

Devon County Council Historic Environment Record

Civil Parish & District: Clyst St Mary, East Devon	National Grid Reference: SX 97214 91079	Number:
Subject: Archaeological monitoring and Recording at the Scheduled bridge and causeway at Clyst St Mary, Devon		Photo attached? Yes
Scheduled Ancient Monument No: 1020209	Recipient museum: N/A	
OASIS ID: Southwes1-386304	Museum Accession no: N/A	
Contractor's reference number/code: CSMB20	Dates fieldwork undertaken: 17 th April 2020	
<p>Description of works: Archaeological monitoring and recording was undertaken by South West Archaeology Ltd. (SWARCH) on behalf of the Environment Agency (the client) at the Scheduled bridge and causeway at Clyst St Mary, Devon (Figure 1). The monitoring and recording took place during the excavation of a test pit to determine the bridge deck construction and to investigate a potential unknown service identified on a previous GPR survey. The monitoring was carried out by J. Bampton on the 17th of April 2020. The work was undertaken in accordance with a Written Scheme of Investigation (Boyd 2020) drawn up in consultation with the Environment Agency Archaeologist, Devon County Historic Environment Team and Historic England and in line with Scheduled Monument Consent.</p> <p>Clyst St Mary was a Domesday Manor (<i>Bishop's Cliste</i>). Clyst means 'clear stream'. The bridge at Clyst St Mary is on the west edge of the village, spanning the River Clyst. It was first documented in 1238 and the bridge and causeway form a Scheduled Monument (1020209). Recorded improvements were made to the bridge in 1310, probably to the causeway in 1603, and again improvements to the bridge in the mid-19th century; these often involved widening of the arches/bridge. The bridge was mentioned in relation to acts of war and rebellion in the 15th and 16th centuries, including having been barricaded during the Western Prayer Book Rebellion of 1549. The bridge survives well with no note of major modern refurbishment or strengthening. The bridge preserves medieval masonry and features in its fabric and likely all five of its arches. The site is at an approximate height of 3-4m AOD. The soils of the area are stoneless reddish-clayey soils affected by groundwater of the Compton Association (SSEW 1983), which overlie sand, sandstone and mudstone of the Dawlish Sandstone Formation (BGS 2020).</p> <p>The area around the bridge is subject to flooding and, in recent years, the floodwater has risen above the level of the bridge and flowed towards the village. This single test pit forms part of a consideration of the construction and stability of the bridge while plans for improved flood defences are considered and finalised.</p> <p>A test pit 1.40m long and 0.65m wide was excavated by hand under archaeological supervision to a depth of c.0.75m (see Figures 1-4). c.0.08m of modern bitumen Tarmac, (100), overlaid c.0.22m of light white-grey stony made-ground (approximately/similar to grade 1 to grade 3 stone road-base), (101). Made-ground (101) overlaid c.0.45+m of soft-loose clean red building sand made-ground. These layers overlaid and abutted a corbel, {103} c.0.30m down from ground level/c.1.15m down from the top of the bridges parapet, {104}. The corbel jutted in from the parapet c.0.22m and continued to the limits of the excavation. It appeared to have been pointed with a hard cement at its top (possibly a similar date to the modern road surfaces) and was comprised of the same building stones as the bridges parapet, including Heavitree Breccia and Trap. There was no sign of a potential service as identified in the GPR survey. No finds were present.</p> <p>A potential second test pit was not excavated on the south side of the bridge as a service was identified by CAT scan in line with the GRP survey. The CAT scan suggested that this service was at a depth greater than any future proposed foundation base (0.40m). A BT service did also not need to be located through any test excavations, as it located beyond either foundation location for proposed stop logs; and its trench line could be clearly seen on the road surface.</p> <p>Conclusions</p> <p>The corbel/step in the bridge construction is of some interest, but appears to have been exposed and re-pointed (possibly re-built) in the 20th or 21st century. There were no other significant features of archaeological interest; however, further, adjacent or deeper groundworks on the monument may yield other evidence as to the construction of the bridge. It is recommended that the foundations for proposed stop logs subject to this phase of test pitting need not be monitored further as they will be excavated through modern road surfacing and ground make-up.</p> <p>Bibliography</p> <p>Boyd, N. 2019: <i>Bridge and Causeway, Clyst St. Mary, East Devon, Devon: Written Scheme of Investigation</i>. SWARCH report no. CSMB20WSiv3. British Geological Survey 2020: <i>Geology of Britain Viewer</i>. http://maps.bgs.ac.uk/geologyviewer_google/googleviewer.html Historic England 2020: <i>Listing</i>. https://historicengland.org.uk/ Soil Survey of England and Wales 1983: <i>Legend for the 1:250,000 Soil Map of England and Wales</i>.</p>		
Recorder: J. Bampton	Date sent to HER: 20 th April 2020	

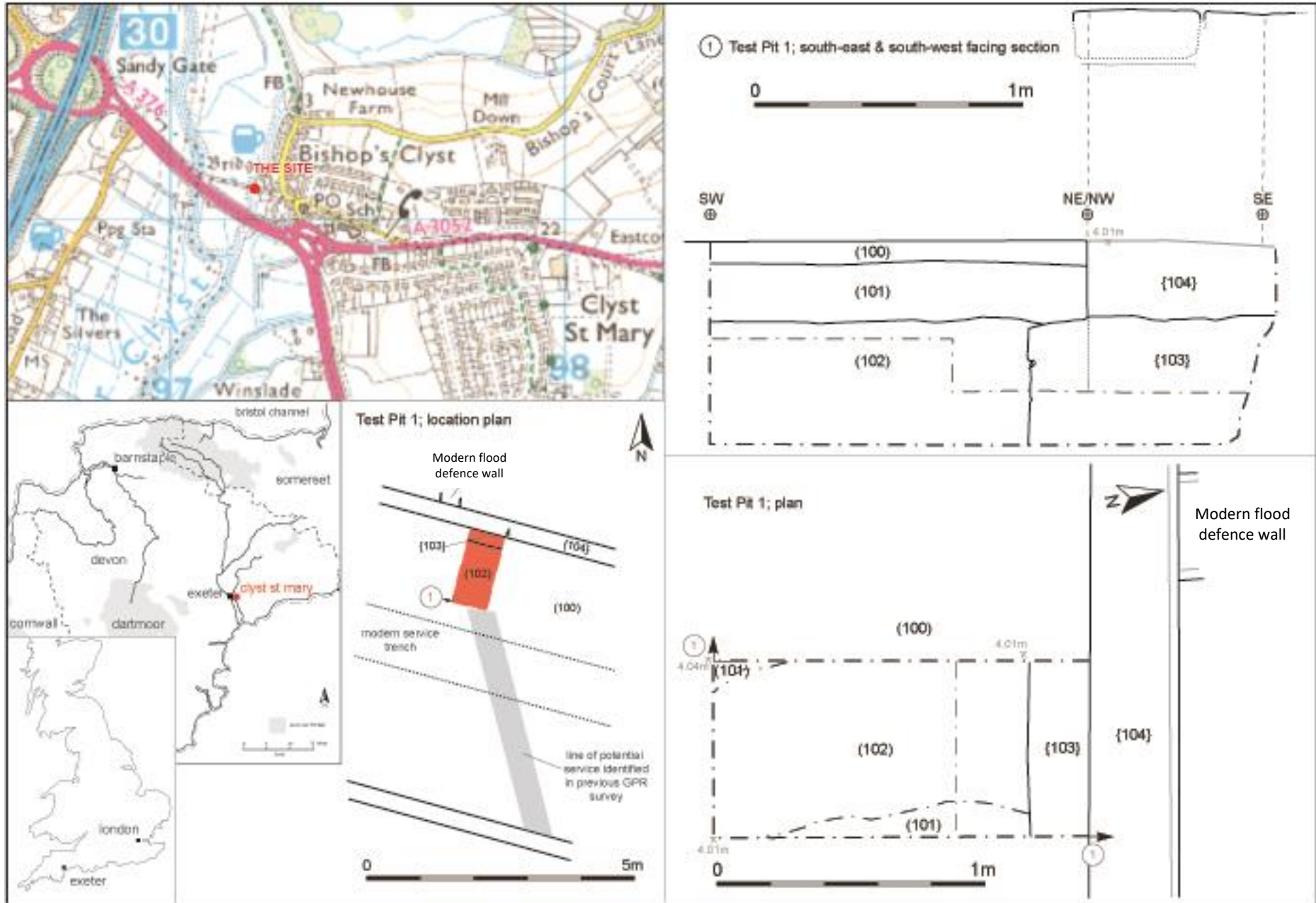


FIGURE 1: SITE LOCATION, PLAN AND SECTION DRAWING OF TEST PIT 1.



FIGURE 2: TEST PIT 1, MID EXCAVATION; VIEWED FROM THE SOUTH-WEST (1M SCALE).



FIGURE 3: TEST PIT 1, MID-EXCAVATION; VIEWED FROM THE SOUTH-EAST (1M SCALE).



FIGURE 4: TEST PIT 1, POST-EXCAVATION; VIEWED FROM THE WEST (NO SCALE).