
185		Gate piers	Tamar Way	Gate piers (granite)	1842-82			
186		Steps	Crocker's Row	Steps (granite)	1842-82			
187		Paving	Kingswood Road	Paving (granite)	1809-42			
188		Steps and paving	Kingswood Road	Steps and paving 9remants of stone track)	1842-82			
189		Hedging	Under Road	Hedge	Pre-1809			
190		Wall	Mudges Terrace	Wall	1842-82			
191		Gateposts	Sand Hill	Gateposts (granite)	1842-82			
192		Wall	Off King Street	Wall	1842-82			
193		Gateposts	Calstock Road	Gateposts	1842-82			
194		Gateposts	Sand Hill	Gateposts	1842-82			
195		Gateposts	Sand Hill	Gateposts	1842-82			