

Feock Parish Council

Roundwalk number 3:

"Valleys and Views with Water Galore "

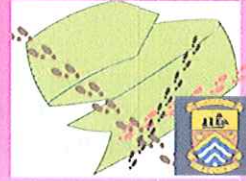
Route: Carnon Downs Village Centre, Chyreen, Quenchwell, Ringwell, Carnon Crease, Wellington Place, Middle Devoran, Higher Devoran, Village Centre.

Generally flat with a good surface although sections may be muddy after heavy rain. There are some good wide lanes and also some field sections with numerous stiles. Approx time 1.5 to 2 hours

This is a long walk and suggestions for short cuts are made at appropriate points in the route.

Compiled by Phil Allen

There is currently one Geocache along the route, check app for details



The walk starts at the Carnon Downs Village Hall, in the area that was the centre of the village in past centuries. Within a sparse scattering of cottages on the Downs, this provided a distinctive broad crossroad (7 road cross) bounded only by a few cottages; Broadway (previously Gateshead), the Kiddleywink (formerly a store, Post Office and water delivery service), Algarick Farm Cottage and Victoria Cottage next to the Chapel which was built in 1825.

The crossroads is also reflected in the occupations of Carnon Downs people, taken from the first modern census in 1841; of the 130 working people 33% were miners, 20% farm workers, 20% servants and 10% dock workers or seamen. The village hall has been recently refurbished with grant aid from the National Lottery (pic 1)



The main road through the village leads down the old turnpike road which followed Old Carnon Hill over the Carnon Bridge and through Perranwell. The new turnpike road was constructed in 1828 taking the current route over the new Devoran causeway and following the creek edge to the Norway Inn and Perran Foundry. The building of the new turnpike was overseen by William McAdam, son of the famous road engineer John McAdam. It formed part of the "Packet" route linking Falmouth with London for the lifetime of the service between 1688 to 1850. Possibly the most famous journey was that of Lieutenant Lapentoire of HMS Pickle who made the trip by Post Chaise in 37 hours on the 4th Nov 1805, in order to deliver the news from Trafalgar of Nelson's glorious victory and tragic death.

The alternative railway route over the Carnon Valley viaduct, built in 1863, was designed and laid out by I K Brunel and no doubt both he and also James Watt the father of modern power engineering, who lived at Cusgarne from 1781 to 1800, passed this way in their time. Such was the importance of Cornwall in the days of the Industrial Revolution that these world famous and iconic engineers were about the byways of Carnon Downs in the course of their work.

The route crosses the main road to take the Quenchwell Road. Take the footway to the left of the road, past Algarnick cottage seen on the right (pic 2)



Cross the road to take Chyreen lane, the footpath sign is positioned adjacent to the path and shows where to cross, or alternatively at this point you may take the left hand lane down the valley in order to bypass the Quenchwell loop (pic 3)



Further up you will see the sign to Chyreen Fruit farm, this was started in 1971 and specialises in "Pick Your Own". The season starts in April with Rhubarb and Early Potatoes and ends in October with Autumn Raspberries, take the path on the left at the sign (pic 4)



... and follow this broad path to the main Quenchwell Road. The Quenchwell spring issues in the centre of the picture below and was an important source of water for the surrounding cottages. Whilst the first mains supply for Feock Parish was developed by the Truro Rural District Council in 1953, supplies to more remote areas were only readily available when the Stithians Reservoir, which had been planned as early as 1947, was commissioning in 1967 (pic 5).



Cross the Quenchwell Road and take the path opposite (pic 6)



Carry straight on down the hill past the driveway on the right and field gate on the left (pic 7)



.... and over the stile at the bottom of the path (pic 8)



Turn left and take the broad path past the brown shed (pic 9)



Through a delightful valley lined with trees (pic 10)



You join again with the short cut which avoids Quenchwell, turn right and carry on along the track down the valley (pic 11)



Carry on over the stile which leads on to Ringwell. The footpath to the left would take you up to the Bissoe Road at Heath Farm (pic 12)



The path narrows in this section, carry over the first of two hedge/stiles, a short spur on the right would take you down to another spring which provided water for this part of Carnon Downs and from which Ringwell possibly derives its name (pic 13)



At this point follow the path up the hill into the main area of the holiday village (Pic 15)



... and when the drive turns off to the right, carry on straight ahead up the hill and off the Tarmac drive (pic 17)



The previous caravan park at Ringwell has now been developed into a fine holiday village in the valley (pic 14)



This becomes Tarmac a little further up (pic 16)



and exit onto Bissoe Road via the stile on the gate (pic 18)



Turn left up the hill and take the first right on the opposite side of the road (pic 19)



This returns to a broad track leading to Carnon Crease, with views over the Carnon Valley and the railway viaduct (pic 20)



The stump columns were designed by I K Brunel and built in 1863 to support the original wooden bridge. These were replaced in the 1930s by the current stone structure.



The saga of the railway line in Cornwall was an epic struggle of dog eat dog, involving controversy over competing vested interests and political machinations. Directors for the original London to Bristol railway were installed in 1833 and this organisation looked forward to providing new strategic links to the West Country. In 1844 however the prospectus for the more local Cornwall Railway Company was issued, this would use elements of track already established like the Hayle to Redruth section. The prospect of linking the ports of Hayle and Falmouth was looked upon as providing as much advantage as potential links with London. Railway mania was really taking off and in 1855 there were 105 Railway bills before that Parliamentary session, including both the West Cornwall Railway, the Cornwall Railway and the Great Western Railway competitors. The Great Western Railway finally won out with I K Brunel as its chief engineer.



Follow the broad lane (pic 22)



If not, carry on along the track, bearing right at the cottage and passing through the new gate system (pic 24)



to the stile at the far hedge (pic 26)



on the left, if you are flagging, you may wish to take a short cut and follow the path up the hill to finally reach Smithy Lane. If you follow this road past the village shop and turn left you will be back at the village centre (pic 23)



and past the old nursery bungalow, taking the route to the left of the telegraph pole and along the field boundary (pic 25)



Pass over the stile and turn left following the field boundary. On your right are terrific views of the valley and beyond (pic 27)



Take the gates leading into and through the farm yard (pic 28)



At the next fork, take the right hand path. The left fork would lead you back to Ringwell (pic 29)



The broad track leads on to Old Carnon Hill (pic 30)



..... which you cross to take the lane beyond (pic 31)



At the next fork bear left (pic 32)



This lane brings you down to the A39 bypass road, which you cross using the central reservation (pic 33)





The concrete reservoir (pic 34) on the left was part of the old water supply to Devoran which was derived from the spring sources above and used prior to the mains supply from Stithians Reservoir being installed after its commissioning in 1967.

This concrete reservoir was built by the Langdon's of higher Devoran in 1934/5 to cater for the growing demand for water and they administered the supply until it was connected to the main Water Board supply. The lawned area on the lower side of the track and shown on the previous slide, was once an older reservoir for the system which was originally installed for the new town of Devoran by the owners and developers, Lanhydrock Estate.

The water supply was not part of the original prospectus for the new town, within which reference was made to the abundance of springs and pure water. Many of the new homes were built with their own wells, however by 1861, some 25 years after the town was started, one resident at least was described as a plumber. In 1864 the Devoran Water Company requested permission to break the Turnpike Road in order to lay pipes to connect the reservoir with the village of Devoran. Such a Water Company was a novel enterprise at this time although in keeping with Devoran's New Town status. The impetus for improvement had come from the national Cholera outbreaks early in the 1800s. After a further severe outbreak the first public Health Act was passed in 1848, coupled with the first Cornish municipal water companies founded in Penzance and Falmouth, which as port towns were in greater fear of the Cholera contagion. The Truro Water Company was only founded in 1875.



Take the path up towards Middle Devoran Farm. A footpath may be seen to the left which goes alongside the main road and leads directly to Carnon Downs, the route to the right leads down to Devoran (pic 35)

Follow the route through the farm complex (pic 36)



As the farm lane turns left the footpath diverts into the field beyond and runs in parallel with the farm track (pic 37)



Take the field gate on your right and turn left to follow the track on the left hand field hedge, crossing the hedge/stile at the top of the field and returning onto the farm track (pic 38)



The view below is looking back over the field/stile (pic 39)



At the next bend, carry on left along the main track. The footpath leading through the field gate on the right leads down to the creekside Point Tramroad at Tallack's



Pass Higher Devoran Farm and cross the bridge over Carnon Downs Bypass. (pic 41)



The footpath on the right before the bridge was called Deadman's Lane, apparently recalling the murder of a traveller by a highwayman. It was said that there was a rock at the side of the path forever stained red by the man's blood.





At the far end of the bypass take the footpath on the right, follow this main path (pic 42) ... and back to the starting point at the Village centre.

**** You have now reached the end of the walk, we hope you enjoyed it ****

Feock Parish Council

This round walk has been produced by Phil Allen on behalf of Feock Parish Council and we hope you have enjoyed the walk.

The footpaths are maintained by the Parish Council and if during your walk you have noticed anything that needs attention please phone the Parish Council on **01872 863333** or report it using the online form on our website www.feockpc.com

Alternatively please call into the Parish Council Office at:-
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