A large, stylized compass rose graphic in a light green color, with a central circle and several pointed rays extending outwards. The text "North & Southbound Routes" is centered within the circle.

*North &
Southbound
Routes*

plus
Points
of
Interest

HOW TO USE THIS BOOKLET

This booklet gives all the details you need to follow the Tamar Valley Discovery Trail, in either direction.

For convenience, the route has been divided into five sections, each of which is accessible at both ends by public transport. Those not wishing to walk the whole trail in one go may find these sections useful.

Those following the Discovery Trail in a northerly direction (i.e. from Plymouth towards Launceston) will find the route description at the front of the booklet. Walkers in the southerly direction (from Launceston towards Plymouth) will find the route description at the back.

In the middle of the booklet, between the two route descriptions, is the section on Points of Interest to be seen along the trail - for convenience this is on cream paper. The points of interest are listed from south to north (Plymouth towards Launceston), so walkers heading towards Plymouth should start at the end of the Points of Interest section and work their way forward.

FURTHER IMPORTANT INFORMATION

The Tamar Valley Discovery Trail information pack contains a train timetable for the Tamar Valley Line, a ferry time table and a current tide table. These are needed in planning your route for the crossing of the Tamar and Tavy rivers at Calstock and Lopwell respectively.

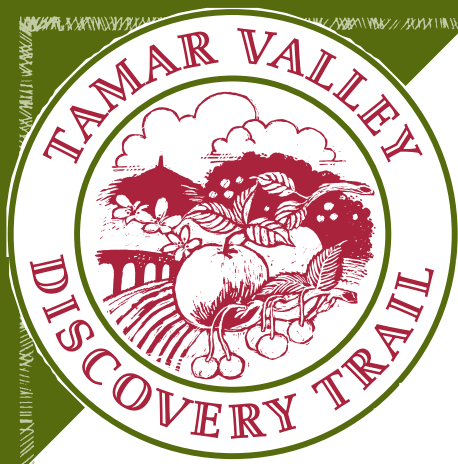
If you wish to obtain updated copies of any of these timetables please send an A5 stamped addressed envelope to:-

Tamar Valley Discovery Trail		
West Devon Borough Council	OR	Devon County Council
Kilworthy Park, Drakes Road,		Lucombe House, County Hall,
Tavistock, Devon PL19 0BZ		Exeter, Devon EX2 4QW

WALKERS' FEEDBACK

The Information Pack also contains a questionnaire about the Trail. It would be much appreciated if you would take the time to complete this and return it to the reply-paid address. This will help to ensure that the views of the users of the Trail can be taken into account in its maintenance and improvement.

Thank you. We hope you enjoy walking the Discovery Trail.



Northbound Route (Plymouth - Launceston)

PRE-JOURNEY PREPARATIONS

The Tamar Valley Discovery Trail is an exciting and varied route, straddling two counties and crossing two rivers. It's a wonderful walk but a few preparations are needed before setting out. Bear in mind that:

1. You will need to cross the river at Lopwell Dam by foot.

However, you cannot do this for at least 2 hours either side of high tide. A tide timetable can be found in this pack. Alternatively, it is possible to avoid this crossing (as well as the 5.75 miles of Section 1 of the route) by taking the train from Plymouth direct to Bere Ferrers.

2. You will need to cross the river at Calstock.

This is done by train between Bere Alston and Calstock stations (train times can be found in this pack). Alternatively, there may be a ferry service during summer months. If so, it will depart from Ferry Farm near Bere Alston. (Times can be found in this pack).

3. There is no ferry nor Sunday train service in winter.

4. Look out for the apple waymarking logo.



Section 1: Tamerton Foliot to Bere Ferrers (5 3/4 miles / 9km)

This section of the trail starts opposite the green in Tamerton Foliot, on the northern outskirts of the City of Plymouth. It may be reached by regular Plymouth City Bus services from the City Centre.

Tamerton Foliot - Lopwell (3.75m/6 km)

Despite the Trail's name, the first part of the route actually follows the valley of the River Tavy, a major tributary of the Tamar. The Trail involves crossing the Tavy via a tidal crossing at Lopwell, which is some 3.75 miles (6 km) from Tamerton. As it is not possible to cross the Tavy at Lopwell within at least two hours either side of high tide, it is essential to know the tide times and to judge the starting time at Tamerton accordingly. Tamerton has shops, pubs and public toilets.

Using the toilets opposite the green in Tamerton Foliot as the starting point, walk uphill past the Queens Arms, and Seven Stars Lane, past the mini-market and bear left into Horsham Lane (signposted Warleigh). Take the next fork left (Horsham Lane signposted Warleigh again). Bear right at the Lodge at the top.

A superb panorama opens up here. Over to the left, beyond the viaduct, is the Tamar, while more immediately in front is the Tavy - to be followed for the first part of the Trail. Ahead and left is a prominent hill with a chimney on the summit. This is Kit Hill, and is a landmark which will be with the Trail virtually the whole way to Launceston.

The Trail goes right, passes in front of the Lodge, then bears left before the gate, into the green lane.

The next section of path can often be very wet and muddy, and Wellington boots are the recommended footwear. There is a **road alternative** described below, but it is still worth walking to the Lodge for the view ahead.

For the main Trail, follow the green lane downhill. At the bottom continue along the track to the right, then bear left into the farmyard of Horsham Farm. Continue straight through the yard and out onto a track. At the lane at the end turn sharp left - the road alternative rejoins from the right here.

For the **road alternative**, retrace steps from the lodge towards Tamerton Foliot as far as the large bay on the left. Take the steps back and to the left and at the path junction go right into Fraser Road. Follow Fraser Road round to the left, then turn right at the end. Now follow this road (Linton Road) round to the left, then turn left along the narrow lane with the "National Speed Limit" sign.

This lane gives good views over the Tavy to the left, and the confluence with the Tamar beyond. Keep ahead at the next junction then, at the next fork shortly afterwards, bear left. At the fork at the end the path route to and from Tamerton Foliot is to the left; to continue northward on the Trail, bear right.

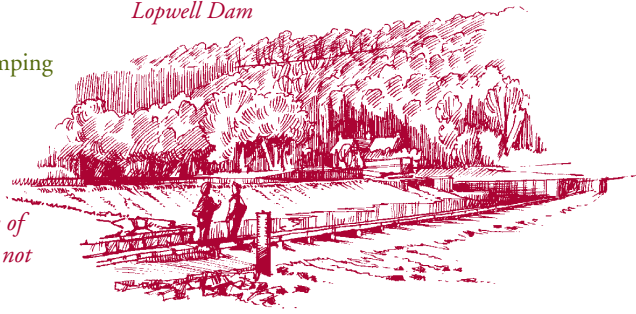
At the junction at the bottom turn sharp back right and cross the creek. Continue along the road ahead to a junction. Turn left (signposted Maristow and Lopwell). Keep on the lane uphill - there are superb views over the confluence of the Tamar and Tavy from the top - then down the other side towards the Tavy.

Keep along the riverside road then turn left onto the path on the riverside embankment. At the end of the path go ahead to the road junction.

Lopwell Dam

Turn left, then bear left at Lopwell Camping Barn and toilets towards the causeway to cross the Tavy.

Note that it is not possible to cross the river within at least two hours either side of high tide. If the causeway is not clear, do not attempt the crossing.



The Trail has now reached the Bere Peninsula, between the Tavy and the Tamar. There are two alternative routes to cross the Peninsula, a **(A) RIVERSIDE ROUTE** and **(B) DIRECT ROUTE**. The direct route is higher and mostly follows lanes. There are good long distance views. The distance from Lopwell to Bere Alston village on the other side is 3 miles (5 km). The riverside route, after leaving the Tavy, follows the Tamar fairly closely for a considerable distance and is probably the more scenic. However, some lengths can be a little wet and muddy after rain or in winter. The distance to Bere Alston by this route is about 7.5 miles (12 km).

Follow the right hand edge of the grassy area to a gate to a path rising ahead and right.

Go through the gate, then keep left and follow the path above the Tavy. Keep ahead onto a track at the end and then on the road leading to Bere Ferrers. Go through the village passing the pub and the Village Stores & Post Office. Buses occasionally serve Tavistock and Bere Alston from here.

Bere Ferrers is an attractive village to explore and there is a village leaflet to guide you.

*For the **DIRECT ROUTE**, go to **(B)** in Section 2.*

Lopwell - Bere Ferrers **(2m/3km)**

(A) RIVERSIDE ROUTE

After crossing the river, bear left and follow the track uphill. At the top the track ends at a surfaced lane; here the two routes divide. For the riverside route turn left, downhill.

At the junction at the bottom turn sharp right, cross the stream at the bottom then bear left along the path next to the stream.



Section 2: Bere Ferrers to Bere Alston (5 1/2 miles / 9km)

This section of the trail starts by the Bere Ferrers Social Club.

(RIVERSIDE ROUTE - CONTINUED)

At the Bere Ferrers Social Club turn left (signposted Station). Continue straight ahead at the top then follow the lane under the railway bridge and ahead on a track. When the track peters out, continue alongside the fence in the same direction. There are wide views up the Tamar from this area, including Kit Hill with its prominent chimney. Over to the left, downstream, Brunel's famous rail bridge and the newer road bridge are visible.

At the bottom, the footpath over the stile ahead follows the edge of the marshes to Thorn Point on the Tamar. This cul-de-sac gives splendid river views.

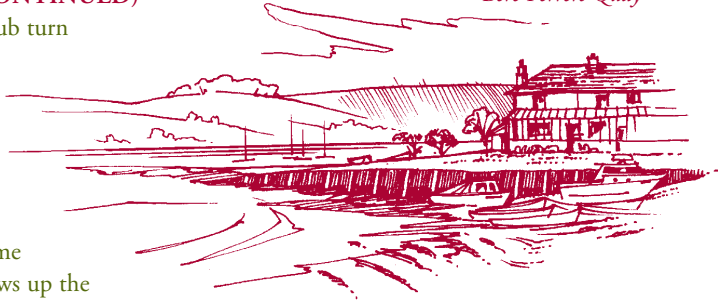
To continue on the Trail, turn right at the stile and follow the bottom of the field, parallel to the Tamar. At the end follow the hedge round to a stile; cross and follow through the next two fields (the first often rather wet).

At the gate in the far corner of the second field, do not go through but turn right, next to the hedge, as far as a stile on the left. Cross this and descend steeply down the edge of the field to another stile.

Turn left then take the gate almost immediately on the right. Follow the bottom of the fields to a bridge at the far end. Climb the steps and turn left on the road and walk uphill.

Keep on the road until it drops down to the Tamar and becomes a riverside road.

Bere Ferrers Quay



Continue on this, passing old lime kilns and Weir Quay Sailing Club, until it swings away from the river and begins to climb. Take the footpath on the left just after the house. Keep to the path as it climbs steadily and at a junction at the top continue ahead and over a stile. Follow the field edge ahead and through a gateway at the top to a road.

Cross the road and bear left, go over the stile and follow the hedge downhill. There are superb views ahead up the Tamar Valley and Kit Hill is prominent to the left.

Keep on steeply downhill next to the hedge over four stiles to a small plank bridge. Cross this to a rather wet area then climb ahead and to the left, next to a copse, and at the top keep ahead to a gate.

Go through onto a path which can often be muddy in places and continue ahead on this. After walking parallel to a stream, look out for a gateway on the left, leading to a large collection of farm buildings. Go through the gate, across the stream and follow the path up to the barns. Turn right and follow the track uphill, keeping the house to the left. Follow the track up out of the yard, eventually to pass under a railway

bridge and become a surfaced lane. This then becomes a residential road leading into Bere Alston (Lockeridge Road).

At the end bear right then, to continue on the Tamar Valley Discovery Trail, take the next left, just after the bus shelter (the direct route from Lopwell rejoins here).

Bere Alston village centre is just ahead along the main road, there are shops, a pub, cafe and toilets. Buses serve Tavistock and occasionally Bere Ferrers. There is also a village trail leaflet available for Bere Alston.

(B) DIRECT ROUTE FROM LOPWELL

After crossing the river, bear left and follow the track uphill. At the top the track ends at a surfaced lane; here the two routes divide. For the direct route turn right uphill.

At the top of the hill, note the superb views back and to the left over the Tavy, its confluence with the Tamar and the estuary with the Tamar Bridges beyond. Keep ahead on the lane until it ends at the road junction.

At the junction at the end take the footpath ahead and slightly to the left. Follow the path along the field edge to the recreation ground, following the edge of this round to the gate in the far corner. There are good views of Kit Hill ahead from here.

Turn left along the road and at the crossroads (High Cross) turn right (signposted Bere Alston). Follow the road through the village, passing its shops, pub, toilets and cafe; there are buses to Tavistock and occasionally Bere Ferrers. Turn right opposite the greengrocers into Drake's Park (the riverside route rejoins here).



Section 3: Bere Alston to Gunnislake (5 3/4 miles / 9km)

This section of the trail starts at Drake's Park, Bere Alston.

Bere Alston - Calstock (2m/3 km)

Turn into Drake's Park, cross straight ahead at the road junction and when this lane turns right, bear left and ahead onto a fenced path over a field. The views over the valley from here are superb.

Keep on the path into the woodland, keeping left, then turn left at the bottom of the steps. Fork left at the junction of tracks and follow this to arrive at Bere Alston Station.

From here the Trail crosses the Tamar into Cornwall. Take the train to Calstock with splendid views from the viaduct as you cross, or there may be a ferry operating during the summer. Look out for details at the station and refer to the ferry timetable in this pack.

If the ferry is operating and this route is chosen, leave the station forecourt by the access road and turn right under the railway bridge, cross the stile on the left and bear left diagonally down over the field. Go down into the valley to the stile ahead into the woodland and follow the track downhill. Where it divides, take the track on the left. Continue downhill towards the river and ahead on the grassy track at the bottom towards the viaduct. Continue to the farmhouse and turn right here for the ferry slipway.

Calstock - Gunnislake (3.75m/6 km)

ARRIVING BY TRAIN

Arriving at Calstock by train, from the station follow the path downhill to the road. Follow the road down to the left to

the village centre where there are shops, pubs, cafes, toilets and a Post Office as well as buses to Gunnislake, Callington and Tavistock. A village footpaths leaflet is also available.

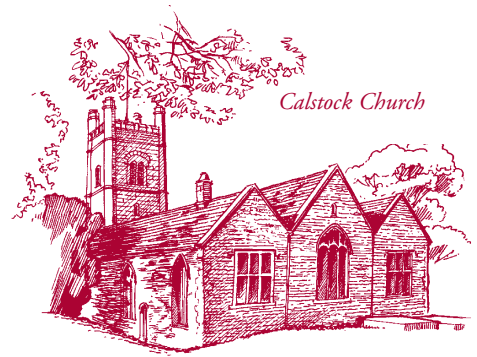
ARRIVING BY BOAT

The ferry arrives at the quay in the village centre.

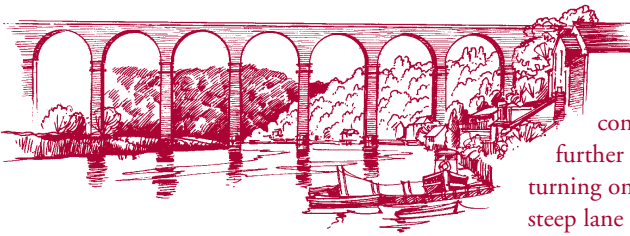
From the quay, walk along the riverside embankment beside the car park and recreation field. Then continue on the embankment, along the permitted path, created by the Environment Agency, around a wide bend in the river to its end. Go through the kissing gate and bear right up a rocky track, and continue on uphill on the main track to the top. Turn left along the lane here, until it reaches a level crossing. Then turn right over the railway.

Keep on the road uphill. Here the Tamar is on BOTH sides of the road as it follows a wide bend in its course.

At the top the road reaches Calstock Church, high above the village and the centre of a large riverside parish. Keep ahead past the church (signposted Albaston).



Calstock Church



Where the path ends, turn right steeply downhill under the railway bridge. At the first junction continue on the road ahead and keep to this road, parallel to the Tamar, ignoring all turns to left or right for 5/8 mile (1 km). Note where the road passes a steep cliff dropping down to the Tamar; 200m beyond, a public footpath goes down the track back and to the right at "Netstakes".

There is a link to/from Gunnislake railway station from here.

Link to Gunnislake Station

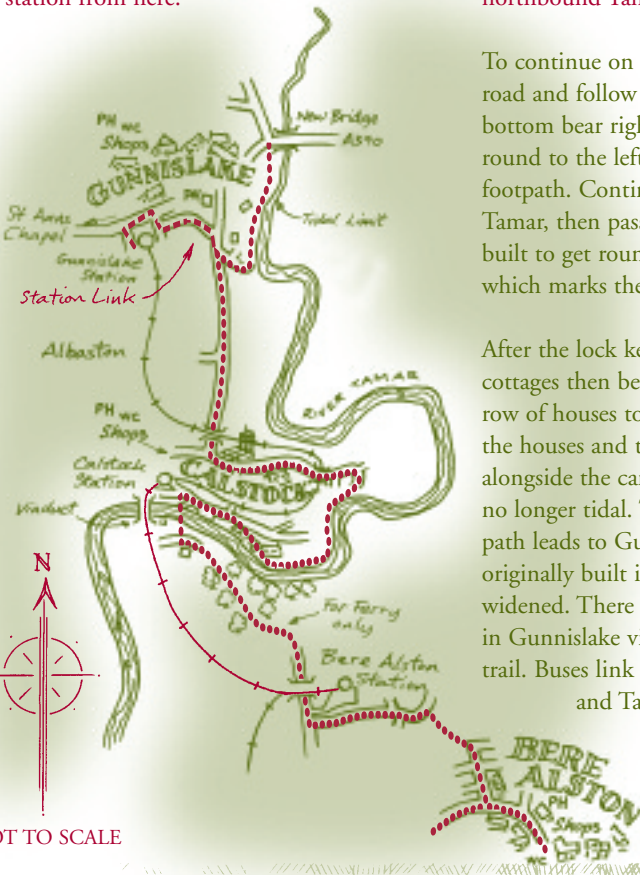
Do not turn down the track but continue along the road for a further 200m. Then take the first turning on the left, up the narrow and very steep lane and Gunnislake station is at the top. For access to the station, turn right to the main road and then left into the station.

Link from Gunnislake Station

Turn right out of the station forecourt and immediately right again into Well Park Road. After slightly less than 100 m turn left down the narrow steep lane. At the road at the bottom, turn right and continue for some 200m until a public footpath forks left along a track. This is the northbound Tamar Valley Discovery Trail.

To continue on the Trail turn right off the road and follow the track downhill. At the bottom bear right to a grassy lawn then go round to the left next to the Tamar to a footpath. Continue on this next to the Tamar, then pass an old lock on a canal, built to get round a weir on the Tamar which marks the tidal limit of the river.

After the lock keep ahead past some cottages then bear right in front of a short row of houses to follow the path between the houses and the canal. Keep on alongside the canal, then the Tamar again, no longer tidal. This attractive riverside path leads to Gunnislake New Bridge, originally built in 1520, although since widened. There are shops, pubs and toilets in Gunnislake village, as well as a village trail. Buses link to Calstock, Callington and Tavistock.



NOT TO SCALE

Section 4: Gunnislake to Milton Abbot (8 miles /13km)

This section of the trail starts at New Bridge in Gunnislake.



New Bridge, Gunnislake

Gunnislake - Chilsworthy (1.25m/2 km)

Do not cross the bridge; instead cross the road and take the lane opposite. Keep right at the first fork at the top and at the next junction take the middle of the three options (the one without a gate).

Follow this path to the riverside, then steeply uphill away from the river to reach a surfaced track at a wooden gate. Turn right onto this track and follow it to a T-junction. Turn left here and at the next junction take the left of the three options, up a steep and partly rocky track. This then becomes a surfaced track which arrives at a road in the settlement of Chilsworthy.

(Turning left here and continuing for 150 yards will bring you to a pub, the White Hart).

Chilsworthy - Latchley (1.25m/2 km)

To continue, turn right at the top of the track and follow the road through Chilsworthy and downhill to Latchley.

Latchley - Luckett (1.25m/2 km)

In Latchley, fork right at the village notice board then continue ahead along a lane marked as a 'no through road'. This eventually forks on arriving at Greenscombe Wood. Take the left fork onto the unsurfaced track. This is private but access is kindly permitted by the owner, the Duchy of Cornwall. Keep on the track as it continues parallel to and above the Tamar, then crosses two streams and then becomes a surfaced lane. Follow the lane to arrive in the village of Luckett.

Luckett - Horsebridge (1.25m/2 km)

At the village car park in Luckett turn right, then, just over the bridge, right again onto the public footpath in front of the white cottage (the village stores and P.O. is a short distance further along the road).

Go through the gate at the far end of the track and continue ahead next to the hedges. Keep on to a gate in the very far corner. Go through then bear right across a boggy area to a stone footbridge. Cross and continue next to the hedge to a gap by the granite gate post. Go through and keep ahead along the field edge, hedge to the right.

At the top go through the gate and bear right ahead on the concrete track. Pass the farm and keep on the track ahead to arrive at a road. Bear right ahead on the road to arrive at the medieval (1437) Horsebridge over the Tamar. Cross the river back into Devon and go round to the left to pass the Royal Inn. You can pick up a local circular walk card from outside the Royal Inn.

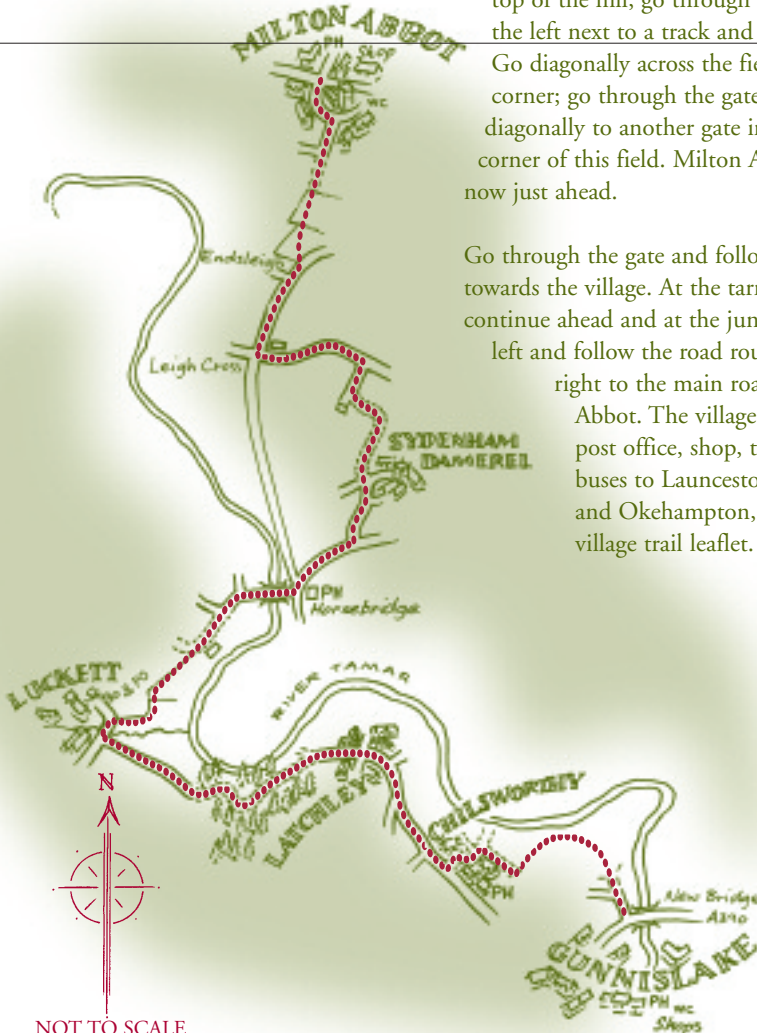
Horsebridge - Milton Abbot (3m/5 km)

From the Royal Inn, follow the road signposted to Sydenham Damerel. After about 1/2 mile (1 km) turn left at Sydenham Cross, still signposted to Sydenham Damerel. At the village keep ahead past the telephone box, then take the track on the left just before the house 'Rosemont'.

Follow this track down then up, to a wider track leading to a road. Turn left and follow for 1/2 mile (1 km) to the junction at Leigh Cross. Turn right uphill, passing the entrance to Endsleigh House and, a little further on, Endsleigh Gardens Nursery. (Alternatively, follow the road signposted to Beera and Leigh from Horsebridge, which goes direct to Leigh Cross).

Some 300m beyond the nursery at the top of the hill, go through the gate on the left next to a track and into the field. Go diagonally across the field to the far corner; go through the gate and head diagonally to another gate in the far corner of this field. Milton Abbot is now just ahead.

Go through the gate and follow the path towards the village. At the tarmac road, continue ahead and at the junction bear left and follow the road round to the right to the main road in Milton Abbot. The village has a pub, post office, shop, toilets and buses to Launceston, Tavistock and Okehampton, as well as a village trail leaflet.



Section 5: Milton Abbot to Launceston (9 1/4 miles /15km)

This section of the trail starts by the Post Office in Milton Abbot.

Milton Abbot - Greystone Bridge (3m/5 km)

Cross the road and take the track almost opposite on the right of the Edgcumbe Arms. Go through the gate at the top and follow the hedge uphill to another gate.

Go through and head diagonally left to a stile in the top left corner. Cross and head for the top left corner of the next field.

Cross this stile and turn left along the field edge. Pass through the gateway and continue next to the hedge to arrive at a stile onto a road.

Turn left and follow this quiet ridge-top road with its wide views. After 1.5 miles (2.5 km) this joins another road and a little further reaches Felldownhead. Here the traditional cider maker's art can be studied and the product purchased at Countryman Cider.

Continue on the road steeply downhill into the Tamar Valley, with views ahead of Greystone Quarry and beyond into Cornwall. At the main road turn right, keeping well to the edge of this busy road, and cross the 15th century Greystone Bridge over the Tamar into Cornwall. Buses connect to Tavistock, Launceston and Okehampton.

Greystone Bridge - St Leonards (5 m/8 km)

Immediately after the bridge turn left along the lane and follow this to climb steeply out of the valley. Continue climbing at a junction (signposted Launceston) and shortly afterwards the lane begins to level out. Keep ahead on this lane which follows

the top of the western side of the Tamar Valley, with wide views to the edge of Bodmin Moor. On arriving at a main road go straight across (signposted Lawhitton).

Take care on this road, which is often used by fast traffic.

Take the first right (signposted Lawhitton) and follow this down into Lawhitton village, passing the interesting church on the left. Follow the lane (which has pleasant views of the valley floor of the Tamar) for some 3/4 mile (1.25 km) to the second lane on the left, at the top of a short climb. Turn left here and follow the lane uphill, away from the Tamar, to a T-junction at the top, at Treniffle. Turn right here, then at the next junction carry on ahead down the minor lane.

Follow the lane down then up, then at the end turn right and cross the bridge over the A30 Launceston by-pass. At the bottom, cross the road, go through the gate opposite and follow the hedge ahead.

Please note that this part of the route is not a right of way but is provided by kind permission of the St Leonards Riding Centre and the landowner. Please respect their goodwill by keeping dogs on leads, keeping strictly to the waymarked route and giving way to horses and riders.



St Leonards - Launceston *(1 1/4 m/2 km)*

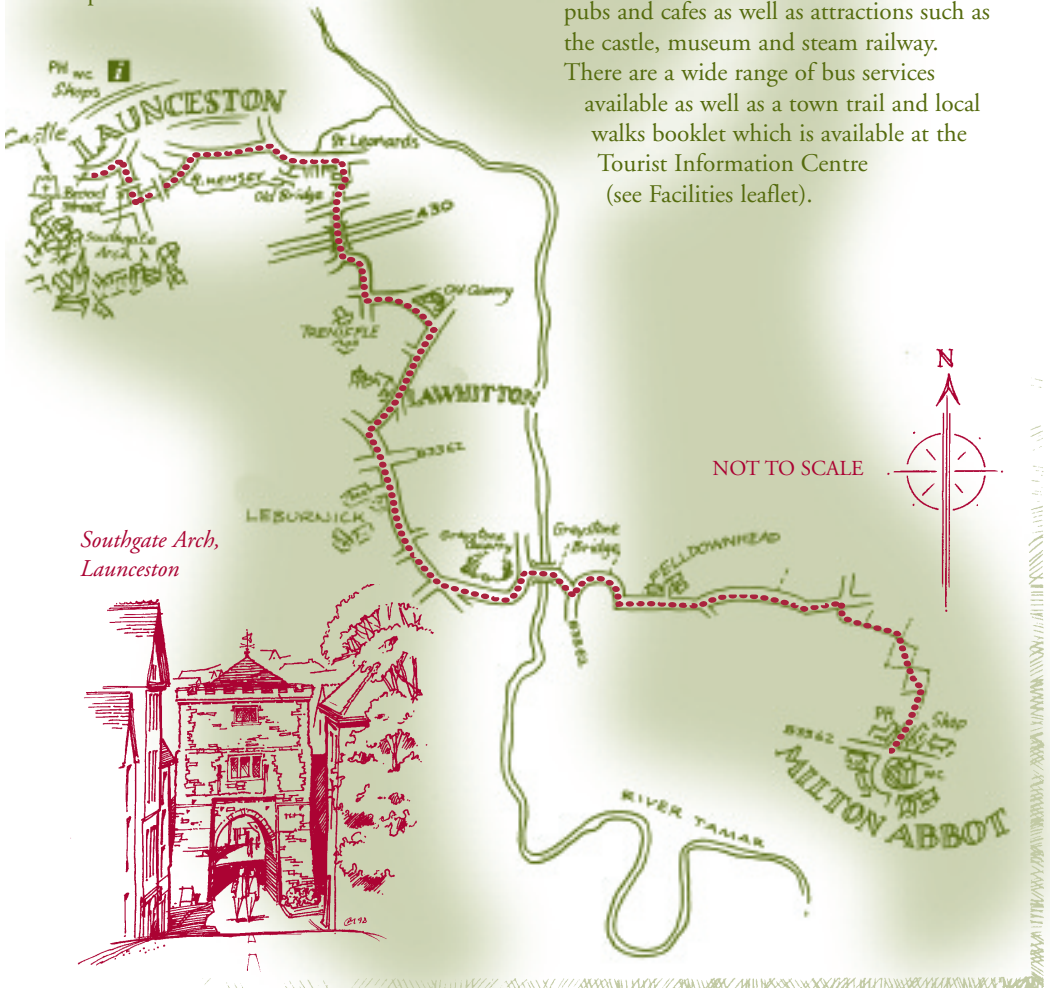
Follow the hedge ahead. At the ditch go ahead next to the low bank to the gate at the horse exercise area. Go through, next to the exercise area, then go left at the end and through the gate onto the road.

Keep ahead, noting the tiny medieval packhorse bridge at this historically interesting location, then take the next road on the left, just after the waterworks. Launceston Castle soon becomes prominent on its hill ahead.

After about a mile (1.75 km) turn left down a road which drops into the valley of the River Kensey, a Tamar tributary, then climbs steeply into the town.

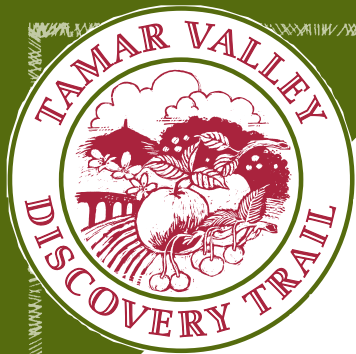
At the top, go straight ahead to Angel Hill, then through the archway on the right at the top (Southgate Arch) into the town centre. Southgate Arch is the only remaining gateway into the old walled town and marks the end of the Discovery Trail.

Launceston has toilets, a range of shops, pubs and cafes as well as attractions such as the castle, museum and steam railway. There are a wide range of bus services available as well as a town trail and local walks booklet which is available at the Tourist Information Centre (see Facilities leaflet).



*Southgate Arch,
Launceston*

NOTES



Points of Interest

Section 1: Tamerton Foliot to Bere Ferrers

1 TAMERTON FOLIOT

The manor is recorded in the Domesday Book (1086) as “Tambretona”. However, the settlement must be of much earlier origin since it is recorded in the form “Tamerunta” as the landing port of the 6th century Celtic saints Indract, Dominic and Budoc.

By the 12th century it was in the possession of the Norman family, the Foliots, hence its modern name.

It prospered especially in the 19th century as the centre of market gardens supplying Plymouth. Some of the large 19th century villas along the route in the village were built for successful market gardeners.

The village church (St Peter) is basically 15th century, renovated in the 19th century. It contains numerous interesting monuments to the local gentry dating back to 1400. There are also some interesting headstones in the churchyard.



The village contains a number of houses of 17th and 18th century origin, some now much altered and modernised, and the Seven Stars public house dates back to this time. The Methodist Chapel in Fore Street is late 19th century.

2 WARLEIGH

At the top of Warleigh Lane is Warleigh Lodge. Probably built in the 18th century it is the lodge to Warleigh House.

Warleigh House has no public access, but is just visible in the trees by the riverside from Warleigh Lodge. The house has medieval origins, but is chiefly Tudor (16th century) and 19th century. Originally the house of the Foliots, it passed through a number of landed families until acquired by the Radcliffes in 1741.

3 HORSHAM

The farm is first recorded in 1270. However, the name is of Saxon origin, meaning meadow where the horses were kept.

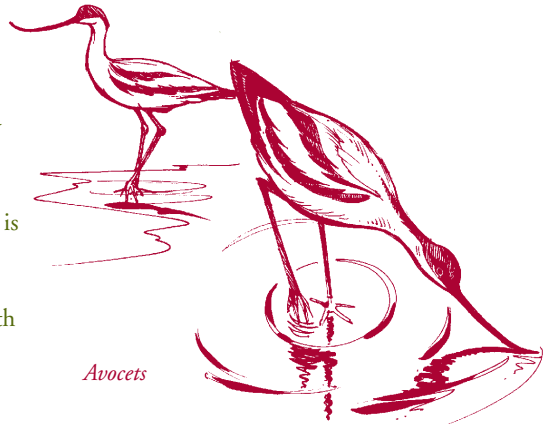
4 ASHLEIGH *(Alternative dry route)*

Ashleigh Barton farmhouse is of 16th century origin, although the first record of a farm here dates to 1244. Behind the farm (no public access) is the probable site of a deserted medieval village, with remains of an apparent building, house platforms and enclosure. At this time much of the land, if not all, between Tamerton Foliot and Maristow was owned by Plympton Priory.

5 BLAXTON CREEK

Blaxton Creek is crossed shortly after the two routes come together. Now largely silted up, it was until the beginning of the 20th century used as a pond for Blaxton Mill, a tide mill at the mouth of the creek. There were also limekilns and a quay on

the creek. Blaxton Farm, north of the creek, was a Domesday estate. In the medieval period there was a chapel here. The farm now includes some interesting barns (no public access).



The Tamar-Tavy Estuary Site of Special Scientific Interest includes the creek. The area is important as a wintering site for wildfowl and waders, which are supported by the mudflats and marshes and their reeds, seaweeds and sea-grasses.

6 MARISTOW

Maristow Quay is first recorded in 1294, when silver was shipped from the Bere Ferrers mines over the river to here, then on to London. The boat house on the Quay now is 19th century. There was once a ford across the Tavy just north of here. The building on the opposite side of the road is probably a lime kiln of unusual design with crenellations, although it may be a folly, look out tower or even a gun platform.

Maristow House, up on the hill, is a large mansion of 1760. However, the site is first recorded in 1291. The house was the seat of the Lopes family (Lord Roborough) until the early 20th century.



*Maristow House
(pre 1879)*

The obvious spire belongs to St Martin's Chapel. Originally a 14th century foundation, the current chapel building dates only to 1877-79. The spire is conspicuous by its absence in older paintings and drawings of Maristow House. Note: the house is now converted into flats and there is no public access.

7 LOPWELL

The Quay was used for unloading coal for the local lime kilns. However, most of the buildings by the Quay were constructed in conjunction with the dam across the river by Plymouth City Council in 1953. The works were to help provide Plymouth with a regular supply of water. The works included a fish pass and observation chamber. There is also an underground pump room, added in 1981. One of the

nearby buildings is now a camping barn, operated by West Devon Borough Council. The ford and pedestrian walkway is tidal, and cannot be used for at least two hours either side of high tide. On the other side of the river are the remains of 19th century mines (no public access). During the 19th century there was a small but thriving community here including a public house. A ferry service operated here until about 1930.

(Riverside route)

8 BERE FERRERS

A picturesque village, recorded in the Domesday Book as "Birlanda", a name of Celtic origin. The estate was acquired by the Ferrers family during Henry II's reign. The church is one of the most interesting in south Devon, dating back to the 12th century. It contains much of great interest and age, including some precious 14th century stained glass, the oldest in Devon outside of Exeter Cathedral. Much of the village centre is 19th century in date, with a few older properties. (More information is contained in the Bere Ferrers Village Leaflet)

Section 2: Bere Ferrers to Bere Alston

(Riverside Route)

1 THORN POINT

The cul-de-sac footpath to the riverside marshes at Thorn Point is great for bird watching. The crossing here to Cargreen (for Landulph) was important in Mediaeval times, being part of a much-used pilgrim route to the Continent. With the arrival of the railway in Bere Ferrers, the ferry became valuable to local fruit and flower

growers on the Cornish bank, who sent their produce to the station, then on the main line to London. The ferry ceased operating in the early 1920s.

It is believed that there were ancient salt pans near here, at Liphill Quay, which were used by the monks of Tavistock Abbey.

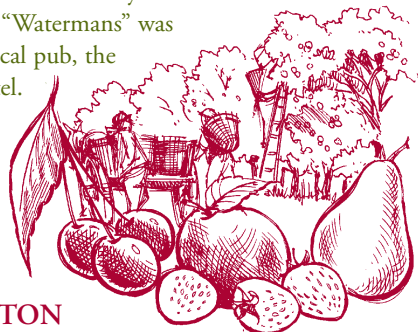
2 WEIR QUAY

On the inland side of the road are the remains of 19th century silver and lead mines. The silver and lead mines in this area were some of the oldest worked mines in the county and are recorded in the 13th century. They were largely abandoned at the end of the 15th century, but many were reworked in the 19th century as a result of improvements in technology. The mines here were known as South Tamar Consols but were closed in 1856 after the river broke through and flooded the workings.

Near the mines, and more obvious, are roadside lime kilns. They date to the late 18th or early 19th century. There are more just north of Weir Quay. A little way up the side road are the remains of the Union Tin Smelting Works and the Tamar Smelting Works. These 19th century operations used local ore, but also imported ore. Much of the works is now converted to residential use, including houses alongside the Trail on the riverside road.

3 HOLE'S HOLE

There is a small quay here; the site was once used as a stopping point by the Tamar paddle steamers from Plymouth. The house "Watermans" was once the local pub, the Tamar Hotel.



4 HEWTON

The view north from the top of the hill gives a fine view of the market gardens on the valley sides. The valley was renowned for its fruit, including black cherries, pears, plums, strawberries and apples, which were shipped out by river to Plymouth and then all over the country.



NOT TO SCALE

5 LOCKRIDGE

The farm is first recorded in 1453. There are extensive old orchards in the area. Just below the railway bridge at the top of the hill are the remains of Lockridge mine. This is another of the local silver and lead mines and has possible medieval origins. It was extensively worked in the 19th century.

6 BERE ALSTON

Silver was discovered in the area in the late 13th century, sparking a “silver rush” which brought miners from far and wide, and changed Bere Alston from a simple farmstead to thriving community. By the 16th century, it was important enough to become a Parliamentary Borough with two MP's! A second mining boom followed in the 19th century with deeper lead and silver mines, creating a crowded, bustling immigrant community. By the end of the 19th century the mines had gone, but the arrival of the railway in 1890 allowed the

development of a thriving market gardening industry. (More information is contained in the Bere Alston Village Trail Leaflet)

(Direct Route)

7 VINEGAR HILL

The steep hill after the direct route and riverside route diverge, is known as Vinegar Hill. It is likely that this is a corruption of “Vineyard”, commemorating an earlier land use in the area.

8 COLLYTOWN

Just off the route is Collytown Farmhouse, of 17th century origin.

6 BERE ALSTON

See above

Holy Trinity church, passed entering the town, was built c.1848 and includes some good 19th century stained glass.

Section 3: Bere Alston to Gunnislake

1 BUTTSPILL

The path through the wood between Bere Alston Station and Ferry Farm passes the site of Buttspill Mine, active in the 19th century mining lead and fluorspar.

2 FERRY FARM

This farm was formerly the ‘Passage Inn’ (so shown on the 1891 and 1907 OS maps). Adjacent to the Inn stood Goss's Shipyard, active from the 1840's until 1923, where many of the distinctive Tamar barges were built.

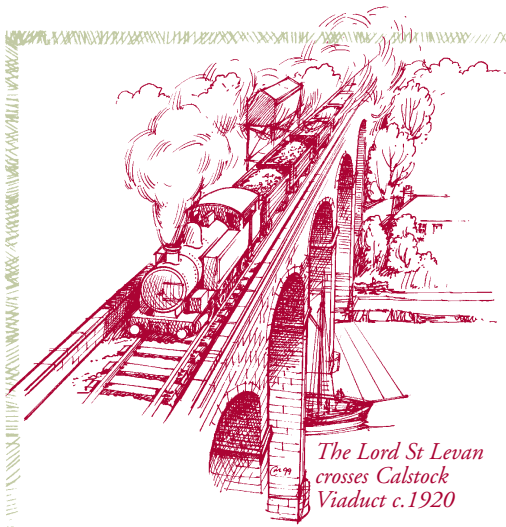
From here (also known as Calstock Passage), a ferry operated across the Tamar to and from Calstock. This was one of the oldest crossings on the Tamar, probably

dating back to Saxon times. Its importance increased greatly during the industrial boom of the 19th century and from 1890 to 1908, Calstock folk used the ferry to reach the railway station at Bere Alston. The building of the viaduct and the link-up of the railway dealt a severe blow to the ferry, although it kept running until 1969. This ancient link has now been reopened for summer use as part of the Tamar Valley Discovery Trail.

3 VIADUCT

The splendid viaduct was built between 1904-1908 to link the line at Bere Alston with the former East Cornwall Mineral Railway to Kelly Bray. The viaduct was built of 11,000 precast concrete blocks,





The Lord St Levan crosses Calstock Viaduct c.1920

manufactured on site on the Devon bank. It is a very early use of concrete for such a construction. Until 1934 a vertical hoist moved wagons between the river bank and the viaduct on the Calstock side. During the 1960's the main line to Tavistock and beyond was closed, and the branch on the Cornish side was cut back to Gunnislake. The Tamar Valley branch continues in use as a scenic passenger line between Plymouth and Gunnislake, where a new station was recently built.

4 CALSTOCK

Mentioned in the Domesday Book, Calstock developed in a mining boom during the late 1880's, becoming a flourishing port shipping out copper, tin, arsenic and granite. A return trade in coal, limestone and "dock-dung" supplied engine houses, limekilns and market gardens.

Mining faded, to be replaced by market gardening, which thrived until the 1950's. (More information is contained in the Calstock Footpath Society leaflet).

From the embankment path east of the village, there is a fine view across to the former Rumleigh Brick works, with the distinctive bent chimney of Gawton Mine up above. Okeltor Mine, in the trees just off the Trail at the end of the embankment path, is also described in the Calstock leaflet.



At the top of the hill, overlooking the parish, is Calstock Church. It is said to have been consecrated about 1290, although nothing now remains of this period. The earliest phase of the present church dates to the early 14th century, with the south aisle added about 1420. The church had to be thoroughly restored in the 19th century. During the restoration a medieval wall painting was uncovered. The painting is over the arches on the north side of the nave and, although much damaged and faded, a horse and rider (possibly St George?) can be identified.

5 NETSTAKES - GUNNISLAKE NEW BRIDGE

The area and house now called Netstakes were once part of a larger area of the Parish known as Colleycliffe, which appears to have once been common land. Records from 1618 explain that the area was being used for “the salting and keeping of fish, drying of nets and lodging for the fishermen.”

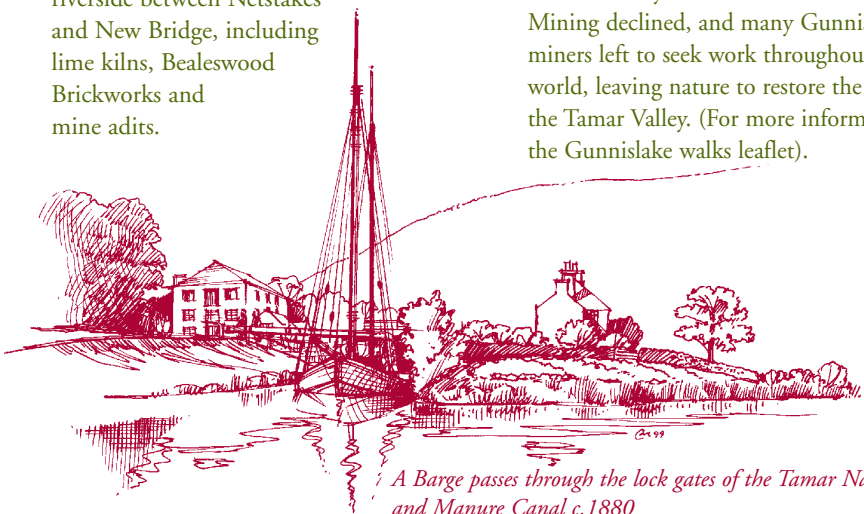
Many former industrial sites border the riverside between Netstakes and New Bridge, including lime kilns, Bealeswood Brickworks and mine adits.

Of particular note is the Tamar Navigation and Manure Canal which was opened in 1808 to allow barges carrying limestone and coal to avoid the weir. Plans to link through to the Bude Canal further north on the Tamar were never realised. The lock-keeper’s cottage on the island between the river and the canal is still inhabited. (For information on this area see the Gunnislake walks leaflet).

Gunnislake New Bridge was built c1520 by the Abbots of Tavistock and was the site of a skirmish during the Civil War. This was the most southerly road crossing over the Tamar until 1962 when the Plymouth - Saltash bridge opened. The bridge appears in Turner’s famous painting “Crossing the Brook”, which he painted in 1815 after visiting the Valley.

6 GUNNISLAKE

Gunnislake grew as a boom town, as the great mines of the 18th and 19th centuries were sunk into the rich lodes of copper, tin and arsenic. The industry dominated the area and fumes from the arsenic flues and mine chimneys blocked out the sun’s light. Mining declined, and many Gunnislake miners left to seek work throughout the world, leaving nature to restore the beauty of the Tamar Valley. (For more information, see the Gunnislake walks leaflet).



A Barge passes through the lock gates of the Tamar Navigation and Manure Canal c.1880

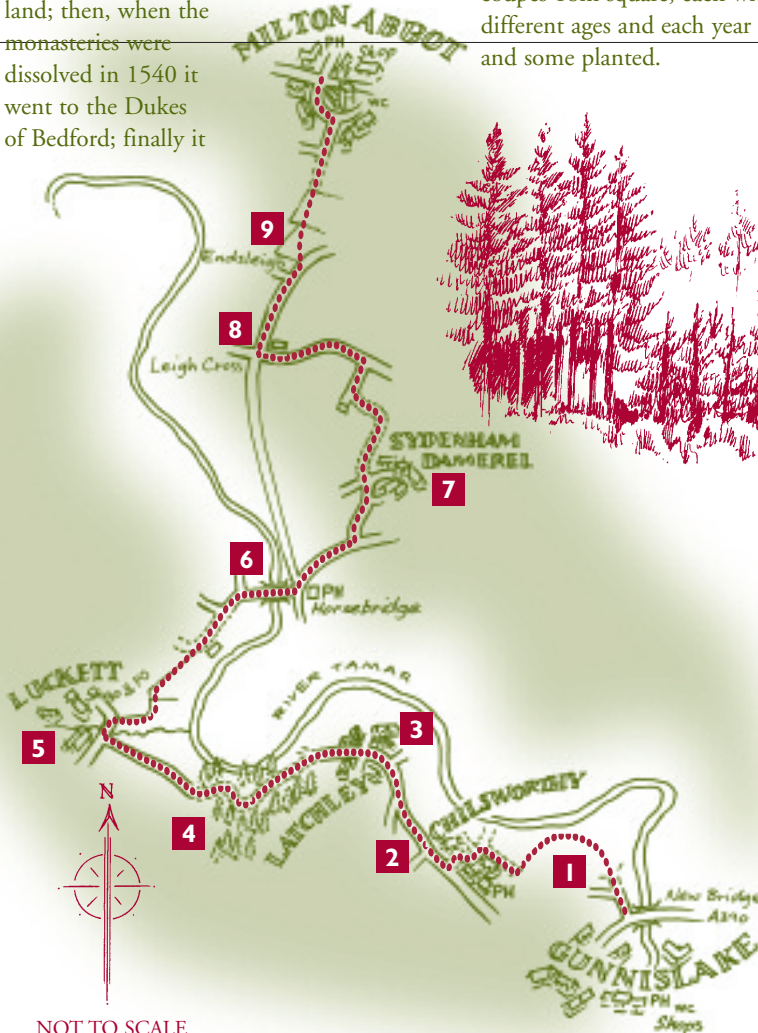
Section 4: Gunnislake to Milton Abbot

1 GUNNISLAKE NEW BRIDGE - CHILSWORTHY

This section of the route also gives good views of Blanchdown Wood on the steep slopes of the opposite river bank. These woods, and Hatch Wood which may be seen across the river south of Gunnislake, have had only three owners since records began. Tavistock Abbey originally held the land; then, when the monasteries were dissolved in 1540 it went to the Dukes of Bedford; finally it

was purchased from the Dukes in 1959 by the 6th Earl of Bradford.

The Earl and his Forester, Phil Hutt, developed what is known as the 'Bradford Plan' for growing conifers, whereby the woods are never clear felled but managed under a routine of continuous cover: the woods are divided into sections and then coupes 18m square, each with trees of different ages and each year some are felled and some planted.



In Blanchdown Wood opposite, the upper slopes are under the Bradford Plan, but the lower very steep slopes are Oak forests. These oak wood have existed for at least 200 years and would have been a source of wild game for local people and wood for burning, charcoal and tannin to cure leather. In the middle of Blanchdown Wood is a bare area looking like an "industrial waste". This is the remains of the Devon Great Consols copper mine, between 1850 and 1865 the largest in the world. When the copper ran out, arsenic was mined. Even now nothing will grow on the arsenic spoil heaps.

2 CHILSWORTHY

The name Chilsworthy is derived from Old English: 'Ceol' - a Saxon name and 'worthig', meaning a minor farmstead. It is first documented in 1337.

Chilsworthy was an early example of farmland being enclosed from the open moorland of Hingston Down. This was a large area of uncultivated land, once occupying virtually the whole area between Callington and the Tamar. Today, only Kit Hill remains uncultivated.

Above Chilsworthy, on Hingston Down, took place one of the decisive battles of Saxon times when, in 838, King Egbert of Wessex defeated a combined force of Britons from Cornwall and marauding Danes. This was the last battle fought between Saxons and Cornish, and resulted in Cornwall being incorporated into England as a shire, with the boundary being settled as the Tamar.

3 LATCHLEY

The name Latchley is also derived from Old English: 'laecc' (boggy ground) and 'leah' (woodland clearing). Below the road down to the former ford, the fields reflect the strips which would have been part of an ancient open field before it was divided up and hedged in the later middle ages. In 1300, Latchley is documented as having 8 tenant serfs who each farmed units of about 15 acres. There has been less impact from mining here, than nearby, with three unsuccessful mines attempted between 1845 - 1878. Before entering/ leaving Greenscombe Wood, an attractive short diversion is to follow the track which leads down to the waters edge. This is the site of an ancient ford across the Tamar, possibly of Mediaeval origin.

4 GREENSCOMBE WOOD

The wood has a total area of 128 acres (52 hectares) and is owned and managed by the Duchy of Cornwall Estates. It is of particular importance for butterflies (72 acres/29 hectares forms a site of Special Scientific Interest); for timber production (the woods must be profitable to pay for their management), and recreation (walks and trails).

Oak, birch and chestnut grow on sites which have been woodland for at least 300 years. The woods in the past have been important for hunting deer and rabbit for food (deer are still found here); for providing firewood; making charcoal, and for curing hides for leather using tannin extracted from the bark of oak.

Tin and copper mining was also important. The wood is full of old mine buildings and shafts. For safety reasons do not leave the main path.

When the railways came in the 1860's, market gardens, orchards and later bulbs for flowers were planted on the sheltered fields above the woods and on cleared forestry ground. The soft fruit market collapsed during the First World War and never recovered and more recently the flower market has also died. The market gardens and orchards have now been planted with conifers.

5 LUCKETT

The growth of the village is related to the 19th century tin mining. This resulted in the village being "filled with buildings, tramways and inclines". Many of the cottages in the village were built for miners and their families at this time. The low price of tin, and flooding of the pits, caused the mine to be closed a number of times. The last working took place between 1946 and 1952.

6 HORSEBRIDGE

Like Gunnislake New Bridge (see earlier) and Greystone Bridge (later), this is a medieval bridge over the Tamar - dated at 1437. Like the others, it was built by Tavistock Abbey, probably as an "indulgence bridge" - paid for by sinners, who were rewarded by having the monks pray for the remission of their sins. The Royal Inn is an early 19th century building, but almost certainly on the site of an ancient inn. Today it brews its own beer, including "Tamar".

7 SYDENHAM DAMEREL

Recorded as the Domesday manor of "Sidelham". The Saxon name meant "wide water meadow", so must have originally referred to a location down by the

river and later applied to the current hilltop site when the church was built. Much of the church burnt down in 1957, although the 15th century tower and porch survive. The remainder of the church was rebuilt on a smaller scale.

8 LEIGH BARTON

The manor was probably part of the original endowment to Tavistock Abbey in Saxon times (c. 974). It passed to the Duke of Bedford after the Dissolution of the Monasteries. The house has an early 16th century basis with later additions. It was also the site of a chapel and holy well. Note, there is no public access.

9 ENDSLEIGH

Access to the gardens only. The house ("Endsleigh Cottage") was designed in 1810 for the 6th Duke of Bedford, together with the gardens and associated buildings, by Wyatt and Repton. The lodges are alongside the Trail. The former walled kitchen garden now operates as a Garden Centre.



4 LAWHITTON

The village owes its origin to the church. There has been a church here since at least the 9th century. In 830 King Egbert gave it to the Saxon bishop of Sherborne, and in 905 it passed to Eadulf, the Saxon bishop of Crediton. The bishop was granted Lawhitton so that “from thence he might every year visit the Cornish race to extirpate their errors”. The bishops of Exeter then took possession and used to travel regularly to Lawhitton. There was a bishop’s palace next to the church, but this fell into ruins. In the 19th century it was rebuilt as a private house, and the bishop’s mitre can be seen on the chimney (left of the church).

The present church dates from the 13th century, with parts of the foundations - including the base of the tower - dating to Norman times.

The quarry passed about a mile after the village was for limestone and once employed a considerable number. It would have been used as building stone and also probably fertiliser.

5 ST LEONARDS

The tiny packhorse bridge next to the road dates to 1580. In the fields, next to the bridge and adjacent to the Riding Centre, is the site of the St Leonards Leper Hospital (Lazar House). Originally founded in Launceston in 1075, it was moved to the more remote St Leonards in the 13th century. It continued in use until the 17th century.

In 1996 the site was the subject of an archaeological investigation by Channel 4’s ‘Time Team’ which confirmed the boundaries of the hospital and cemetery, and found that older buildings lay beneath the nearby sewage works. Radiocarbon dating of an excavated skeleton confirmed a medieval date (c. 1250).



6 RIDGEGROVE MILLS

This represents one of the oldest watermill sites to be still occupied in Devon and Cornwall. Two mills are recorded here in the Domesday Book (1086). The mills have, at various times, been used for grain milling, woolen textile production, iron working and grinding bones for fertiliser.

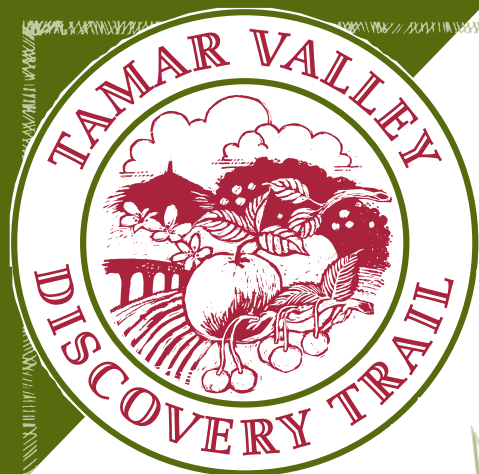
It is understood that one of the mills was erected by John Langdon in 1720-1730 “for the spinning and working of wool”. This building appears to be the one now occupied by the corn mill, the milling machinery having been added later in the 18th century. The mills were last used in the 1940’s.

7 LAUNCESTON

The 14th century arch over the road at Southgate is the only remaining gate into the old walled town. It once had a drawbridge over a moat and was later used as the town prison. It was widened for pedestrians in Victorian times (see plaque fixed to wall).

Launceston was the first capital of Cornwall and was the only walled town in the county. Originally based on St Stephens nearby, the centre moved to its present site with the building of the Norman castle. In Saxon times it had been the site of a Royal Mint, and now contains examples of every significant type of architecture from the Norman Conquest to the present day. Much of interest can be learned from the Town Trail, available from the Tourist Information Centre.

Of particular interest is the castle, established in the early years of the Norman Conquest by Robert, Count of Mortain - half brother of William the Conqueror - who was made Earl of Cornwall. For details of the castle’s history and architecture, a guidebook may be purchased from English Heritage.



Southbound Route (Launceston - Plymouth)

PRE-JOURNEY PREPARATIONS

The Tamar Valley Discovery Trail is an exciting and varied route, straddling two counties and crossing two rivers. It's a wonderful walk but a few preparations are needed before setting out. Bear in mind that:

1. You will need to cross the river at Calstock.

This is done by train between Calstock and Bere Alston stations (train times can be found in this pack). Alternatively, there may be a ferry service during summer months. If so, it will depart from the quay in Calstock. (Times can be found in this pack).

2. You will need to cross the river at Lopwell Dam by foot.

However, you cannot do this for at least 2 hours either side of high tide. A tide timetable can be found in this pack. Alternatively, it is possible to avoid this crossing (as well as the 5.75 miles of Section 1 of the route) by taking the train or ferry from Bere Ferrers direct to Plymouth.

3. There is no ferry, nor Sunday train service in the winter.

4. Look out for the apple waymarking logo.



Section 5: Launceston to Milton Abbot (9 1/4 miles /15km)

This section of the trail starts in Broad Street, Launceston.



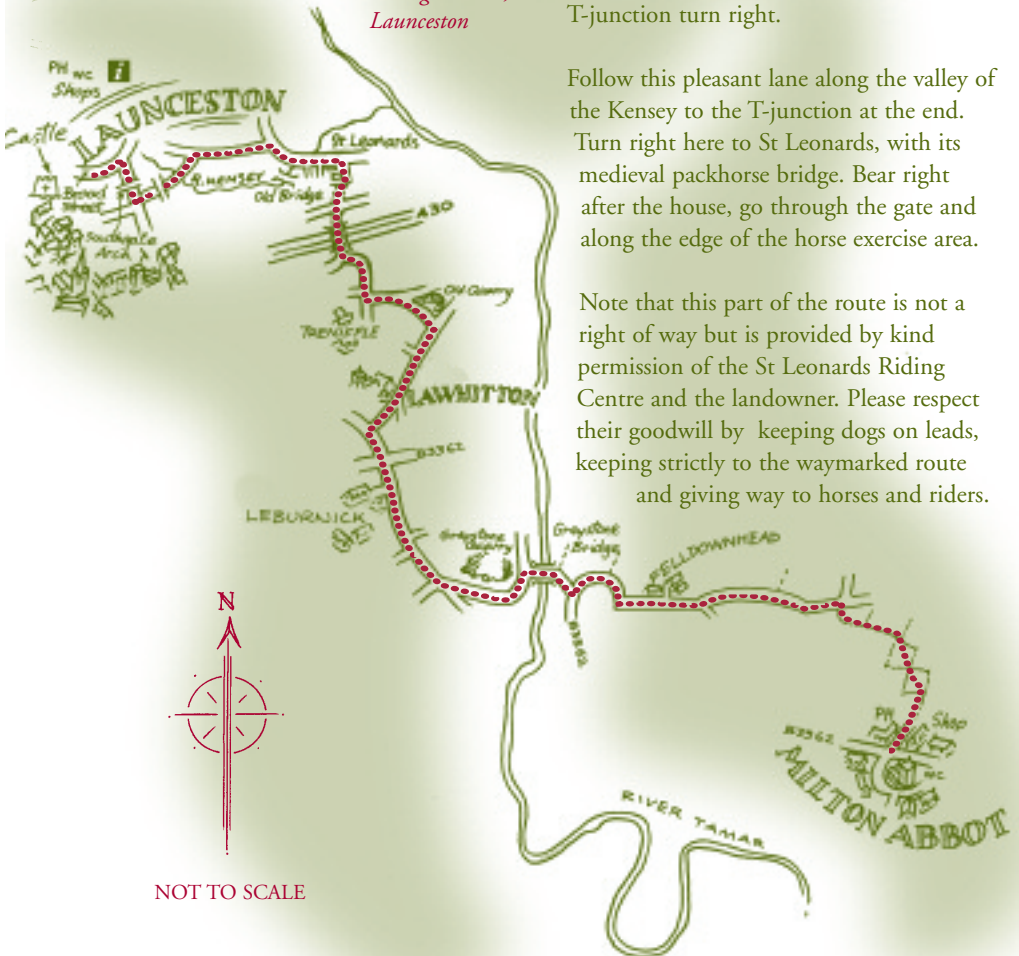
Southgate Arch,
Launceston

Launceston - St Leonards (1 1/4 m/2 km)

From Broad Street in Launceston town centre, turn into Southgate Street to the Southgate Arch - the only remaining gateway on the old town walls. Go through the Arch - noting the plaque commemorating the Victorian widening - then immediately afterwards turn left down the steep Angel Hill. Cross the road at the bottom and descend Ridgegrove Hill. Cross the river at the bottom (the Kensey, a tributary of the Tamar) and at the T-junction turn right.

Follow this pleasant lane along the valley of the Kensey to the T-junction at the end. Turn right here to St Leonards, with its medieval packhorse bridge. Bear right after the house, go through the gate and along the edge of the horse exercise area.

Note that this part of the route is not a right of way but is provided by kind permission of the St Leonards Riding Centre and the landowner. Please respect their goodwill by keeping dogs on leads, keeping strictly to the waymarked route and giving way to horses and riders.



Turn right at the end of the exercise area, then through the next gate and ahead next to the hedge. Keep alongside the bank, then a hedge again, to a gate onto a road. (Buses to Okehampton, Tavistock and back to Launceston pass here).

St Leonards - Greystone Bridge (5 m/8 km)

Cross the road and go up the lane opposite the gate. Cross the A30 Launceston by-pass, then almost immediately turn left along the minor lane. Go ahead at the first junction to a post-box just before Treniffle House. Take the narrow lane on the left just after the post-box, keep right at the white cottages then right again at the T-junction at the end.

As the lane descends to cross a small tributary of the Tamar, the first glimpse ahead can be seen of the chimney on Kit Hill, which will become a major landmark on the length of the Trail.

Keep on the lane ahead (there are pleasant views across the valley floor of the Tamar) to arrive at Lawhitton (there are occasional buses back to Launceston from here).

Continue through the village, past the interesting church. Continue ahead at the top to the T-junction and turn left here. (Take care on this road, which is often used by fast traffic). At the main road go straight ahead (signposted Leburnick) and follow this lane, which follows the top of the west side of the Tamar Valley and gives views to the right to the edge of Bodmin Moor. After a while Kit Hill with its chimney becomes prominent ahead. The lane then descends quite steeply to a fork. Bear left (signposted Greystone). This lane descends, gently at first then more steeply, into the Tamar Valley, passing the prominent wooded hill of Castle Park - site of a prehistoric hill fort - on the right.

Greystone Bridge - Milton Abbot (3m/5 km)

At the bottom turn right, across the 15th century Greystone Bridge over the Tamar into Devon. (Occasional buses go to Launceston, Tavistock and Okehampton from here). Keep well to the edge of this busy road, then turn left after 150 m. just before the 1894 fountain. Climb steeply uphill, following the road. Pause at the top to look back over the valley and Greystone Quarry into Cornwall, then continue on to Felldownhead.

If you fancy a breather, have a look around Countryman Cider at Felldownhead - a chance to see how local traditional cider is made and buy some of the product.

Continue ahead, then take the minor road forking left soon after Felldownhead. Keep to this as it climbs to a broad ridge, giving wide views in all directions. Pass the entrance to Holland and soon afterwards the village of Milton Abbot comes into view ahead on the right.

Cross the stile on the right just after the "corrugated" house and follow the right hand edge of the field, through a gateway at the far end to a stile on the right. Cross this and head diagonally left across a field. Cross the stiles at the bottom and aim for the bottom left hand corner of the next field. Pass through the gate and continue alongside the hedge to the gate at the end.

Bear right down the track into Milton Abbot. The village has a pub, post office, shop, toilets and bus services to Launceston, Tavistock and Okehampton. A village trail leaflet is also available.

Section 4: Milton Abbot to Gunnislake (8 miles /13km)

This section of the trail starts from the village of Milton Abbot

Milton Abbot - Horsebridge (3m/5 km)

From the pub and shop, cross the road and take the lane almost immediately opposite. Follow this behind the church then bear right at the Old Vicarage. Continue into the track ahead and then onto a narrower path to a gate at the end. Go ahead alongside the hedge, then bear slightly left to a gate. Bear left ahead over the next field to the top corner and a gate onto a road. Turn right along the road.

Pass the entrance to Endsleigh Gardens Nursery and Endsleigh House and follow the road as it descends into the Tamar Valley, with Kit Hill clear on the skyline immediately ahead. After about 1 mile (1 1/2 km) turn left alongside the houses at Leigh Cross. Follow the lane for about 1/2 mile (approx. 1 km), passing Ford Farm, then turn right along the track shortly after the white house (Higher Youngcott). Follow this left of the buildings onto a path, then up to arrive in the village of Sydenham Damerel. Turn right then follow the road through the village and on to a T-junction at Sydenham Cross. Turn right and follow the road to the Royal Inn at the attractive setting of Horsebridge. (Alternatively, continue straight ahead on the road at Leigh Cross to arrive at Horsebridge). You can pick up a local circular walk card from outside the Royal Inn

Horsebridge - Luckett (1.25m/2 km)

Cross the bridge over the Tamar, dated to 1437, into Cornwall. About 200m beyond the bridge take the public footpath on the track which forks to the left. Keep on the track past the farm onto the concrete path,

then, when this turns right, go through the right hand of two gates ahead, just past the corner.

Follow the field edge ahead, then bear left through the gap by the old granite gate posts. Keep next to the hedge, cross the stone footbridge then bear left across the boggy area to the gate in the corner. Go through and bear right, keeping next to the hedge.

Follow the hedge to the far corner of the field and go through a gate onto a track. This leads to Luckett. At the village turn left (the village shop and P.O. is a little way to the right), then take the first on the left, just past the village car park.

Luckett - Latchley (1.25m/2 km)

Follow the lane until it enters the woodland of Greenscombe and becomes a rough track. The track is private but access is kindly permitted by the owner, the Duchy of Cornwall. Continue on the main track ahead, over a stream then downhill at a junction, across another stream and bear right at the next fork. The track continues parallel to, and above, the Tamar to join a surfaced track. Bear right and ahead on the surfaced track to the settlement of Latchley.

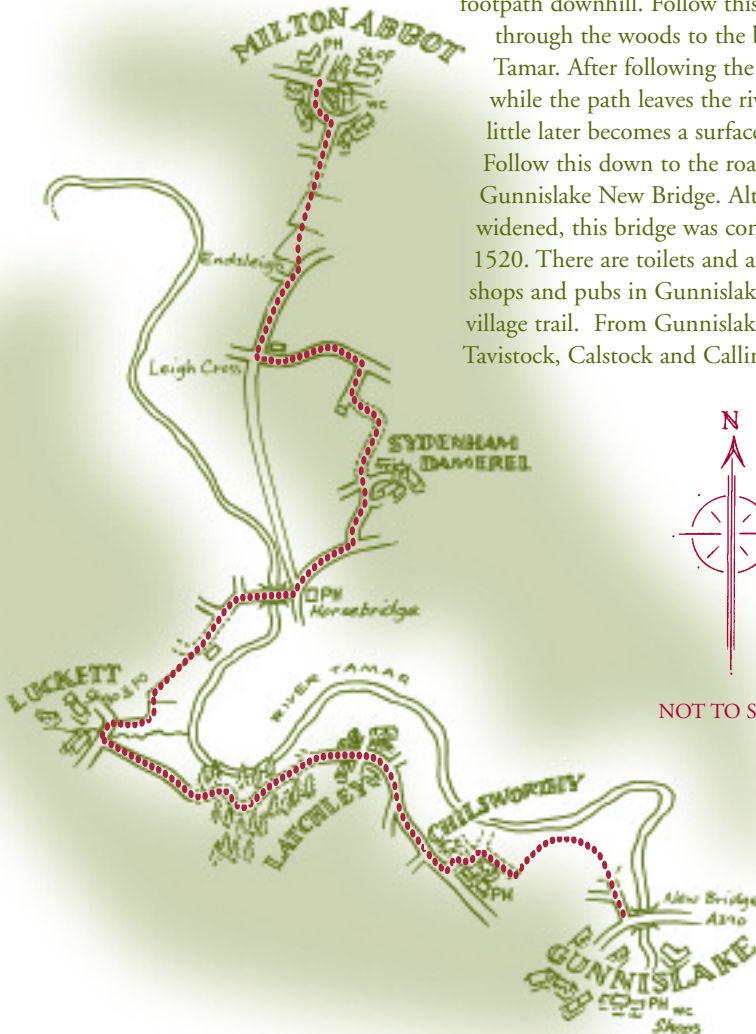
Latchley - Chilsworthy (1.25m/2 km)

Continue ahead through Latchley onto another road and climb the hill, staying on this road to arrive at Chilsworthy. In Chilsworthy, bear left down a narrow track with a 'no through road' sign. If you pass the church you have just missed the turn. (Continue ahead past the church for another 150 metres for a pub, the White Hart).



Chilsworthy - Gunnislake New Bridge (1.25m/2 km)

Follow the track steeply downhill - it becomes quite rocky in places - to reach a surfaced track and continue ahead here. Follow this track to the right at the next junction, then bear left after 250 metres at a wooden gate onto a footpath downhill. Follow this down through the woods to the bank of the Tamar. After following the Tamar for a while the path leaves the riverside and a little later becomes a surfaced track. Follow this down to the road at Gunnislake New Bridge. Although since widened, this bridge was completed in 1520. There are toilets and a number of shops and pubs in Gunnislake, as well as a village trail. From Gunnislake, buses go to Tavistock, Calstock and Callington.



Section 3: Gunnislake to Bere Alston (5 3/4 miles / 9km)

This section of the trail starts at the New Bridge in Gunnislake.

Gunnislake New Bridge - Calstock (3.75m/6 km)

Do not cross the bridge but cross the road and take the footpath opposite alongside the Tamar. This path gives superb views of the wooded river, but can often be wet after rain. After a while, note that the path follows an old canal, built in 1798 to get round a weir on the river. The weir marks the tidal limit of the Tamar.

Pass some cottages, then a granite post, and follow the path alongside the now tidal Tamar. Where the path leads onto a lawn, please keep to the edge next to the river and at the end bear right past a house, then follow the track uphill to a road. The Trail turns sharp left along the road.

There is a link to/from Gunnislake railway station from here.

Link to Gunnislake Station

Bear right along the road at the top of the track and continue for about 200m. Then take the first turning on the left, up the narrow and very steep lane and Gunnislake station is at the top. For access to the station, turn right to the main road and then left into the station.

Link from Gunnislake Station

If arriving at Gunnislake station, turn right out of the station forecourt and immediately right again to Well Park Road. After slightly less than 100m turn left down the narrow steep lane. At the road at the bottom turn right, which leads directly to the trail.

To continue on the Trail, from the track from the riverside, turn sharp left along the road. Keep on this road, parallel

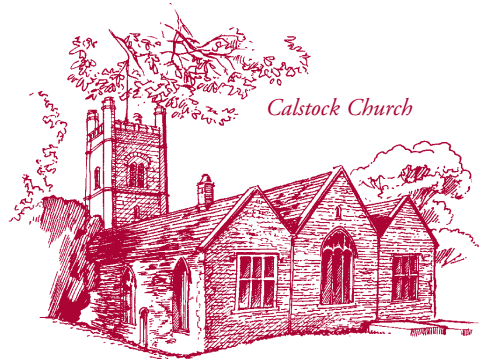
to the Tamar, ignoring any turnings, until the road bears sharp right at a junction. Continue ahead here (signposted for Calstock Church) and climb steeply to a T-junction at the top. Turn left to reach Calstock Church.

Although detached from any settlement, the church is at the centre of a large parish flanking the Tamar, through which the Trail has already been passing for several miles.

At the church follow the road straight ahead. Because of a wide bend in the course of the Tamar, this road has the river on BOTH sides! Keep to the road as it descends to a level crossing.

After the crossing turn left. At the junction at the bottom, take the public bridleway on the track which goes back and to the right downhill. At the bottom of the track go ahead to the metalled road then almost immediately bear left on a narrow path towards the river, shortly before the waterworks entrance.

The path leads to a kissing gate; cross this and continue on the embankment along the permitted path, created by the Environment Agency.



Calstock Viaduct



Follow the embankment round a broad bend in the river until it reaches Calstock.

Calstock has shops, pubs, toilets and a walks leaflet as well as buses to Tavistock, Gunnislake and Callington.

At Calstock the Trail crosses the river back into Devon. Take the train with splendid views from the viaduct as you cross; or there may be a ferry service operating during the summer which uses the quay in the village. If the ferry is used, go to (A).

To cross by train, pass the Tamar Inn and turn left up the hill for 200m, then bear right up the path to the station; alight at Bere Alston station and go to (B).

Calstock - Bere Alston (2m/3 km)

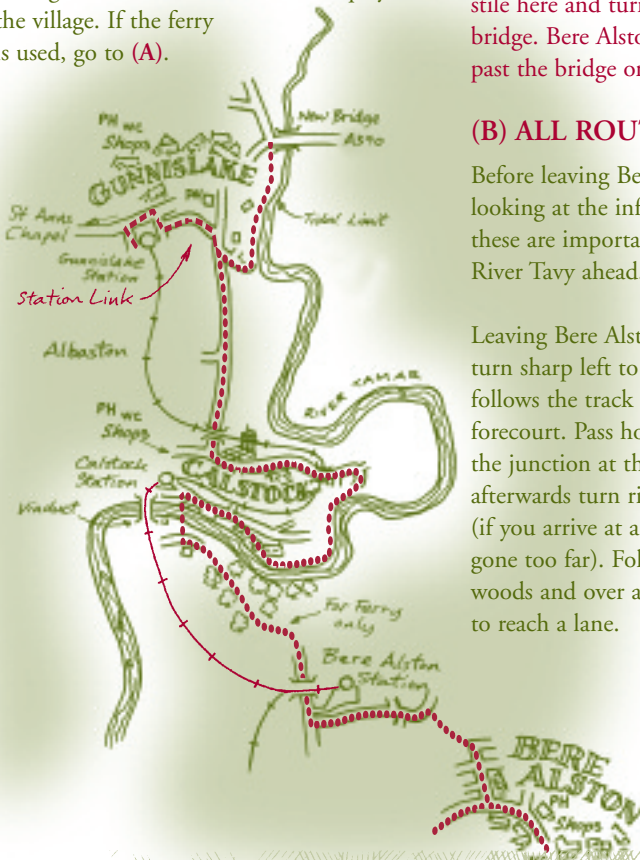
(A) FERRY ROUTE

If the ferry is operating and you use this route, then on reaching the Devon side go towards the farmhouse, turn left and follow the grassy lane. Continue on to the track and fork right where it divides; follow the track through the woods to a stile at the top. Cross the stile into the field and go ahead left and uphill. Aim for the houses at the top left corner of the field. Cross the stile here and turn right, under the railway bridge. Bere Alston railway station is just past the bridge on the left.

(B) ALL ROUTES

Before leaving Bere Alston station, consider looking at the information on tide times as these are important for the crossing of the River Tavy ahead.

Leaving Bere Alston station, immediately turn sharp left to take the brideway which follows the track above the station forecourt. Pass houses and keep ahead at the junction at the end, then shortly afterwards turn right up a flight of steps (if you arrive at a railway bridge you have gone too far). Follow this path through the woods and over a field to reach a lane.



NOT TO SCALE

Kit Hill from Bere Alston



There are superb views over the valley from here, including Kit Hill again.

Bear right up the lane and ahead at the road junction into Drake's Park. Turn left at the bottom for Bere Alston village and its shops, pub, toilets and cafe. Buses go to Tavistock and occasionally Bere Ferrers. A village trail is also available.

The Trail has now reached the Bere Peninsula, an area of land between the Tamar and one of its major tributaries, the Tavy. There are two possible routes through the Peninsula to Lopwell, the crossing point of the Tavy. Note that the crossing point is tidal so please check the tide times in the pack. It may affect your decision on which route to take. It is not possible to cross the Tavy within at least two hours either side of high tide.

The **DIRECT ROUTE (A)** is mostly inland and fairly high; it is 3 miles (5 km) from Bere Alston village to the crossing of the Tavy at Lopwell. The **RIVERSIDE ROUTE (B)** is longer but more scenic, much of it closely following the Tamar and its tributary, the Tavy. Part of this route can be muddy, especially in winter or after heavy rain. It is 7.5 miles (12 km) from Bere Alston to Lopwell on this route (see section 2).

(A) DIRECT ROUTE (3m/5 km)

Continue on the road through Bere Alston, passing the pub and shops and the church. At the cross roads at the top of the hill (High Cross) turn left (signposted Tavistock). After 150m take the path into the recreation ground. Keep to the right hand edge (more good views from here). Cross the stile in the far corner and follow the field edge to a road.

Go straight across into the lane opposite (signposted Collytown) and follow this lane ahead. After about approx. 1 mile (1.5km) a superb vista of the Tamar estuary with its bridges opens up on the right ahead.

Further on, the lane begins to descend quite steeply, giving more views ahead, now of the Tavy and its railway viaduct with the Tamar beyond. Keep going downhill until the lane begins to level out. Here, a clear track goes off to the left, opposite an old barn. Turn down this track.

(At this point, the longer riverside route rejoins, coming up the lane ahead).

Follow the track down to the tidal crossing of the Tavy at Lopwell (NB - it is not possible to cross the river within at least two hours either side of high tide).

Now go to **(C)** in Section 1.

Section 2: Bere Alston to Bere Ferrers (5 1/2 miles / 9km)

This section of the trail starts at the bottom of Drake's Park in Bere Alston.

(B) RIVERSIDE ROUTE

(7.5m/12 km)

Bere Alston - Bere Ferrers

(5.5m/9 km)

At the bottom of Drake's Park turn right. If Bere Alston village is visited first for its shops, pub, cafe or toilets, retrace steps back along Station Road to Drake's Park then continue ahead.

At the fire station, fork left into Lockeridge Road; follow the road downhill. It narrows and passes under a railway bridge then continues as a track. Keep on the track through a gate and then downhill to a farmyard.

Go through the yard to the far end, then go left along the path beyond the barns. Go through a gate at the bottom, over the stream and turn right along the grassy path.

Continue on the path, parallel to the stream and often muddy in places, until it climbs to a pasture. Go through the gate, bear left, skirting to the left of a copse and follow round to the right at the bottom, to a small plank bridge in the often muddy bottom corner of the pasture.



Cross the bridge, then climb steeply up the hillside, crossing four stiles, to arrive at a road at the top. There are good views back up the valley from the hillside, with Kit Hill and its chimney prominent as ever, and the market garden strips around Calstock.

Cross the road and go slightly left and go through the gateway on the opposite side into a field, hedge to the left. Follow this field edge downhill to a stile. Cross this and continue on the path downhill to arrive at a lane. Bear right on this to the riverside and follow the riverside road past Weir Quay Sailing Club and the old lime kilns.

Keep on the road when it climbs away from the riverside and then descends to cross a stream.

Take the steps on the right at the bridge, follow the stream and then the bottom of the fields to arrive at a tarmac drive. Turn left up the drive to the stile on the right.

Cross the stile and climb steeply up the field edge. Cross the stile at the top and turn right alongside the hedge, following round to the left at the bottom.

Follow the path through the next two fields (the second one often muddy in places) to a stile. Cross this and turn right to follow the field edge parallel to the Tamar to the far end.

There is a public footpath over the stile to the right. This cul-de-sac follows the edge of the marshes to Thorn Point on the Tamar, giving splendid river views.

To continue on the Trail, turn left at the stile and climb alongside the wire fence. Follow uphill to a track. Look back to your left for more good views up the Tamar. Cross the stile at the top and fork right, under the railway bridge and on to the lane leading into Bere Ferrers.

At the first junction (Station Road), Bere Ferrers station is a little way to the left. To continue on the Trail, go straight on. At the social club at the bottom turn right.

Bere Ferrers is an attractive village to explore and there is a village leaflet available to guide you.



Section 1: Bere Ferrers to Tamerton Foliot (5 3/4 miles / 9km)

This section of the trail starts at the top of Bere Ferrers village.

Bere Ferrers - Lopwell (2m/3 km)

Walk through Bere Ferrers (occasional buses to Bere Alston and Tavistock), past the Post Office/stores, pub and toilets, to the quay. The Trail has now reached the River Tavy, a major tributary of the Tamar.

Keep ahead along the road, then fork right at the end of the low wall. Follow the riverside track to a stile, then follow the path over the stile and above and parallel to the river until it emerges at a grassy area by a creek. Go ahead, keeping to the left edge of the grassy area to arrive at a lane. Go forward on this and follow the lane to the right over the stream. Pass a track on the left, then at the next road junction go sharp left, uphill.

Follow the lane up the hill until a track goes off to the right, opposite a barn on the left. (At this point the riverside route re-joins the direct route, coming down the hill ahead).

Follow the track on the right down to the tidal crossing of the Tavy at Lopwell.

NB - it is not possible to cross the river within at least two hours either side of high tide.



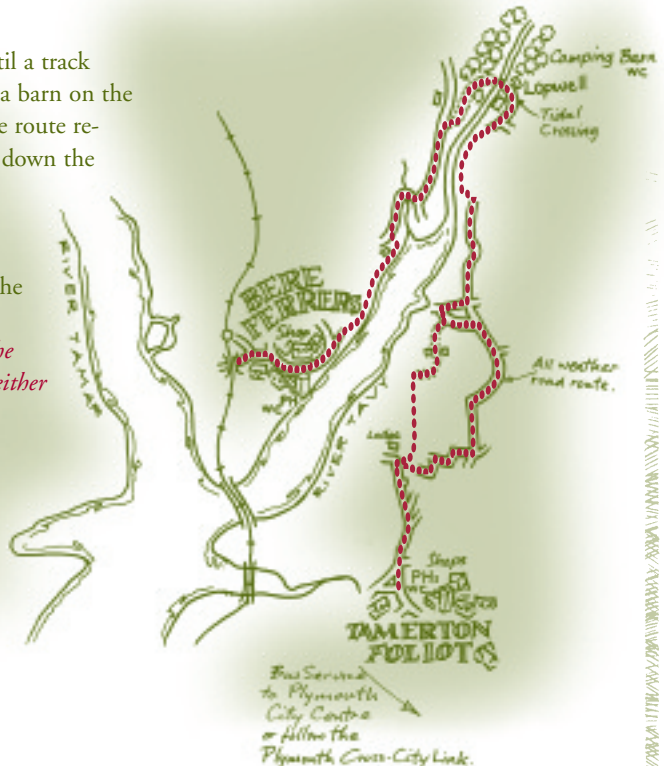
NOT TO SCALE

(C)Lopwell - Tamerton Foliot (3.75m/6 km)

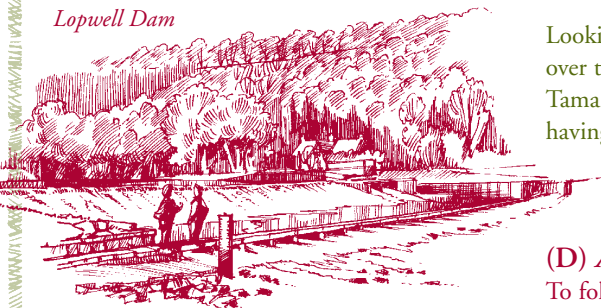
Cross the river and follow the lane ahead (Lopwell Camping Barn is just ahead on the left, together with public toilets). Continue ahead, then fork right at the junction just after the cattle grid, to cross a second grid.

Just afterwards fork right to follow the path onto the riverside embankment. Turn right when it rejoins the lane.

As you pass the old quay, notice the viaduct ahead carrying the railway over the mouth of the River Tavy, where it flows into the Tamar.



Lopwell Dam



Keep on the road up the hill ahead. There are superb views over the confluence of the Tamar and Tavy from the top; continue downhill and turn right at the bottom, just after Blaxton Farm.

Cross the creek and follow the main lane to the left. At the top of the slope turn sharp right and back.

NB Much of the route from here to the end at Tamerton Foliot (Plymouth) can be wet and muddy for most of the year. Wellington boots are recommended footwear here, but an alternative route using roads is set out below at (D).

Follow the track to the farmyard of Horsham Farm and continue straight through. Continue along the hedged lane to the right, often wet and muddy, and at the end bear left onto the grassy lane. Climb the lane, (which often runs with water over much of its length). At the top bear right on the track to the Lodge then left along the lane. The church tower of Tamerton Foliot, the end of the Trail, comes into view here.

Looking back, there are final superb views over the Tavy and Bere Ferrers, with the Tamar over to the left. In the background, having accompanied the Trail for virtually its entire length, is the last view of Kit Hill.

(D) *Alternative avoiding wet paths*

To follow this route, do not turn sharp back right but continue on the lane ahead. At the T-junction at the end turn right. Keep ahead at the next junction and climb the lane ahead, as good views open up over the Tavy to the right, at its confluence with the Tamar beyond.

At the junction at the housing estate turn right and follow this road (Linton Road) round to the right. Turn left into Fraser Road and follow this round to the right. At the end of Fraser Road continue on the path between the houses in the far left corner. Follow this to the left and down some steps. At the bottom it is worth going right to Warleigh Lodge for the final views up the valley, including that last view of Kit Hill. The Trail to Tamerton Foliot is to the left after the steps. At the bottom turn right, then right again for the end of the Trail.

Turn right at the bottom, then right again into Tamerton Foliot Fore Street. Tamerton Foliot marks the end of the Discovery Trail. There are shops, pubs, toilets and buses to Plymouth City Centre.



Bere Ferrers from Warleigh Lodge

EXPLORING FURTHER

The Tamar Valley Discovery Trail is a superb walk in its own right, but it is also designed to link a variety of local walks and circuits along the way. Guide leaflets or booklets are available in local outlets and Tourist Information Centres.

PLYMOUTH - The Waterfront Walkway follows the City's historic waterfront, passing locations of national interest and offering superb seascapes for much of its 9 mile / 14 km length.

- The Plymouth Cross-City Link crosses the northern part of the City for 7 miles / 11km, linking the Discovery Trail at Tamerton Foliot with the West Devon Way at Marsh Mills in the Plym Valley.

- The City has six Local Nature Reserves managed for the benefit of the habitats, plants and animals they contain; leaflets describe how each also provides for quiet enjoyment by walkers.

- There is a programme of Guided Walks for the City's Local Nature Reserves.

BERE FERRERS - A village trail leaflet explains its history and highlights places of interest.

BERE ALSTON - A village trail leaflet explains its history and highlights places of interest.

CALSTOCK - A village walks guide shows a variety of circuits using local footpaths.

GUNNISLAKE - A village trail leaflet contains three separate walks explaining aspects of its history.

HORSEBRIDGE - Copies of a returnable card detail a circuit from the local pub, highlighting points of interest. Available from the dispenser at the pub only, with a request to return after use.

MILTON ABBOT - A village trail leaflet explains its history and highlights places of interest.

LAUNCESTON - Various Town Trail guides are available, as well as a booklet of country walks based on the town. A programme of local Guided Walks includes Launceston.

The Tamar Valley Discovery Trail also links to a variety of long distance walking opportunities.

These include:-

SOUTH WEST COAST PATH - A total of 600 miles / over 900km around the entire South West Peninsula, between Minehead and Poole. Accessible from the Discovery Trail at Plymouth.

WEST DEVON WAY - A path between Plymouth, Tavistock and Okehampton, skirting the western edge of Dartmoor for most of its 36 miles / 58 km. Accessible from the Discovery Trail via the Plymouth Cross-City Link.

TWO CASTLES TRAIL - This links Launceston and Okehampton. Its 24 miles / 38 km passes a variety of historic features, including the two imposing Norman castles at either end.

NOTE : The Discovery Trail links with the West Devon Way and the Two Castles Trail to form a superb West Devon "Triangle" of some 90 miles / 144km, giving the ideal opportunity for a week's walk through the area's varied and scenic countryside, including a National Park and an Area of Outstanding Natural Beauty.

BE A GREEN VISITOR

1. Do not disturb any livestock, keep your dog under close control and leave gates as you find them.
2. Take your litter home and recycle if possible.
3. Do not disturb wild animals, birds or flowers.
4. Whether you are walking, cycling or driving, take special care on country roads.
5. If possible, leave your car at home and take the bus.
If you do bring a car, use the local car park.
6. Buy locally produced goods, including food and souvenirs.
Support local shops, garages and other local services.