



Bodmin SEP Schemes 5 and 9, Cornwall Archaeological Watching Brief

Cornwall Archaeological Unit

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The Project Manager was Charles Johns.

The views and recommendations expressed in this report are those of Cornwall Archaeological Unit and are presented in good faith on the basis of professional judgement and on information currently available.

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Cover illustration

Scheme 5. Church Square with exposed culvert in foreground looking north east.

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Abbreviations

CAU	Cornwall Archaeological Unit
CIfA	Chartered Institute for Archaeologists
HER	Cornwall and the Isles of Scilly Historic Environment Record
HLC	Historic Landscape Character
MCO	Monument number in Cornwall HER
NGR	National Grid Reference
NMP	National Mapping Programme
OD	Ordnance Datum – height above mean sea level at Newlyn
OLS	Old Land Surface
OS	Ordnance Survey

1 Summary

In September 2016, Cornwall Archaeological Unit (CAU) was commissioned by Richard Keast Project Manager CORMAC Solutions to undertake an archaeological watching brief and recording during groundworks that were to occur during the cycle way improvements being undertaken as part of the Strategic Economic Plan for Bodmin, Cornwall (centred SX 07250 67017). The project was divided into 12 work schemes, two of which were identified as requiring archaeological recording when undertaken.

These were Scheme 5: Berrycombe Road to St Nicholas Street including Church Square and Scheme 9: Priory Park (Turf Street to Athelstan Park).

Scheme 5.

It was found that where the Bodmin Town Leat crossed Turf Street, just south of Church Square the leat had been replaced by a modern concrete structure probably as part of rehabilitation work carried out by the Environment Agency between 1999 and 2001 (Exeter Archaeology 2002). A further length of the Bodmin Town Leat was uncovered at Dennison Road. This section retained its earlier nineteenth century structure, but showed some evidence for it having been repaired during the same rehabilitation work.

A leat draining the water trough fed by St Guron's Well into the Bodmin Town leat was uncovered on the north western side of Church Square. The trough dates to the sixteenth century however it is more likely that the recorded leat is of nineteenth century date.

A small fragment of a culvert was recorded close to the centre of Church Square. This was probably of nineteenth century date constructed as part of a drainage system in that area, one known to be prone to flooding.

Scheme 9.

The work around St Petroc's Well did not uncover any significant archaeology. What the work did demonstrate was that there had been at least two phases of major landscaping evidenced by two buried old land surfaces (OLS).

The first phase of landscaping marked by the lower OLS was undateable, however the second and more recent episode occurred during the work undertaken by the Environment Agency between 1999 and 2001 to construct a dam creating a flood storage pond in the recreation field to the east of the Bodmin Town football pitches. This work also involved landscaping around the well itself with new culverts and channels to improve water flow.

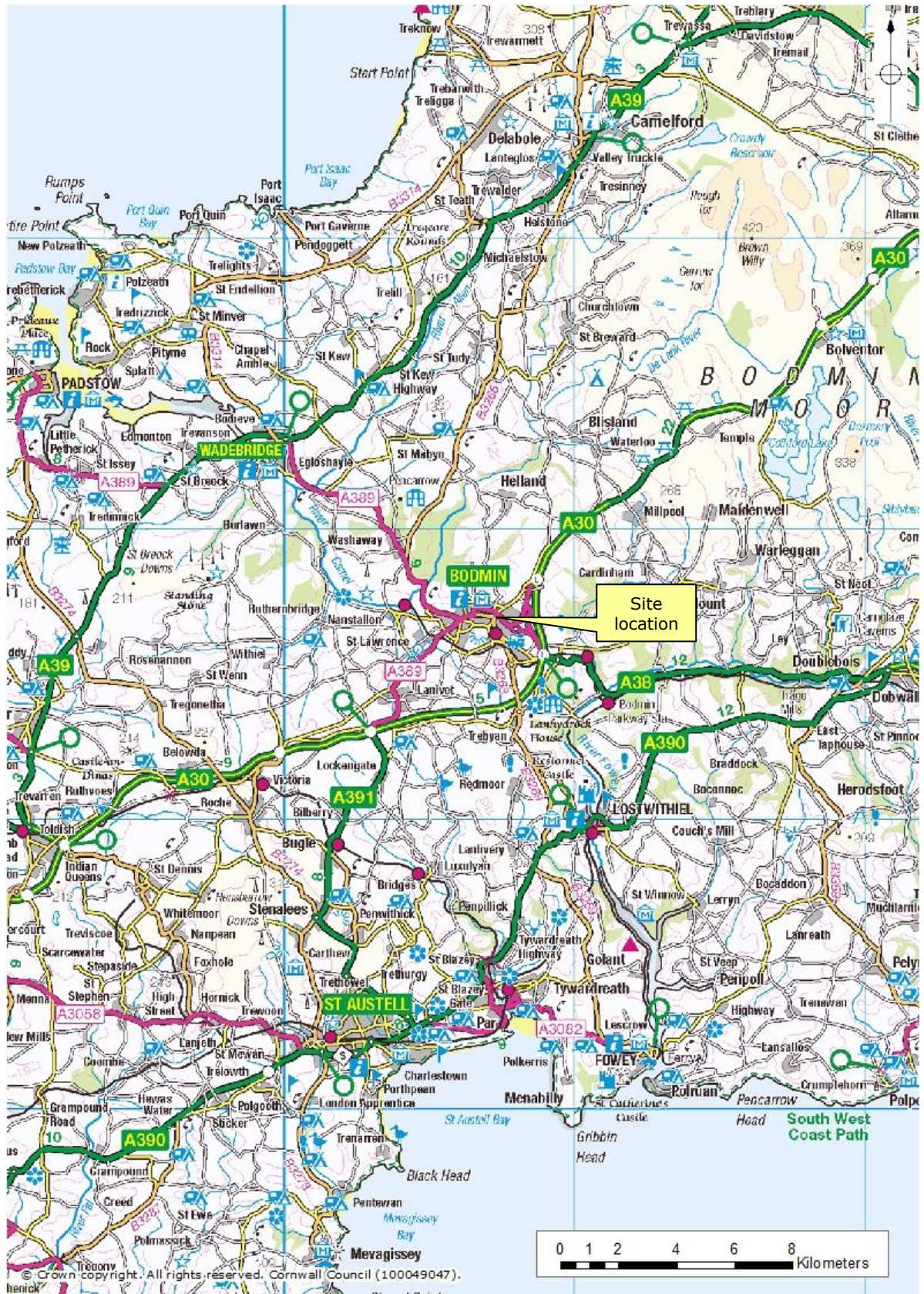


Figure 1. Site location

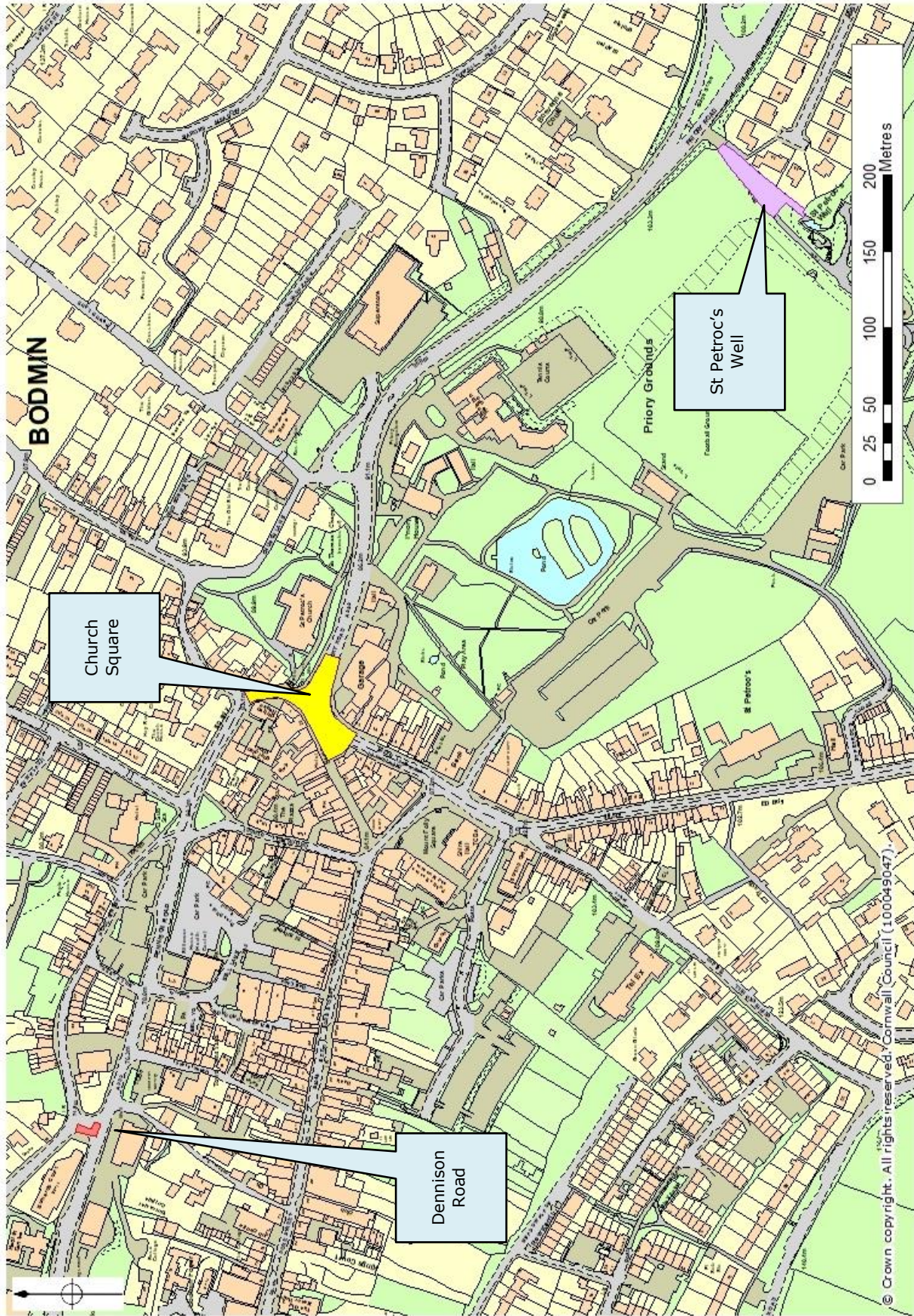


Figure 2. Areas investigated archaeologically. Dennison Road (red), Church Square (yellow), and St Petroc's Well (Lilac).

2 Introduction

2.1 Project background

In September 2016, Cornwall Archaeological Unit (CAU) was commissioned by Richard Keast Project Manager CORMAC Solutions to undertake an archaeological watching brief and recording during groundworks that were to occur during the cycle way improvements being undertaken as part of the Strategic Economic Plan for Bodmin, Cornwall (centred SX 07250 67017).

The project was divided into 12 work schemes totalling about 7 km in length. A Heritage Impact Assessment (HIA) covering this project (Dudley 2016) identified two schemes that would require archaeological recording when undertaken (Fig 2). These were Scheme 5: Berrycoombe Road to St Nicholas Street including Church Square and Scheme 9: Priory Park (Turf Street to Athelstan Park).

Scheme 5 involved replacing surfacing and paving materials; widening footways; improving crossing points and rationalised sign posting. A major part of the scheme was also the re-enforcement of the town leat under Dennison Road, Chapel Lane and Church Square (Fig 4).

Scheme 9 involved the construction of three metre wide shared use footway/cycle way linking Priory Road and Mount Folly to the national cycle route 3 and to St Petroc's school and also the construction of a drainage scheme with the digging of a surface water drain from Priory Road to the existing headwall near to St Petroc's Well, a Grade II Listed Building (Fig 6).

This report covers the results of an intermittent archaeological watching brief carried out by the author between the 15th September 2016 and 30th November 2016.

2.2 Aims and objectives

The aims of the project were:

- To establish the presence/absence of archaeological remains and record archaeological features and deposits affected by the scheme.
- To determine the extent, condition, nature, character, date and significance of any archaeological remains encountered.
- To establish the nature of the activity on the site.
- To identify any artefacts relating to the occupation or use of the site.
- To deposit the archive (including any finds) with the National Trust or relevant museum and to disseminate the results of discoveries as a concise archive report and, if merited, wider publication.

2.3 Working methods

Scheme 5.

Within the area of Church Square (Figs 4 and 7) the granite sets of the pathways and the kerbstones were removed by hand digging. The surface of the road was then removed by machine with the ground levels then being further reduced to the levels required by the site engineers using machines fitted with toothless grading buckets.

In the area deemed most archaeologically sensitive (the course of the town leat) the archaeologist was in attendance during the course of the removal of the road surface. Other areas were examined on an intermittent basis.

The identified archaeological features were plotted onto a site plan at a scale of 1:200 based on an Ordnance Survey map of the same scale (Fig 7), being measured in from fixed locatable points on the ground marked on the map and compass bearings. Features identified were planned at a scale of 1:50 (Figs 8 to 11).

A section of the town leat was uncovered when the road surface was lifted at the junction of Dennison Road with Berrycombe Road (SX06975 67178) at the western limit of the Scheme 5 work. This feature was planned at a scale of 1:50 (Fig 8).

Photographs were taken during the course of the work. The ground and spoil heaps (where possible, as much of the spoil was loaded directly into dumper trucks and removed from site) were also examined for artefacts.

Scheme 9.

The area involved the topsoil stripping of an area of ground to the east of the Priory Ground football pitches, connecting Priory Road with the existing path leading south westwards to St Petroc's Primary School (from SX 07619 66760 to SX 07574 66724). This stripping was done using a machine fitted with a toothless grading bucket to the depth required by the site engineer for the path which was approximately 0.25m. No natural bedrock was encountered within this area (Figs 2, 9 and 12).

In addition a trench (in places 3m wide) for a storm water drain was excavated along the eastern side of the stripped area running from Priory Road to an outfall that was created at SX 07577 66705 immediately to the southeast of St Petroc's Well (Fig 12). This was dug by a machine using a toothed bucket after the area that had been topsoil stripped had been monitored by the archaeologist. This trench reached a maximum depth of roughly 4m. At two locations along its length at SX 07581 66718 and SX 07592 66725 two square shaped pits for manholes were dug, the former measuring 3.5m x 3.5m and 3.8m deep, the latter roughly 2.5m x 2.5m and 2.8m deep (Fig 12).

A roughly square shaped area measuring 2m x 2m and roughly 0.25m deep was dug at SX 07577 66705 to provide a base for a concrete platform to support the weight of the concrete outfall. This too was excavated by a machine fitted with a toothless grading bucket.

The work within the areas immediately around St Petroc's Well (Grade II listed Monument) was done with the archaeologist in attendance, the rest of the area was examined on an intermittent basis. A site plan was made of this area at a scale of 1:200, and a sketch section was made of the trench above the well at a scale of 1:50 (Figs 12 and 13).

Photographs were taken during the course of the work. The ground and spoil heaps were also examined for artefacts.

3 Location and setting

The town of Bodmin lies centrally within the peninsular of Cornwall (Fig 1) to the south west of Bodmin Moor, strategically occupying ground between the rivers Camel (to the north) and Fowey (to the south). It is within the ecclesiastical parish of the same name. The underlying geology is interbedded slates and siltstones of the Devonian Saltash Formation (BGS 1982)

Scheme 5: This covered the area between Berrycombe Road and St Nicholas Street, including Church Square, Turf Street, Mount Folly Square and Crockwell Street.

Scheme 9: This was a cycleway / footpath within Priory Park linking Priory Road and Mount Folly to the national cycle route 3, to St Petroc's school, and Athelstan Park.

4 Designations

4.1 National

Scheme 5. Within this area there were several Listed buildings and structures including;

- Grade I - St Petroc's Church (Designation ID 1355166).

- Grade II* - Turf Street - Shire House (Designation ID 1298216), Shire Hall (Designation ID 1025049).
- Grade II – The Fountain, walls and steps fronting road of the west of St Petroc’s Church (Designation ID 1195256); 4 Dennison Road (Designation ID 1206375); Church Square – Guardian House (Designation ID 1298205), Nos. 4 and 5 (Designation ID 1195255), Lidells (Designation ID 1206350); Honey Street – No.15 (Designation 1187701), No 25 (Designation ID 1298575); St Nicholas Street – The George and Dragon Inn (Designation ID 1298818); Nos. 3, 4 Mount Folly Square (Designation IDs 1355149, 1025038) and the Clock Tower and Turret House (Designation ID 1206542); 2 Fore Street (Designation ID 1195258); Crockwell Street – No. 14 (Designation ID 1206360) and Nos. 21 and 23 (Designation ID 1206368) and the monument to Arthur Quiller Couch in Church Square (Designation ID 1206329).

Scheme 9. This scheme would affect the curtilage of the Grade II Listed St Petroc’s Well (Designation ID 1323726).

4.2 Regional/county

Scheme 5. Except for Dennison Road west of Pool Street (Figs 2 and 4), the area of this scheme is within the Bodmin Conservation Area with Church Square lying near the medieval heart of the town (Cornwall County Council, 1996).

Scheme 9: The western part of the scheme, including the car park and up to the football club house falls within the Bodmin Conservation Area.

5 Site history

The Heritage Impact Assessment (Dudley 2016) fully covers the history and development of the town of Bodmin. This can be summarised as follows.

The town initially developed around the religious foundation of St Petroc’s Priory. It was a small town by 1086 and in the twelfth century was the most important ‘coinage town’ (for the taxation of tin produced in the region) in Cornwall. The first town charters date from the thirteenth century. Bodmin became the religious centre of Cornwall with a priory, friary, two hospitals, numerous other chapels and religious guilds (Kirkham 2005).

By the fifteenth century Bodmin had largely reached its mid-nineteenth century extent with the town’s water supply being provided by a stream that ran through the area of Priory Park, that continued through the area of Church Square and along to Berrycoombe Road. By late medieval/early post-medieval period this stream had been partially culverted to form the town leat. By the early twentieth century it had mostly been covered. With the Reformation the friary and priory were dissolved, however it continued as an important market town becoming an assize town in the eighteenth century.

Throughout the nineteenth century the town continued to grow in size but by the early twentieth century when Truro had become Cornwall’s administrative capital the importance of Bodmin’s role as a key market town slowly declined. With the transfer of the justice complex to Truro in the late 1980s Bodmin lost the last of its former attributes as county town.

The 1880 and 1909 OS maps (Fig 3) show that the landscape especially around the southern part of Church Square has changed quite dramatically, with the re-routing of Turf Street, and the demolition of several buildings (including an inn) on its south western and south eastern sides, the foundations of which may still survive in the area of the project.

St Petroc's Well, was originally known as St Guron's Well. It is first mentioned in 1635 as part of a tenement within the grounds of Bodmin Priory (Henderson 1935). It is not known when the dedication changed from Guron to Petroc.

6 Archaeological results

6.1 Scheme 5. Church Square and Dennison Road.

The Bodmin Town Leat.

This was encountered on the south western side of Church Square. It was a linear feature trending north west to south east across Turf Street. A length of some 14m was recorded running from SX 07237 67018 in the north west to SX 07246 67011 in the south east (Figs 7, 8, 14 and 15).

It was found that the leat was covered by a cap of re-enforced concrete roughly 3.5m wide, and approximately 0.2m thick (Fig 14). The top of this capping was roughly 0.3m below the road surface being overlain by 0.1m of tarmac (the road surface), 0.1m of grey-brown clay and gravel, and 0.1m of grey-green, brown clay with greenstone fragments.

Beneath the capping the leat was seen to be 1.5m wide and 0.6m deep. It was flat bottomed (this being covered in silt and gravel) with vertical sides. There was a constant flow of water within the leat flowing from south east to north west. The depth of the water at the time of the project averaged roughly 0.1m (Fig 15).

The walls of the leat were 0.6m wide and consisted of three courses of concrete blocks. Behind this were rough courses of slate rubble walling that survived in places up to a height of 0.5m and a width of 0.4m.

Four ceramic pipes emptied into the leat, at least two of these were storm water drains clearing water from the road. The leat was cut through by a modern iron pipe some 3.3m from its south eastern end, running from north east to south west, the 0.4m diameter pipe being seen exposed in the floor of the leat (Fig 8).

Several other modern services (gas, electric, and water) overlaid the leat at various points.

The whole of the length of the leat that was recorded appears to be entirely modern in nature suggesting that the medieval / post-medieval construction here had been replaced in order to strengthen it to allow for the greater density (and heavier) traffic using the road in modern times. It is possible that some of the slate rubble walling seen behind and running parallel to the current concrete block walls may be the remnants of the earlier leat.

St Gurons Well Leat.

This was recorded on the northern side of Church Square (Figs 7 and 9). It was a sinuous feature trending roughly from north east to south west across Turf Street. A length of some 14m was recorded running from SX07249 67033 in the north east to SX 07249 67033 in the south west.

Though most of the covering for the leat had already been removed prior to this feature being investigated, it was found that in the areas where it was still present this consisted of a mixture of granite and slate slabs. Full dimensions of the surviving slabs could not be determined however the maximum width recorded was 1.1m.

The top of this capping was roughly 0.5m below the road surface being overlain by 0.1m of tarmac (the road surface), 0.1m of grey-brown clay and gravel, 0.15m of grey-green, brown clay with greenstone fragments and 0.15m of stony rubble (igneous greenstone) in a clay matrix.

The leat varied in width, at its north-east end it was some 0.5m wide while some 6m from the north east end it increased in width to 0.8m. Where survival of the leat was best a depth of 0.3m was noted. It was flat bottomed (this being covered in silt and gravel) with vertical sides. There was a constant flow of water within the leat flowing from north east to south west. The depth of the water at the time of the project averaged roughly 0.05m (Fig 16).

The walls of the leat were constructed from slate rubble blocks with up to four courses still surviving. The full width of these walls were not exposed, the maximum width of 0.25m being recorded.

At a point close to the north eastern end (1.5m) there was a junction with a second leat on the northern side (at SX 07263 67037). This leat (trending north to south) was similar in nature being some 0.45m wide, 0.25m deep, and flat bottomed. It was capped with slate. This leat also had an active flow of water. No further details could be recorded as only the junction was exposed (Fig 9).

Two ceramic pipes emptied into St Guron's Well leat. These appeared to be storm water drains clearing water from the road. Roughly 4m from the north eastern end of the leat, the southern wall had been disrupted and the side rebuilt by the construction of a large manhole at SX 07262 67035. Several other modern services (gas, electric, and water) over lay the leat at various points (Fig 9).

This leat appears to act as an overflow/drainage channel connecting the fountain and water trough of St Guron's Well (centred at SX 207266 67036) with the Bodmin Town Leat (Fig 16).

Church Square culvert.

The very fragmentary remnants of a culvert were found close to the centre of Church Square at SX 07254 67028 (Figs 7, 10, and 17). The part of the culvert exposed formed a rough T junction with the main channel trending roughly west to east, with a smaller branch heading southwards. The channels at the centre of the junction opened out into a rough square shape measuring about 0.5m x 0.5m. This square part was capped by two neatly cut and dressed granite blocks, each measuring 1m x 0.5m and 0.18m thick (Fig 17). The top surface of the slabs had neatly chamfered edges. The capping for the rest of the channels (where present) were a mixture of slate and granite slabs.

The top of this capping was roughly 0.5m below the road surface being overlain by 0.1m of tarmac (the road surface), 0.1m of grey-brown clay and gravel, 0.2m of grey-green, brown clay with greenstone fragments and 0.1m of stony rubble (igneous greenstone) in a clay matrix.

As mentioned above this culvert had been severely truncated by later activity in this area, including the laying of a major electric cable to its west and the remodelling of the roads around and overlying it.

The eastern arm of the T junction survived for a length of 0.8m, though its possible continuation marked by a hollow in the ground, and an upright slate could be traced for a further 1.5m. This branch of the culvert was about 0.2m wide. It had vertical sides constructed of slate blocks some four courses high (0.3m) unfortunately as the base was choked by debris the full depth, and nature of the base could not be determined (Fig 10).

The western arm of the junction was 0.5m wide, narrowing to 0.4m in the west. It was traced for a length of 1m before having been completely removed by the excavation of an electric cable trench. Again it had vertical sides constructed of slate blocks of which two courses were visible (0.2m). The base was choked by debris so the full depth could not be determined. The southern arm was narrow, only 0.1m wide, and was traced for only a short distance (0.3m).

The central square area of the junction (0.5m x 0.5m) had walls consisting of coursed slate rubble and single upright blocks of granite. The base was choked by debris so the full depth could not be determined though a depth of 0.3m was recorded (Fig 10).

The two neatly dressed cover slabs that overlay the square shaped area of the culvert area suggest that this part was meant to be readily identifiable from the surface when originally constructed, which may mean that this could have been a silt trap built within the culvert that could be found and emptied on a regular basis, or an access point to allow the culvert to be rodded out (Fig 17).

Throughout the rest of Church Square the profile recorded across the area of the road was as follows.

0.08m of tarmac, overlay 0.05m of grey-green, brown stony gravel, 0.05m of tarmac, 0.05m of grey-brown clay and gravel, and 0.1m of grey-green, brown clay with medium sized stony fragments (up to 0.15m in size). This overlay 0.2m of large blocks of stone (greenstone) in a clay matrix that appeared to be the hard core for the road; this was not bottomed. Natural bedrock was not encountered anywhere within the study area.

Numerous modern services (gas, electric, and water) were observed within the area of Church Square especially to the south west in the vicinity of Turf Road. No other features of archaeological interest were recorded (Fig 7).

Dennison Road Leat.

This leat was found at the junction of Dennison Road and Berrycombe Road (centred at SX 06975 67174). It was a roughly linear feature trending north west to south east (Figs 2, 11, 18, and 19).

A length of some 6m was recorded running from SX 06972 67180 in the north west to SX 06972 67171 in the south east (Figs 11 and 18).

The leat was capped by large slabs of granite which were on average 1.5m long, 0.25m thick and varied in width from 0.4m to 0.9m.

The top of this capping was roughly 0.5m below the road surface being overlain by 0.2m of concrete, 0.15m of tarmac and 0.15m of grey-brown clay and shillet rubble.

The leat was on average 1m wide and 0.5m deep. It was flat bottomed with vertical sides the floor of the leat being formed by neatly laid cobblestones (Fig 19). There was a constant and strong flow of water from south east to north west which appears to keep the floor relatively silt free. The depth of the water at the time of the project averaged roughly 0.05m.

The walls of the leat were constructed from slate rubble blocks with up to five courses being visible. The walling was on average 0.3m wide. In places it was noted that some of the stonework had been bonded, or repointed in modern cement, suggesting that the leat at this point had been accessed, and repaired at some time in the recent past (Fig 19).

An iron water pipe overlay the leat roughly halfway down the length exposed.

6.2 Scheme 9. St Petroc's Well

An archaeological watching brief was undertaken in this area of the town due to its close proximity to St Petroc's Well (Grade II listed Monument) a medieval/post-medieval holy well. As this well is situated (SX 07571 66702) some distance from the medieval centre of activity in Bodmin, it was hoped that the watching brief may reveal something of the nature of activity within the vicinity of the well (Figs 2, 6 and 12).

There were two phases to the work. The first phase involved the top soil stripping of and reducing the ground level to that required for the construction of a new path and

cycle track connecting Priory Road with the existing path leading south westwards to St Petroc's Primary School (from SX 07619 66760 to SX 07574 66724).

This was done using a machine fitted with a toothless grading bucket which reduced the ground to a depth of approximately 0.25m (Fig 20).

The profile recorded over the area of the cycle track was fairly uniform and consisted of 0.05m of grass, roots and topsoil overlying 0.1m of grey-brown clay loam, and 0.1m of red, grey-brown clay containing stony fragments and modern debris such as brick fragments, sherds of china, and modern bottle glass (not collected).

No archaeological features were recorded, and no natural bedrock encountered within this area.

The second phase involved the excavation of a trench for a storm water drain along the eastern side of the area stripped for the cycle path. This ran from Priory Road to an outfall that was created at SX 07577 66705 immediately to the southeast of St Petroc's Well. Excavated by a machine using a toothed bucket this trench in places up to 3m wide reached a maximum depth of roughly 4m (Figs 12, 13, 21 and 22).

At two locations along its length two square shaped pits for manholes were dug (Fig 12). Manhole A was located at SX 07581 66718 and measured 3.5m x 3.5m and was 3.8m deep, while manhole B at SX 07592 66725 B measured roughly 2.5m x 2.5m and was 2.8m deep.

The profile recorded within manhole A was as follows.

0.05m of grass, roots and topsoil overlying 0.1m of grey-brown clay loam, and 0.1m of red, grey-brown clay containing stony fragments and modern debris. This in turn was above 0.1m yellow-brown sticky clay, 0.3m grey-brown clay, and 0.4m of light pale yellow-grey clay. This overlay 0.3m of dark grey-brown clay with numerous roots (Possibly an old land surface). This in turn overlay 1m of red-brown clay with numerous stone fragments, 0.1m of light grey-brown clay, 0.3m yellow, grey-brown clay with stony fragments, and 0.1m of pale yellow brown clay. This in turn overlay another old land surface (OLS) represented by 0.2m of dark black-brown clay (at a depth below the surface of 2.6m) which in turn over laid yellow, green-brown clay with shillet fragments (the decayed rotten bedrock) that continued to the base of the trench (some 1.2m being recorded).

The profile within manhole B was similar in nature with the lower OLS being at a depth of 1.85m, and the upper OLS at a depth of 0.75m reflecting the ground rising towards the north east. Solid siltstone bedrock was encountered at a depth of 2.5m.

To accommodate a precast concrete outflow for the drain a roughly square shaped area measuring 2m x 2m and roughly 0.25m deep was dug at SX 07577 66705. A profile consisting of 0.05m of grass, roots and topsoil overlying 0.10m of grey-brown clay loam, and 0.1m of red, grey-brown clay was recorded. A concrete plinth some 0.2m thick was encountered on the northern side of the trench. This was part of the foundations for a wall revetting the base of the hill slope marking the limits of the gardens associated with Abbots Close that was constructed as part of the 1970's flood defence scheme.

At its northern end the storm drain trench was roughly 1.5m deep, at its midpoint to the north of manhole B it was some 2m with a maximum depth of 4m being reached immediately to the southwest of manhole A.

Similar profiles to that seen within the manholes was recorded along the length of the trench dug for the storm drain though with the rising ground, and reduction in trench depth towards the north, less of the profile was seen, with the lower OLS being lost from view at a point some 18m north of manhole A. Even at the northern end of the trench it was found that the ground into which it had been dug was entirely made ground.

Apart from some modern service cables (electric) no archaeological features were recorded (Figs 13 and 21).

7 Conclusions/discussion

7.1 Scheme 5.

The archaeological recording brief for this scheme concentrated on the area within Church Square to the south west of St Petroc's Church and was mainly focused on recording the Bodmin Town leat (Figs 4 and 7). The course of the leat was originally a stream that was once the main source of water for the town, this had by the late medieval/early post-medieval period been partially culverted. It was hoped that this project would reveal the nature of the leat in this area.

Unfortunately when uncovered it was found that the original structure of the leat had been rebuilt with concrete block sides and a re-enforced concrete cover probably during rehabilitation work carried out by the Environment Agency between 1999 and 2001 (Exeter Archaeology 2002) in order to reduce the risk of flooding in the area. This was achieved in part by widening and deepening of the leat which here appears to have involved the complete removal and replacement of the older structure (Figs 14 and 15).

The presence of the St Guron's Well leat on the northern side of Church Square was a new discovery. Though the well and trough were known to drain into an underground culvert, its course was unknown, as was the connection to the Bodmin Town leat (Figs 9 and 16).

The trough which is fed by water issuing from two gargoyles bears a date stone of 1545. The course of the leat may date from this period as it acts as an overflow channel for the trough but the date of the extant structure is uncertain. There is evidence in the fabric of the leat for it having been disturbed, altered and repaired on several occasions with ceramic pipes (draining the road) being fed into it. It is possible that the majority of this structure was constructed in the nineteenth century as part of the effort to improve the town water supply (Preston-Jones and Mattingly 2000) that was undertaken at that time.

The fragmentary remnants of a culvert found close to the centre of Church Square at SX 07254 67028 may have been part of a similar overflow system to that seen for St Guron's Well that drained the watering place built into the churchyard wall at SX 07281 67021, or it could have been part of a scheme to help drain the area, as Church Square was a site prone to flooding (Environment Agency 2002). The neatly cut and dressed granite capstones suggest a nineteenth century date (Fig 17).

The leat uncovered at Dennison Road is a part of the Bodmin Town Leat. Several of the granite capstones have distinctive 'wedge and groove' marks, a result of stone splitting that date this stretch to the earlier nineteenth century (Exeter Archaeology, 2002). The modern repointing of some of the stonework most likely occurred during the rehabilitation work done by the Environment Agency (Figs 18 and 19).

7.2 Scheme 9.

The work around St Petroc's Well did not uncover any significant archaeology. What the work did demonstrate was that there had been at least two phases of major landscaping that resulted in a large portion of the trenches being dug through made ground (in places over 2m deep). The first phase of landscaping covering the lower of the old land surfaces was undateable, however the second and more recent episode occurred during the work undertaken by the Environment Agency between 1999 and 2001 to construct a dam creating a flood storage pond in the recreation field to the east of the Bodmin Town football pitches, work that also involved landscaping around the well itself with new culverts and channels to improve water flow (Environment Agency, 2002).

8 References

8.1 Primary sources

- Ordnance Survey, c1880. 25 Inch Map First Edition (licensed digital copy at CAU)
Ordnance Survey, c1907. 25 Inch Map Second Edition (licensed digital copy at CAU)
Tithe Map and Apportionment, c1841. Parish of Bodmin (licensed digital copy at CRO)
British Geological Survey, 1982. 1:50,000 sheet 347 Bodmin.

8.2 Publications

- Cornwall County Council, 1996. *Cornwall: A Landscape Assessment 1994*. Report produced by Landscape Design Associates in association with Cornwall Archaeological Unit.
- Dudley, P, 2016. *Strategic Economic Plan, Bodmin, Cornwall – Cycleways Heritage Impact Assessment*. Cornwall Archaeological Unit. Cornwall Council.
- Environment Agency, 2002. *Beneath the town; Safeguarding Bodmin from flooding*. Exeter
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- Henderson, CG, 1935. *Essays in Cornish History* Bradford Barton reprint 1963, Truro.
- Kirkham, G, 2005. *Bodmin, Cornwall and Scilly Urban Survey – historic characterisation for regeneration*, Historic Environment Service, Cornwall County Council
- Preston-Jones, A, and Mattingly, J, 2000. *St Guron's Well Bodmin Parish Churchyard, Cornwall*. Cornwall Archaeological Unit, Cornwall Council

9 Project archive

The CAU project number is **146686**

The project's documentary, digital, photographic and drawn archive is maintained by Cornwall Archaeological Unit, Cornwall Council, Fal Building, County Hall, Treyew Road, Truro, TR1 3AY. The contents of this archive are listed below:

- Projects file containing site records and notes, project correspondence and administration (146686).
- Field plans stored in an A2-size plastic envelope (GRE 880/1-8).
- Digital photographs stored in the directories:
R:\Historic Environment (Images)\SITES.A-D\Sites B\Bodmin SEP HIA Stage 5 WB 146621
R:\Historic Environment (Images)\SITES.A-D\Sites B\Bodmin SEP HIA Stage 9 WB 146622
- English Heritage/ADS OASIS online reference: cornwall2-289410
- This report text is held in digital form as: G:\TWE\Waste & Env\Strat Waste & Land\Historic Environment\Projects\Sites\Sites B\Bodmin SEP Schemes 5 & 9 report 146686\Report
- No artefacts were recovered during the course of the project.

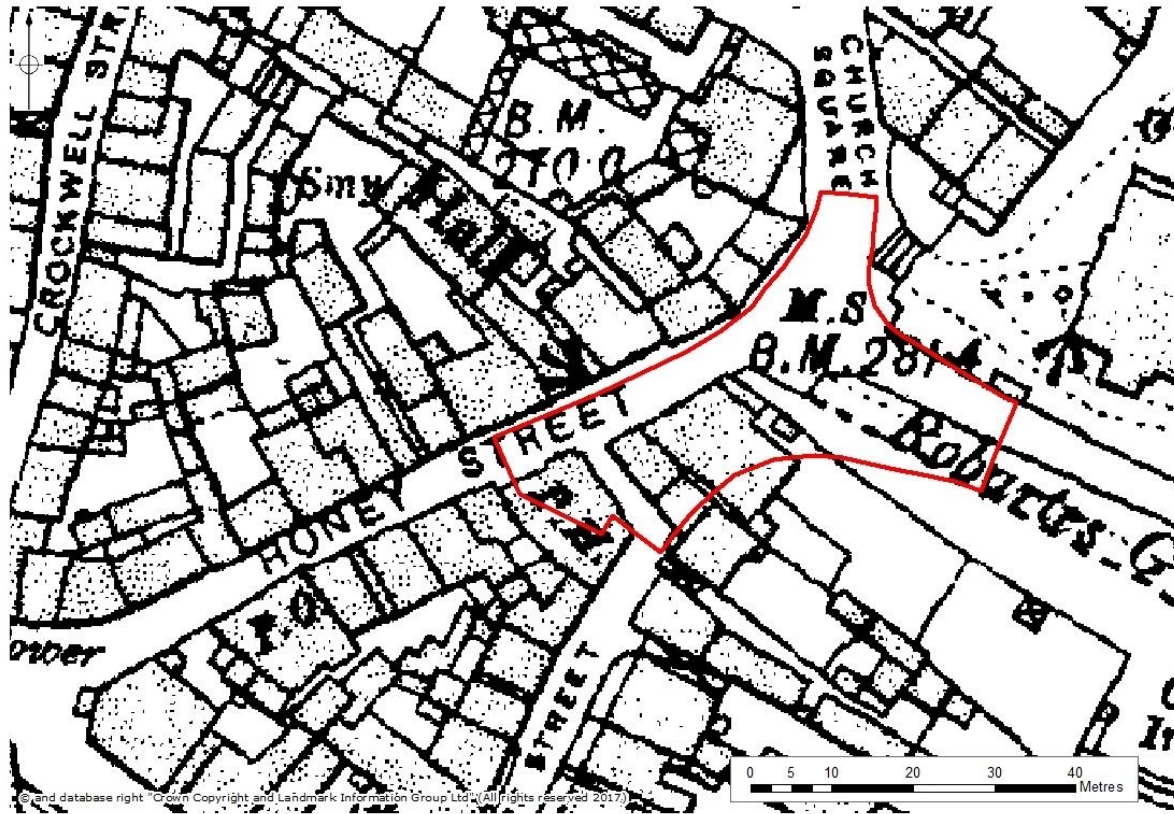


Figure 3. Scheme 5. Church Square 1909 OS map. Area examined outlined in red.

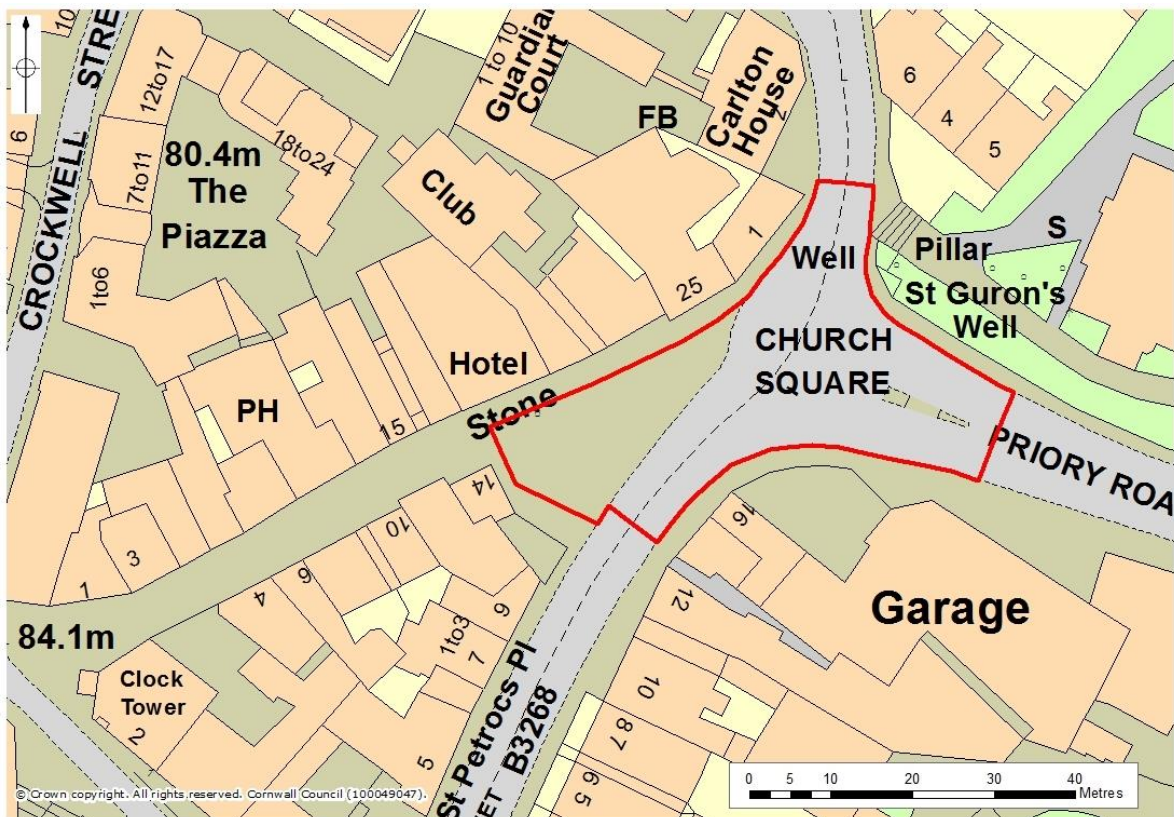


Figure 4. Church Square. 2017 OS map. Area examined outlined in red.

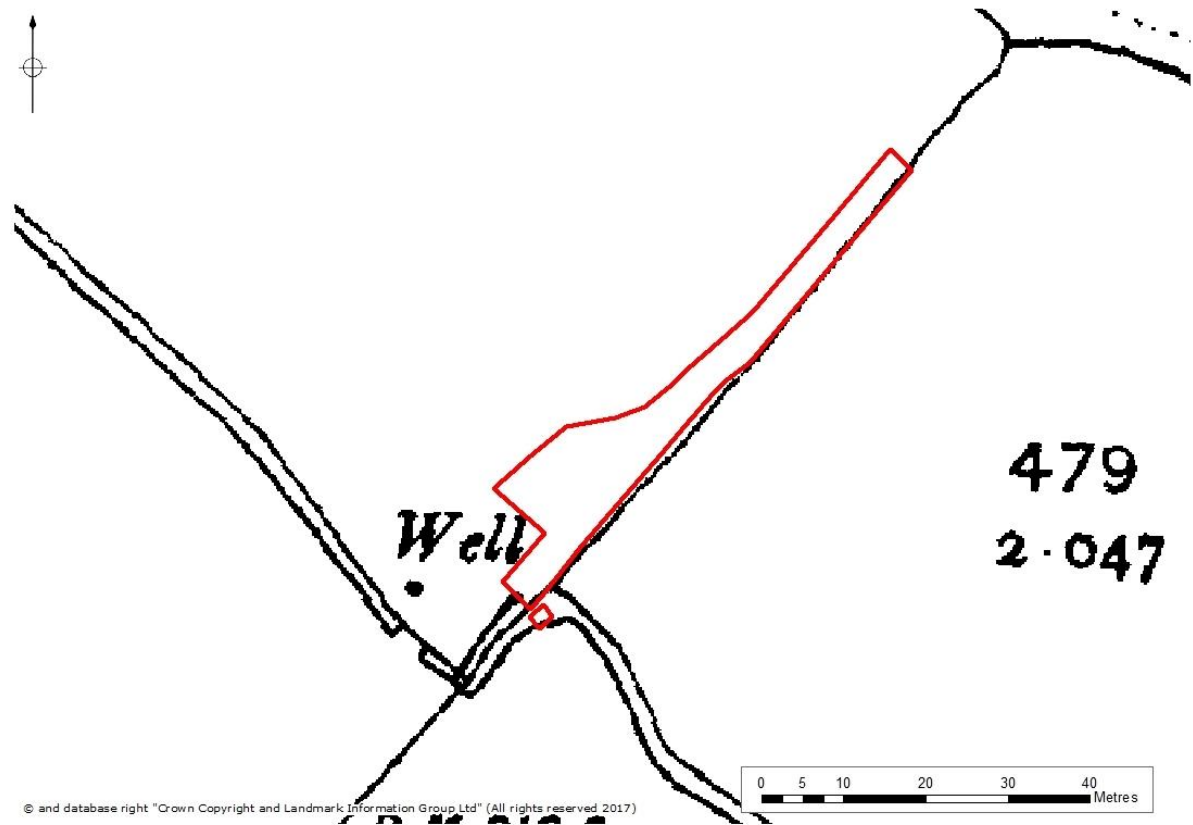


Figure 5. Scheme 9. 1909 OS map. Area examined outlined in red.

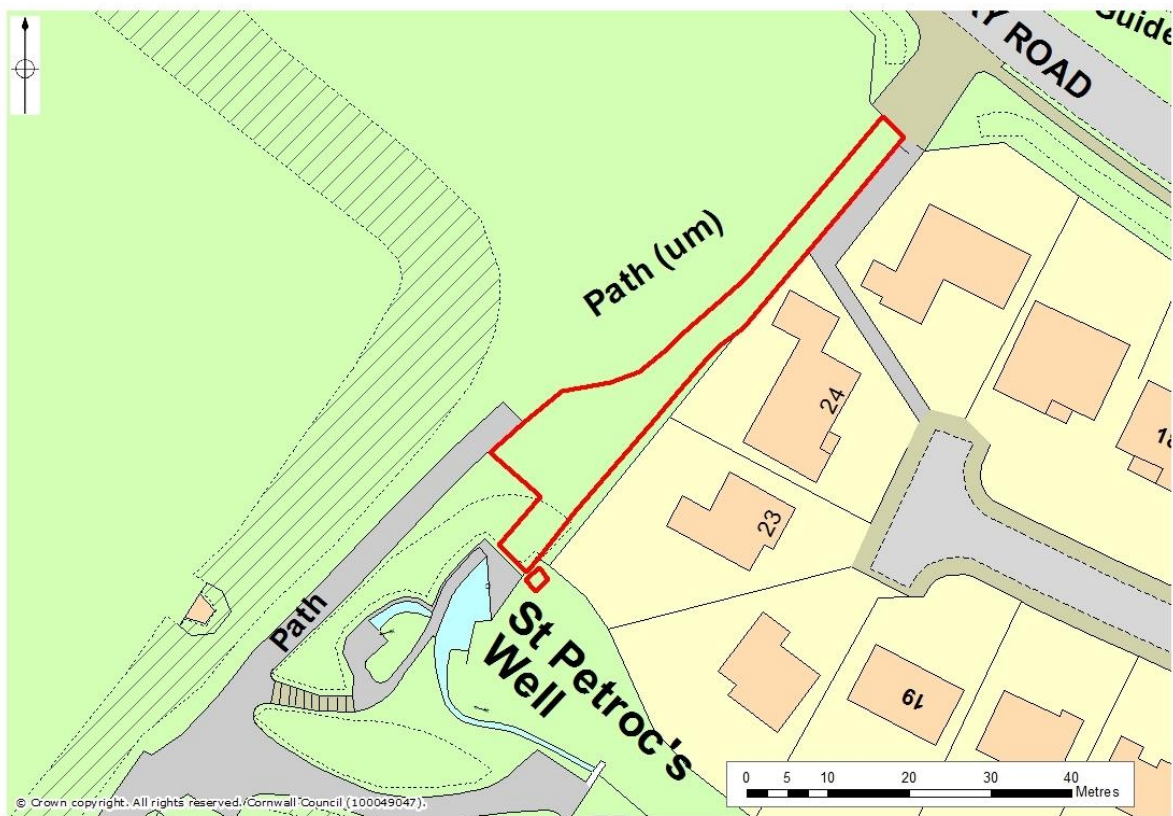


Figure 6. Scheme 9. 2017 OS map. Area examined outlined in red.

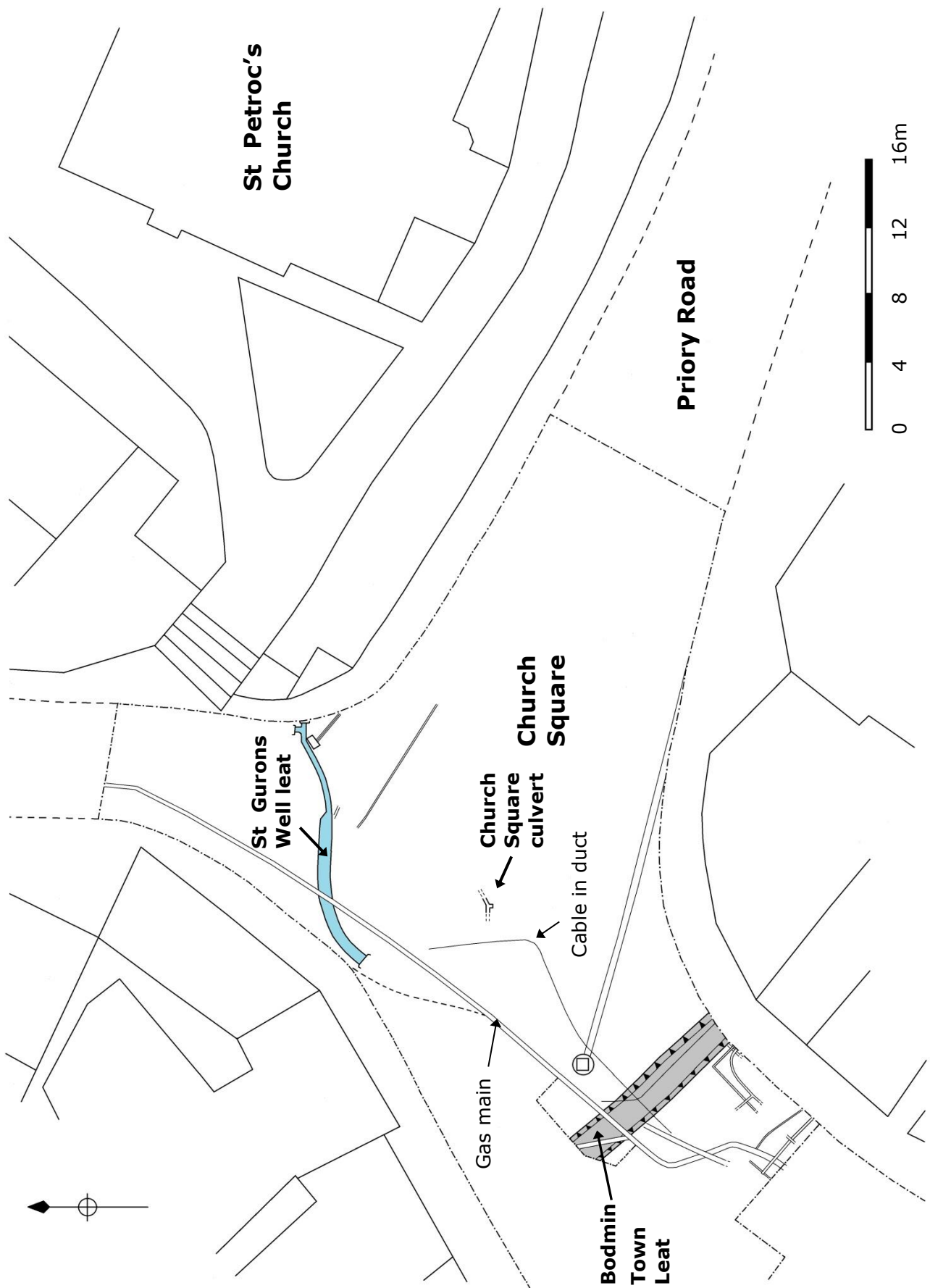


Figure 7. Scheme 5. Church Square. Site Plan showing features located.

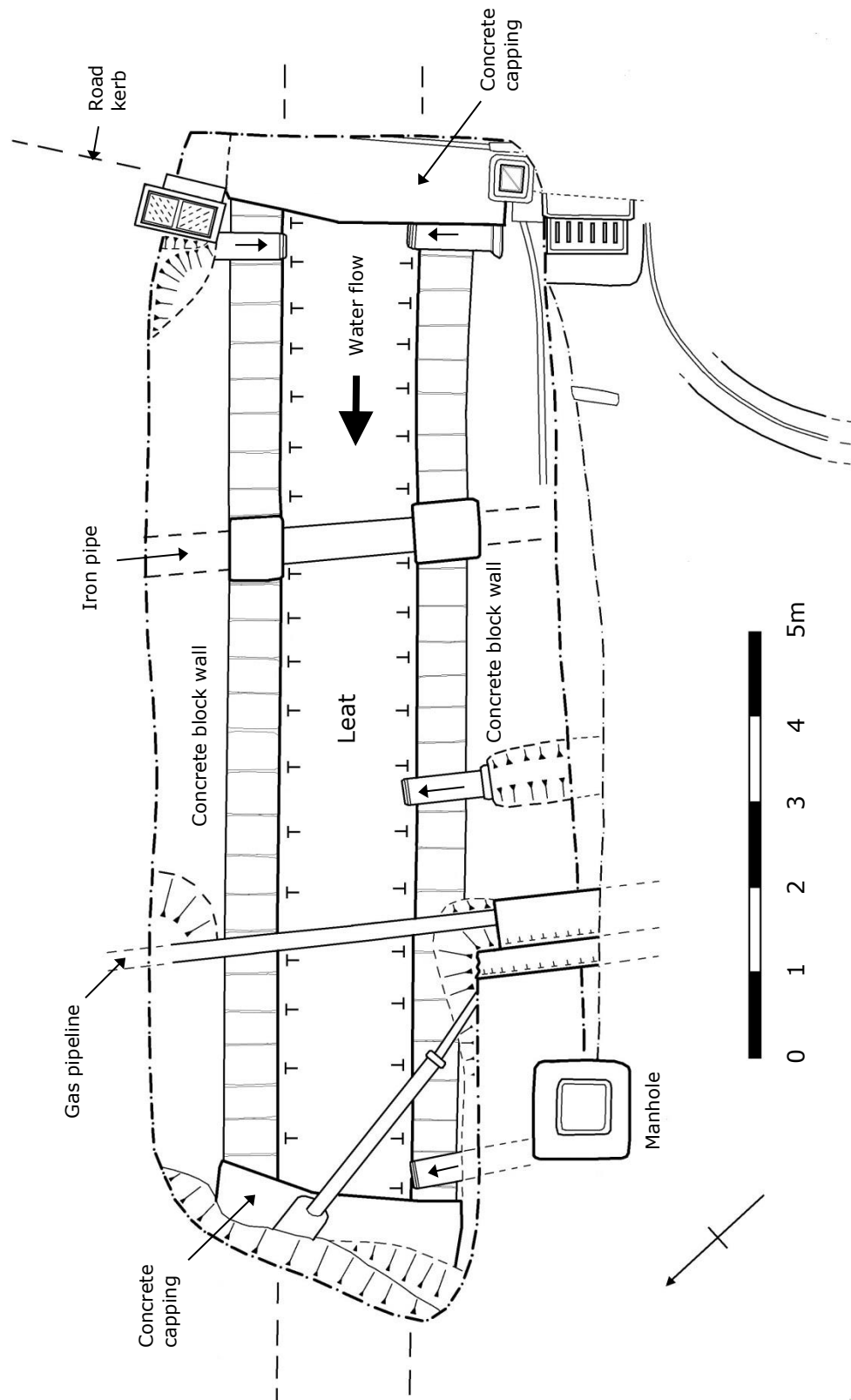


Figure 8. Church Square. Plan of exposed length of Bodmin Town Leat.

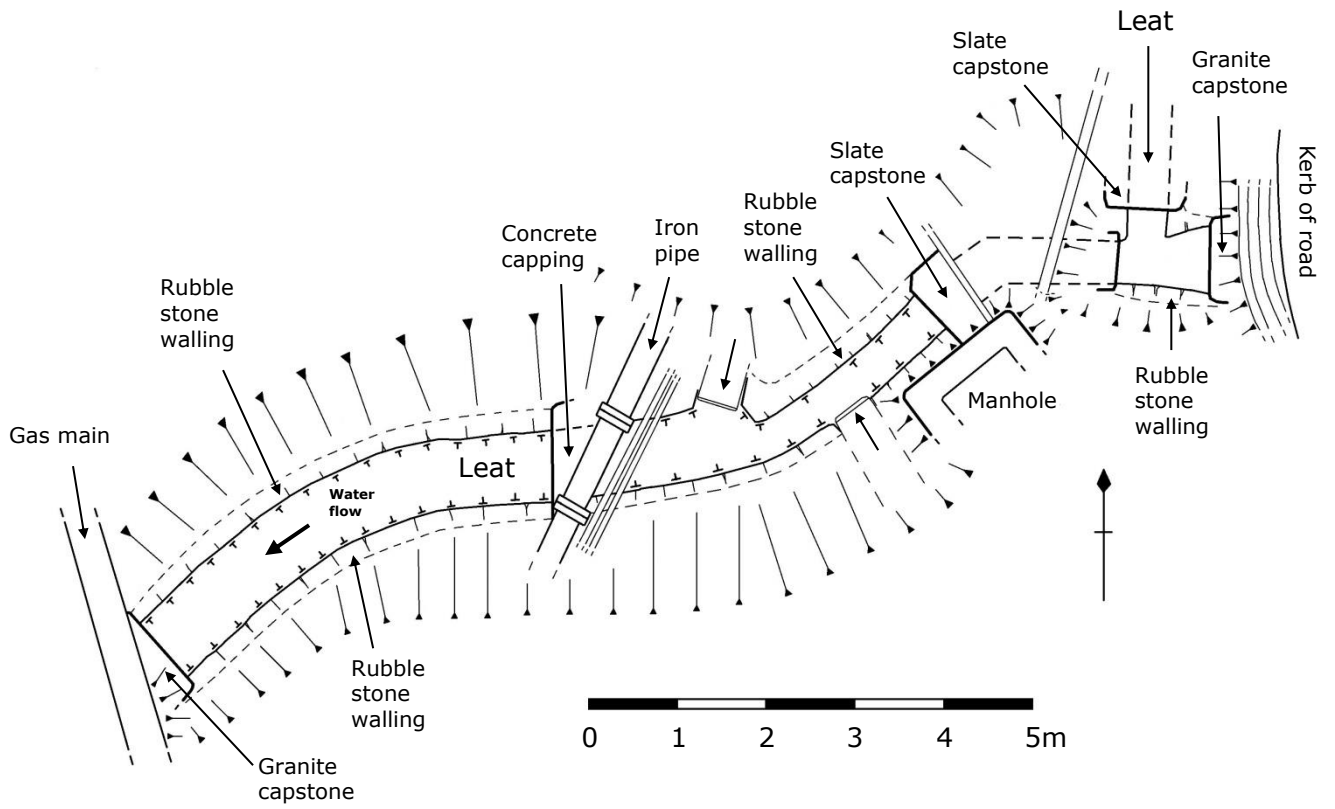


Figure 9. Plan of St Guron's Well Leat.

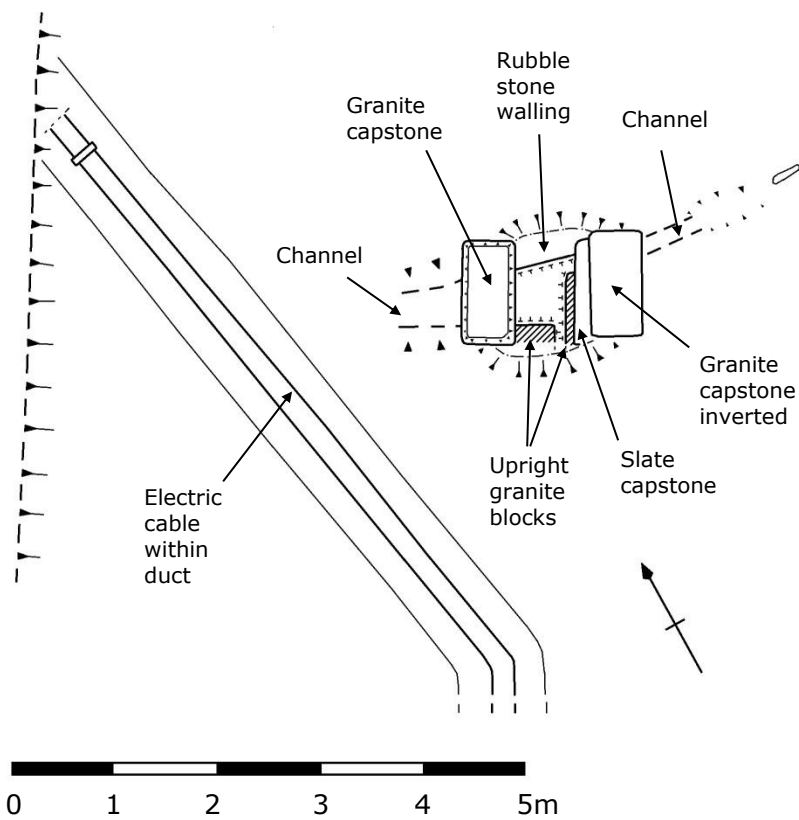


Figure 10. Plan of the Church Square Culvert

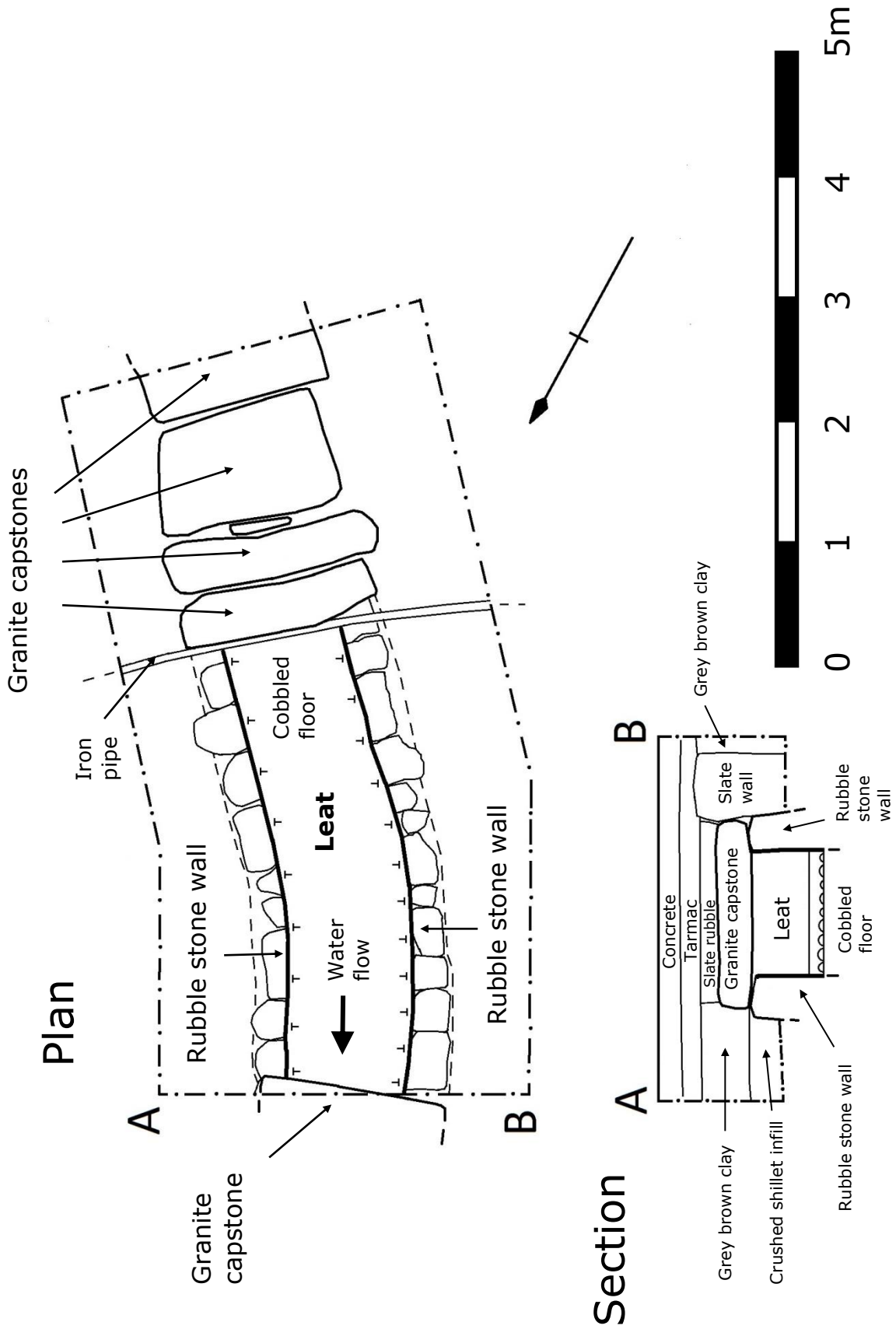


Figure 11. Plan of Dennison Road Leat.

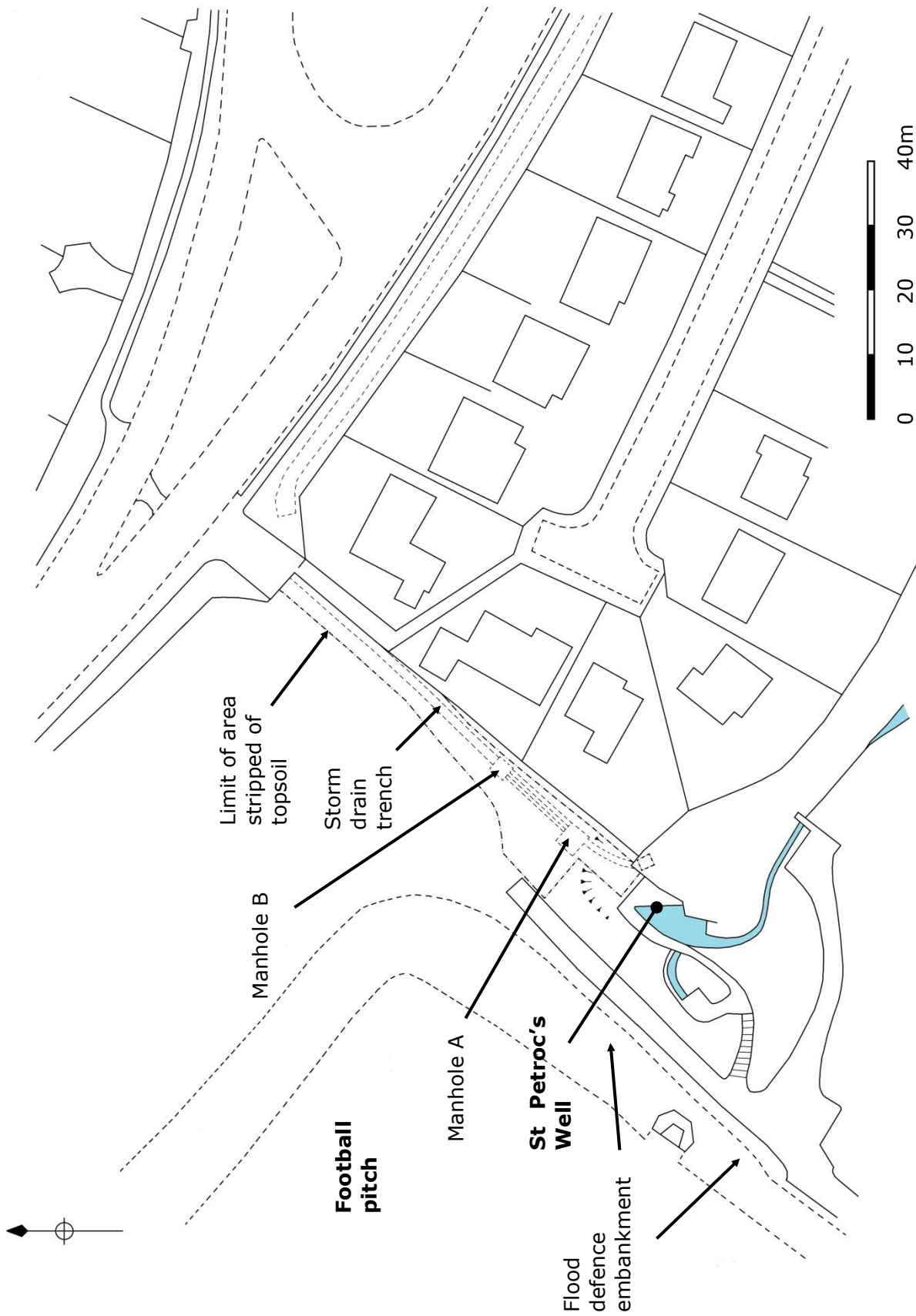


Figure 12. Scheme 9. Location plan.

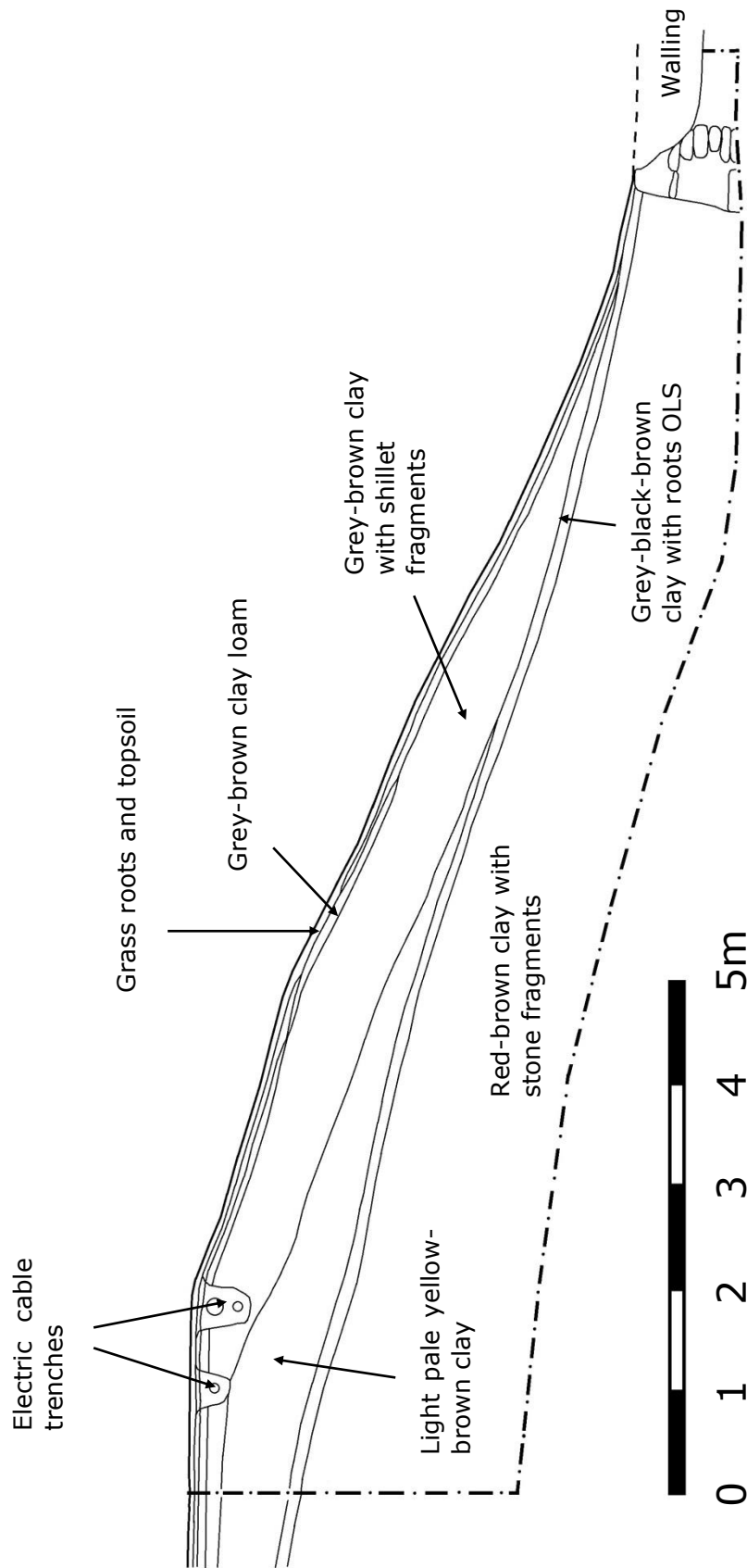


Figure 13. Scheme 9. Sketch section through Storm drain trench on hillside immediately above St Petroc's Well.



Figure 14. Scheme 5. Church Square. Bodmin Town Leat looking south east showing concrete capping.



Figure 15. Scheme 5. Church Square. Town Leat looking south east.



Figure 16. Scheme 5. Church Square. St Guron's Well leat looking east.



Figure 17. Scheme 5. Church Square culvert looking north.



Figure 18. Scheme 5. Bodmin Town leat in Dennison Road, looking north west.



Figure 19. Scheme 5. Bodmin Town leat in Dennison Road, looking south east showing cobbled floor.



Figure 20. Scheme 9. Priory Park. The area topsoil stripped for cycle path looking north east.



Figure 21. Scheme 9. Priory Park. Storm drain trench. Section on hillside immediately above St Petroc's Well looking south east.



Figure 22. Scheme 9. Priory Park. Storm drain trench. Section to north of manhole A showing nature of ground encountered.

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