

Clinnick culvert, A38 Glynn Valley, Cornwall

Archaeological assessment



Report No

2012R026

Report Name

Clinnick culvert, A38 Glynn Valley,
Cornwall: Archaeological assessment

Report Author

Nigel Thomas

Event Type

Site visit

Client Organisation

Cormac Limited

Client Contact

Steve Green

Monuments (MonUID)

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Fieldwork dates (From) (To)

4th April
2012

4th April
2012

(Created By)

NT

(Create Date)

18th April 2012

Location (postal address; or general location and parish)

Clinnick, Broadoak parish

(Town – for urban sites)

(Postcode)

(Easting) X co-ord

SX 14623

(Northing) Y co-ord

65225



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1. Project background

Historic Environment Projects (HEP) was consulted in December 2011 by Brian Doney of Cornwall Council's Highways section regarding requirements for a condition survey of an old culvert at Clinnick. Clinnick lies on the A38 trunk road, where this road runs through the Glynn Valley, south of the River Fowey (located in Broadoak or Braddock parish at NGR SX 14622 65229). An estimate of costs was submitted for carrying out a brief archaeological assessment of the site.

At this site minor upgrading of the road is required as several vehicles have tumbled over the present highway edge. The Highways Agency, which manages the A30 and A38 trunk roads in Cornwall, intend to widen the verges and install crash barriers to minimise such accidents. This is to be achieved by extending the culvert with a modern tunnel structure and accompanying embankment. Following agreement of funding from the Highways Agency, HEP was again contacted by Steve Green of Cormac Limited (undertaking the works on the culvert) with a view to carrying out the archaeological survey.

2. Aims and objectives

The aim of the work was to gain an understanding of the age and historic development of the culvert and any related structures along the area of road. The objective was to obtain a record of the site before alterations.

3. Working methods

Work comprised a site visit by the author undertaken on the morning of 4th April 2012. As the southern portal of the culvert was inaccessible due to later build, the north portal was photographed and a site description made.

4. Historical context

The earlier coach road between Liskeard and Bodmin was north of the Glynn Valley and crossed the medieval bridges at Treverbyn and Panters Bridge in St Neot and Warleggan parishes. Another old road to the south ran westwards over the former open downland of Taphouse Ridge and crossed the Fowey at Respryn Bridge.

Thomas Martyn's 1748 map of Cornwall (Fig 2) shows the farmstead of Clennick (sic) with an unfenced road running E-W along the valley to its south. This stretch of road, running westwards from Drawbridge (where the Halfway House public house is sited) and connecting with the trackways over Taphouse Ridge, appears to have been forded over the streams. The c1809 OS map (Fig 3) also shows this road. The remainder of the road in the Glynn Valley, such as the stretch close to what is now Bodmin Parkway station, running eastward towards Bellasize, was not then constructed. Similarly the part of the Glynn Valley road by Twowatersfoot was not in existence in the early 19th century.

The road connecting the towns of Bodmin and Liskeard through the Glynn Valley had been built by 1840, as it is depicted on the Cardinham Tithe Map (the neighbouring north part of Broadoak/Boconnoc Tithe Map, which included the farmstead of Clennicks, is unfortunately damaged).

The c1880 OS First Edition large scale map (Fig 4) shows the road running through the Glynn Valley. The Cornwall Railway had also been constructed through this part of the valley in the 1850s; thirty years later the 1880 map showed Brunel's original timber topped viaduct across the Clinnick valley had been replaced with a stone viaduct slightly further south.

5. Results

Clinnick culvert and its associated causeway carries the A38 road over a stream flowing northwards into the River Fowey. It comprises a straight tunnel spanning the full width of the road. The tunnel is built of slate rubble stone, probably locally quarried, and its

portal is built as a slate shallow arch 1.4m wide and 0.9m high at the centre. The imposts of the arch are 0.6m above a concrete invert, the latter presumably added to prevent potential scour damage to the stream bed during high rainfall.

The masonry above the culvert portal is horizontally-laid slate rubble, originally bedded in lime mortar. Within the culvert the mortar has been replaced with cement-based material.

The road is now carried on an embankment/causeway that rises above the level of the masonry portal of the culvert. On each side of the culvert portal, the retaining wall supporting the causeway is built of un-mortared vertically-laid slate rubble. This masonry now shows much sign of failure, including bulges and loss of facing particularly west of the culvert. On the east side of the culvert portal the higher levels of retaining wall contain horizontally-laid slate rubble with two courses of herring-bone pattern above. This may be either a repair or represents the remainder of an earlier parapet hedge, the southern side of which is now infilled with the modern raised roadway.

A well is marked north of the culvert on the modern OS mapping (Fig 6); this is not shown on the early large scale OS surveys (Figs 4 and 5). A single skin red brick-built structure adjoining the west side of the culvert portal may be associated.

6. Conclusions

Historic cartographic evidence points to development of the Glynn Valley road (between Bodmin and Liskeard) in the early 19th century. The stretch of road at Clinnick had developed from a trackway that was mapped here from the 18th century.

Judging from the appearance of its shallow arch and simple construction, the culvert is likely to have been built in the 19th century, probably as part of an upgrade, enabling Clinnick valley to be crossed by an embanked causeway.

When the causeway and culvert were constructed at Clinnick, the road was probably a narrower carriageway than at present and most likely had parapet walls (built as Cornish hedges) where the road crossed the causeway. Later 20th century road widening and straightening has resulted in the level of the carriageway being widened and raised further, which has masked the former layout.

7. References

- Margary, H, 1977. The Old Series Ordnance Survey Maps, Vol II: Devon, Cornwall and West Somerset Lympne (Reproduction of OS First Series 1 Inch Map, 1809-13)
- Martyn, Thomas, 1748. *Map of Cornwall at One Inch Scale* (photocopy at HES)
- Ordnance Survey, c1880. *25 Inch Map* First Edition (licensed digital copy at HES)
- Ordnance Survey, c1907. *25 Inch Map* Second Edition (licensed digital copy at HES)
- Ordnance Survey, 2011. Mastermap Digital Mapping at 1:2500
- Tithe Map and Apportionment, 1840. *Parish of Cardinham* (digital copy at CRO)

8. Project archive

The HE project number is **146147**

The project's documentary, photographic and drawn archive is housed at the offices of Historic Environment, Cornwall Council, Kennall Building, Old County Hall, Station Road, Truro, TR1 3AY. The contents of this archive are as listed below:

1. A project file containing site records and notes, project correspondence and administration.
2. Electronic drawings stored in the directory R:\Historic Environment (CAD)\CAD Archive\Sites A\A38 Glynn Valley Clinnicks culvert 2012
3. Digital photographs stored in the directory R:\Historic Environment (Images)\SITES.A-D\A38 Glynn Valley Clinnicks culvert 2012
4. English Heritage/ADS OASIS online reference: cornwall2-125512

This report text is held in digital form as:

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A\A38 Glynn Valley Clinnick culvert\Clinnick culvert report 2012R026.doc

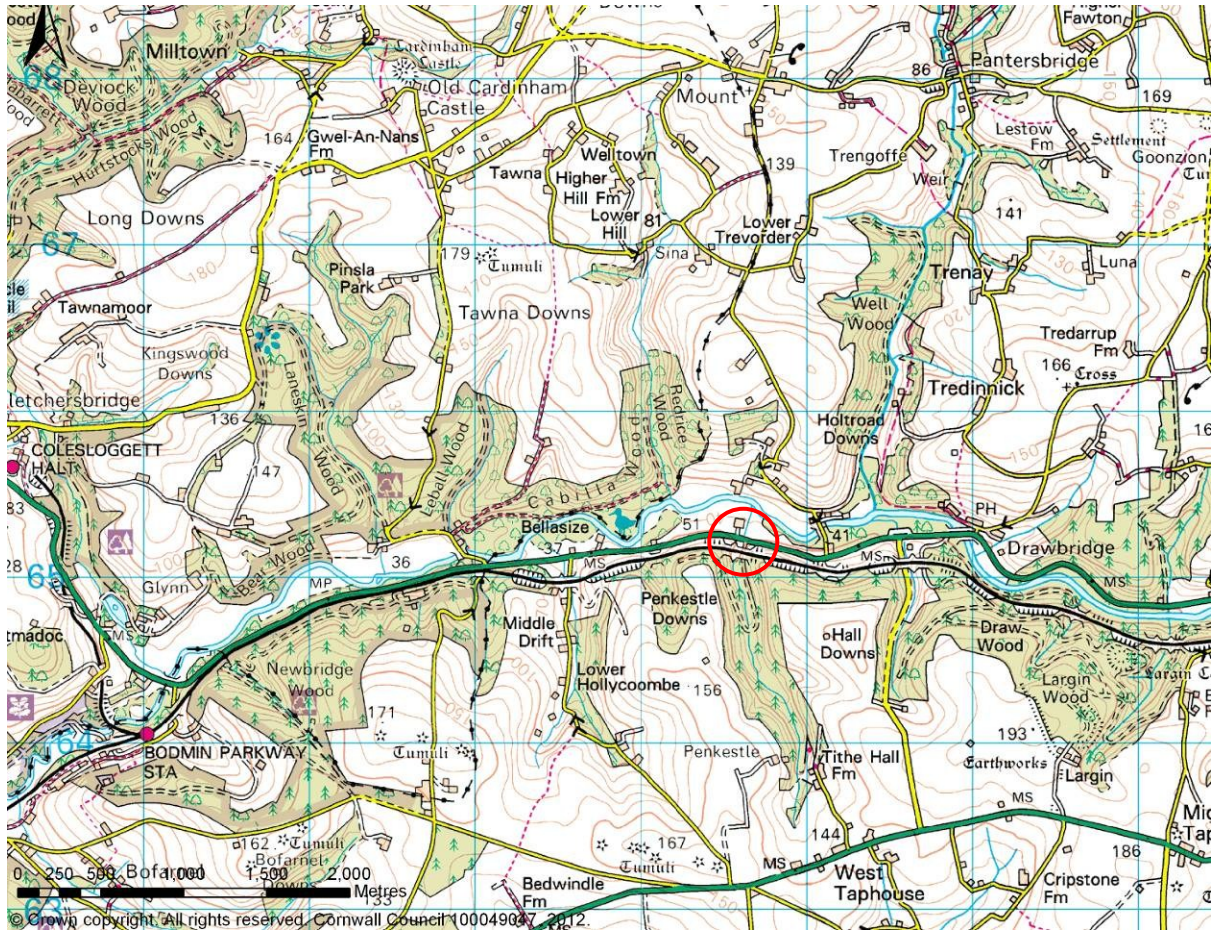


Fig 1 Location map

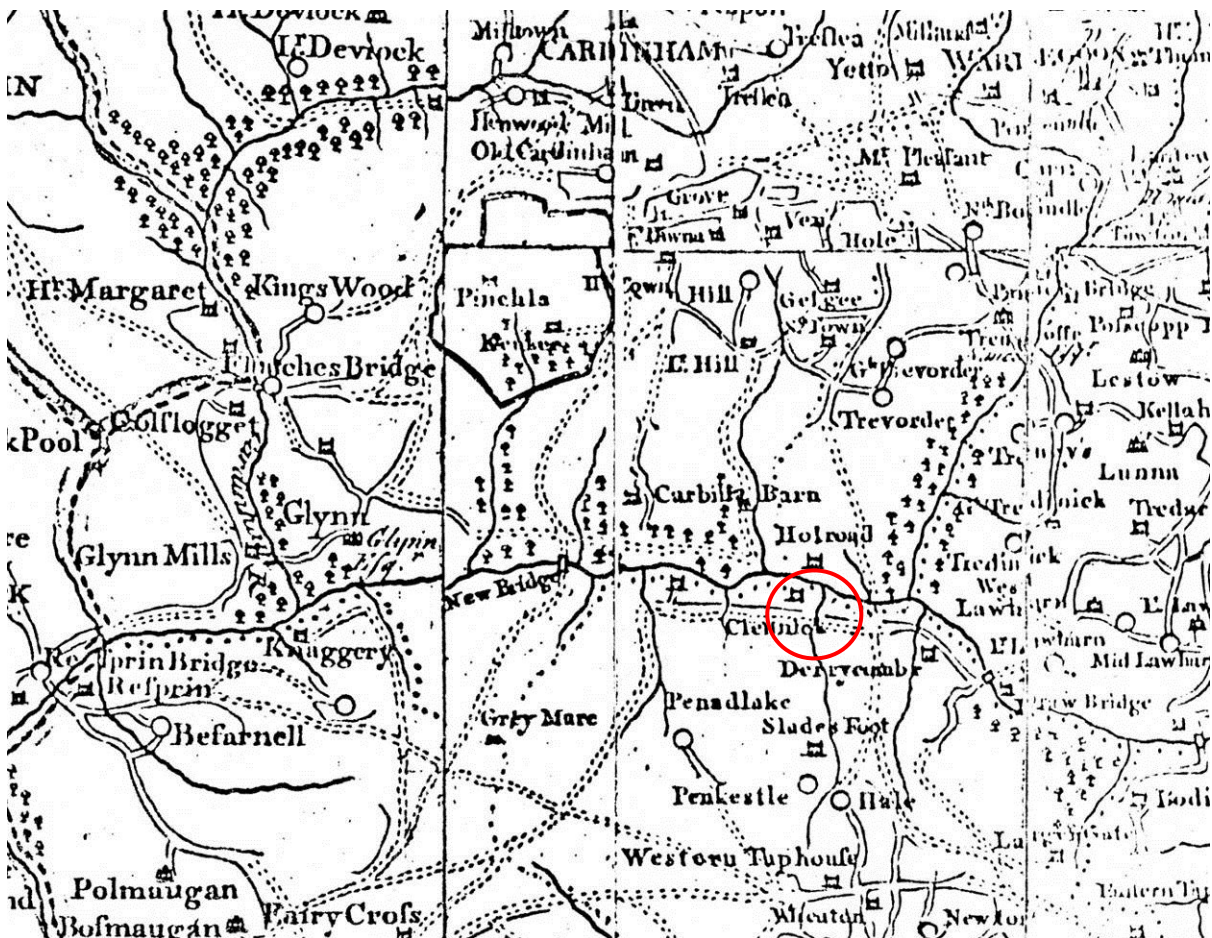


Fig 2 Extract from Thomas Martyn's 1748 map of Cornwall

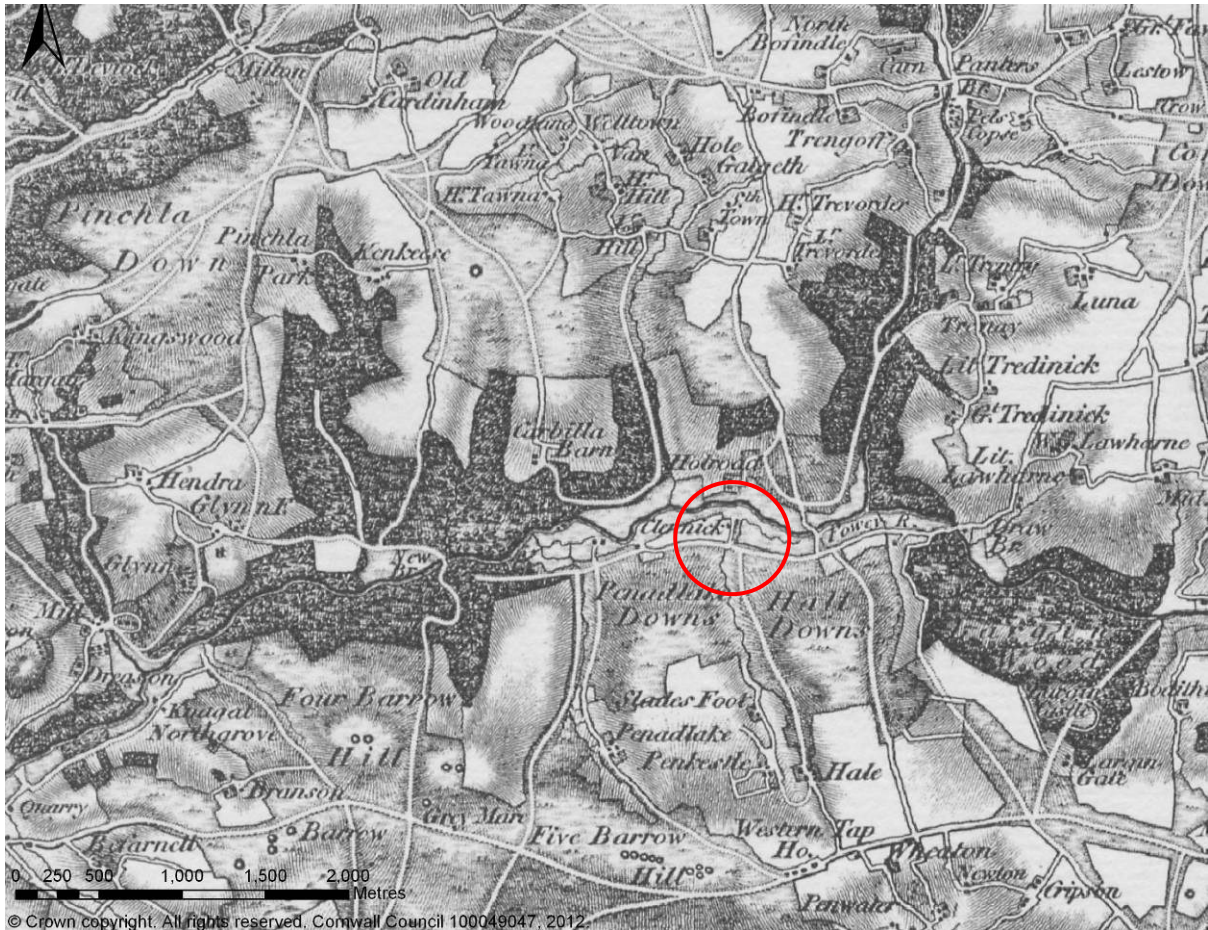


Fig 3 OS 1809 map showing the same area as Fig 1

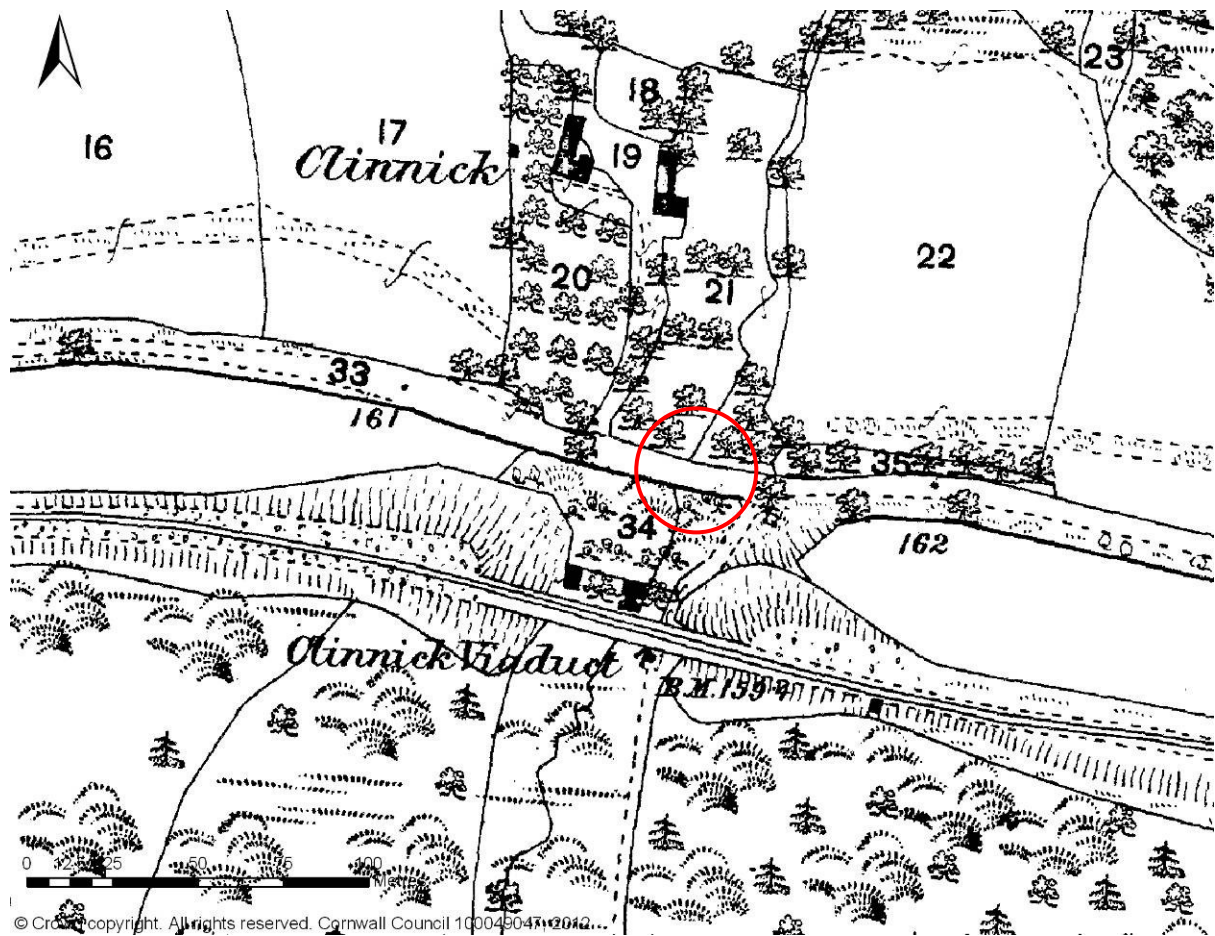


Fig 4 Extract from the OS First Edition 25 Inch Map c1880

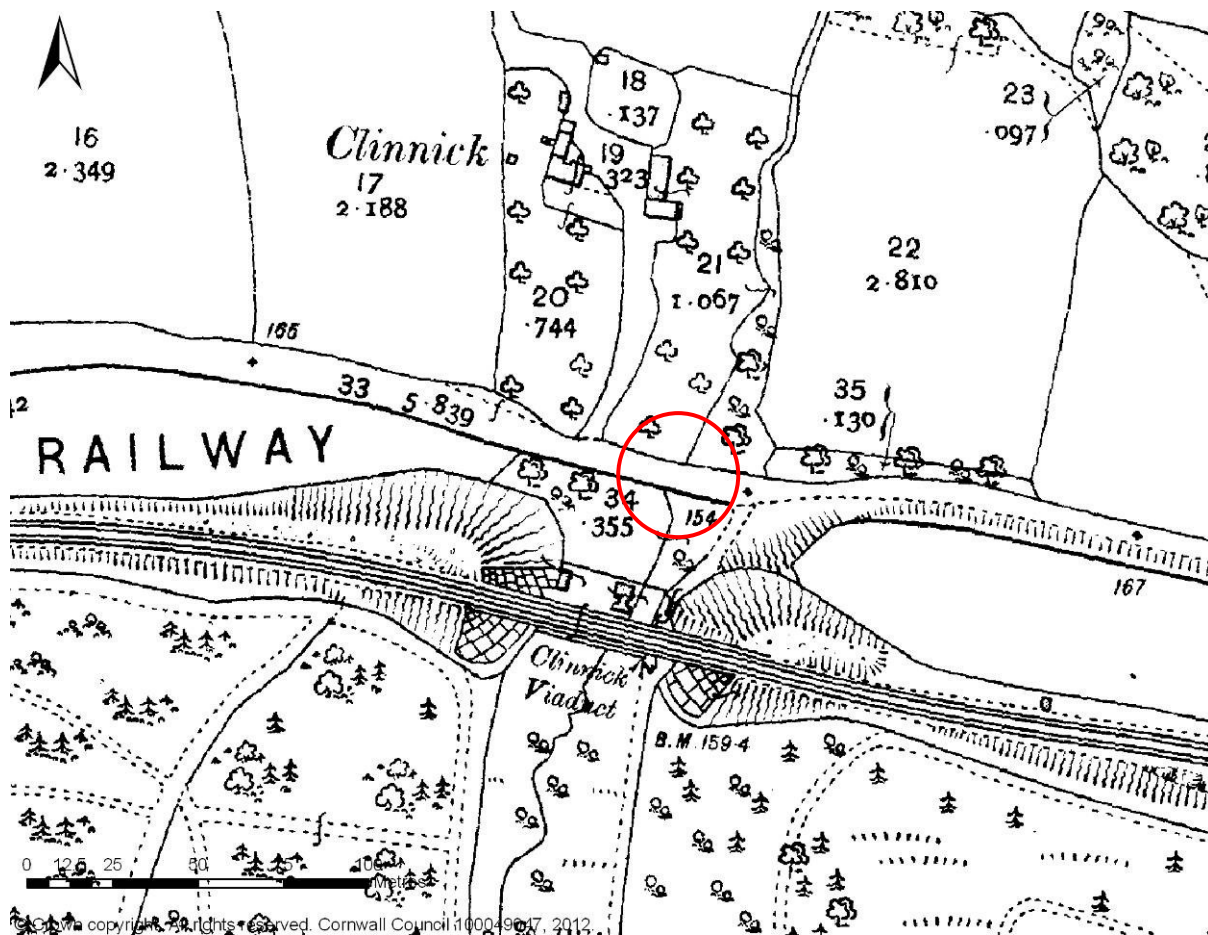


Fig 5 Extract from the OS Second Edition 25 Inch Map c1907

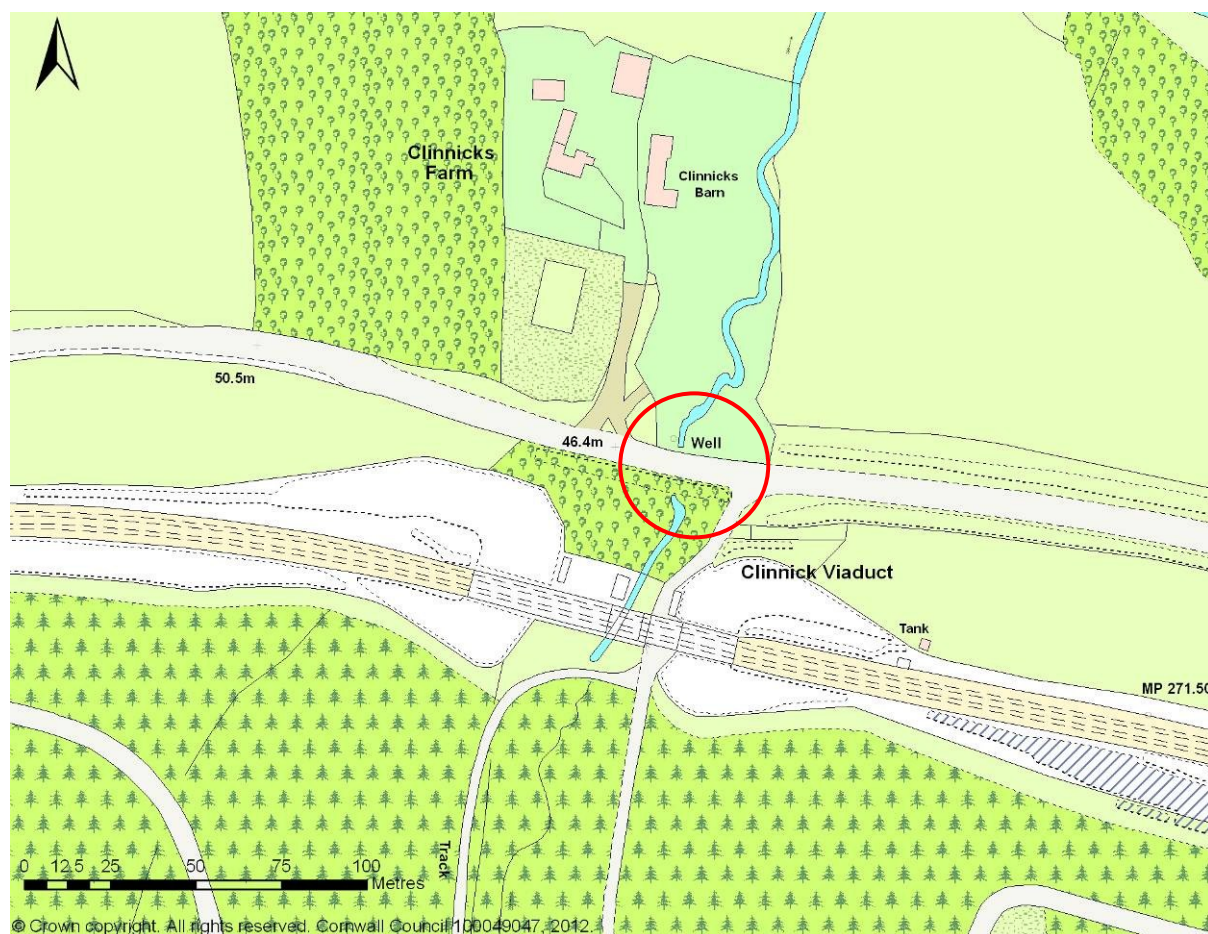


Fig 6 Modern OS MasterMap survey



Fig 7 Air photo of the site in 2005



Fig 8 View inside the culvert from the north portal



Fig 9 Revetment of the causeway east of the culvert

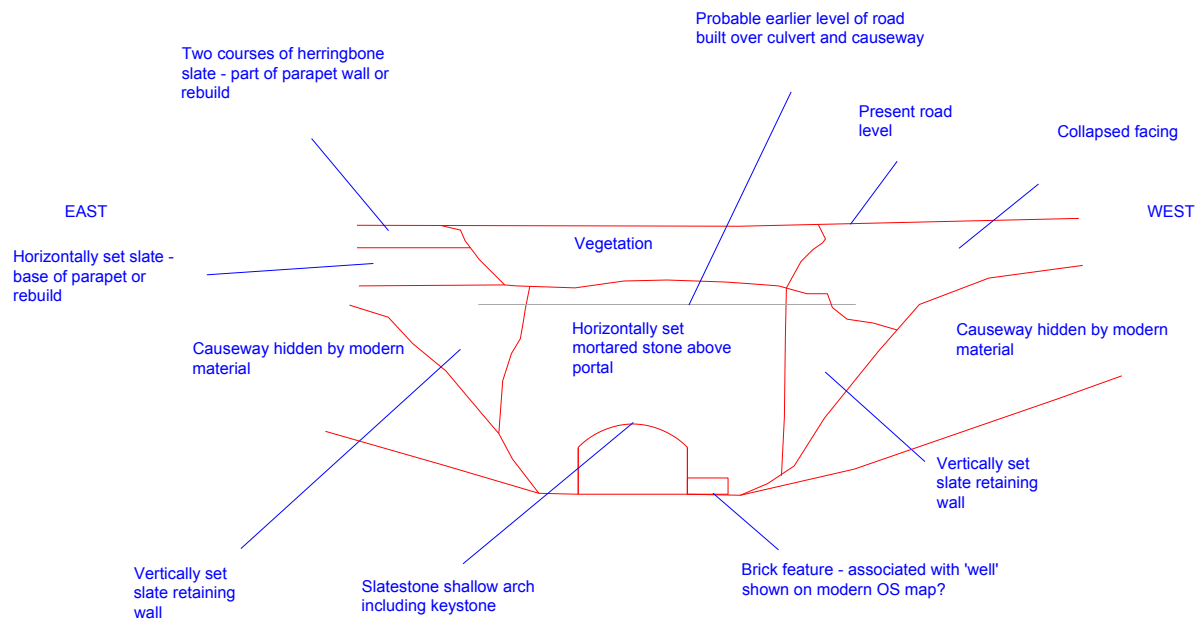


Fig 10 Sketch of the northern portal, with related features

Not to scale