



# **Former railway buildings, Grampound Road, Cornwall**

## **Historic Building Record**



## **Historic Environment Projects**

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### **Acknowledgements**

This study was commissioned by Steve Soper and carried out by Historic Environment Projects, Cornwall Council.

The Project Manager was Nigel Thomas.

The views and recommendations expressed in this report are those of Historic Environment Projects and are presented in good faith on the basis of professional judgement and on information currently available.

### **Freedom of Information Act**

As Cornwall Council is a public authority it is subject to the terms of the Freedom of Information Act 2000, which came into effect from 1st January 2005.



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### **Cover illustration**

The frontage of Grampound Road railway buildings, viewed from the northeast

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## **Abbreviations**

HER	Cornwall and the Isles of Scilly Historic Environment Record
HE	Historic Environment, Cornwall Council
MCO	Monument number in Cornwall HER
NGR	National Grid Reference
OD	Ordnance Datum – height above mean sea level at Newlyn
OS	Ordnance Survey



## **1 Summary**

Planning consent has been granted to redevelop and convert a group of former railway buildings at Grampound Road to residential use. These proposals prompted an historic building record to be carried out in advance of the works.

The buildings comprise an older two-storey structure (built before c1880) and an adjoining infill building which was added sometime between c1880 and c1907. The earlier building was designed as an industrial store, probably for grain or agricultural feedstuffs, as a trapdoor on the first floor associated with a sack hoist is an original feature. By 1907 a small engine house was built to the rear and a belt drive to line shafting installed, with the belt drive entering the first floor by a slot cut through the rear wall. Irregularities and patches in the floor boarding are the likely traces of machines driven via the line shafting. The wooden upper floor may have been strengthened (with additional beams and piers beneath) to provide extra support for machinery. This arrangement was discontinued in the later 20<sup>th</sup> century and the belt drive slot was blocked off.

The goods yard complex at Grampound Road was quite extensive and a siding from the main railway line was adjoined by a series of structures and a yard. Most of these buildings have since been demolished in recent years to reuse the space for a housing development. The second subject building was created as an infill structure between two buildings recorded on the c1880 map. This was also two-storey, although in more recent times most of the wooden upper floor has been removed. The two doorways that connect the upper and lower storeys of the structures have clearly been added to the original building.

In recent years both buildings have been reused as part of light engineering/fabrication workshops and stores.

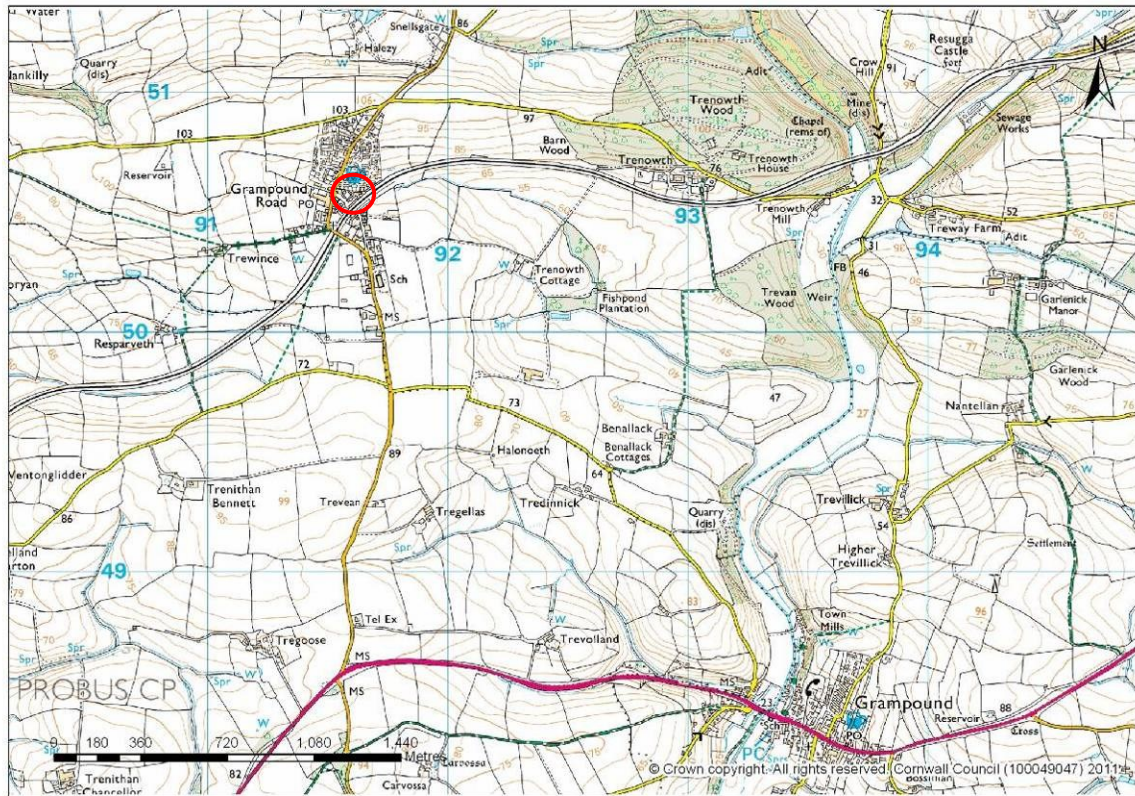


Fig 1 Location map

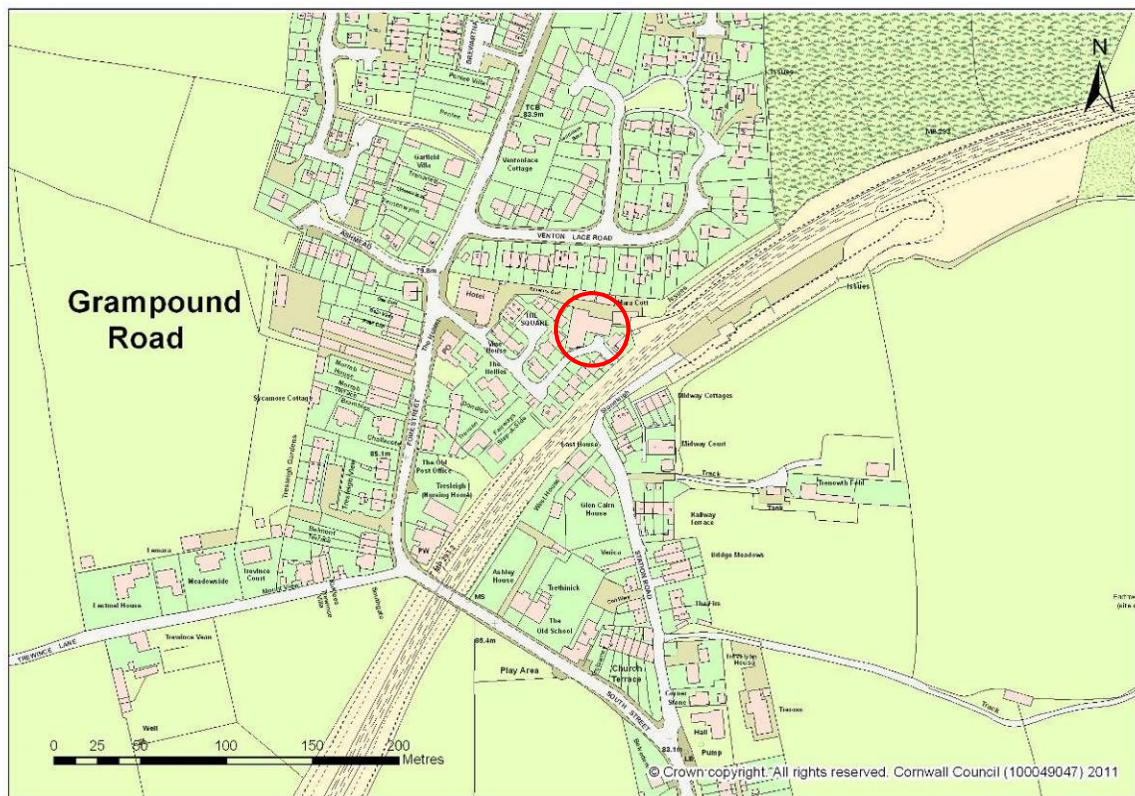


Fig 2 OS MasterMap detail

## **2 Introduction**

### **2.1 Project background**

Planning consent was granted by Cornwall Council to convert a small group of former railway buildings at Grampound Road, mid Cornwall to residential use (planning ref C1/FE15/0700/10/R). However, planning conditions were imposed on the consent and Condition 2 related to the historic environment. A brief setting out the requirements for historic building recording (see Appendix 1) was provided by the local Historic Environment Planning Advice Officer.

Steve Soper approached Historic Environment Projects with a view to satisfying the planning condition. Following agreement of a schedule of costs the project was commenced and a Written Scheme of Investigation prepared (see Appendix 2) and this document was subsequently approved by the HEPAO.

### **2.2 Aims**

The principal aim of the work is to gain an understanding of the origins and historic development of the buildings. The objectives are to provide a lasting record of the structures in advance of their conversion. This is in the form of a Level 2 historic building record, as defined by English Heritage (2006).

### **2.3 Methods**

The detail of the working methods is set out in Appendices 1 and 2. Three stages of work were undertaken comprising desk-based research, a site visit and archiving and presentation of the results (this report).

#### **2.3.1 Desk-based assessment**

Rapid desk-based research was carried out to inform the fieldwork stage. The main sources of information consulted were as follows:

- Cornwall HER, including place-name evidence.
- Web searches.
- Early maps (1809 One Inch OS mapping, 1839 and 1840 parish tithe surveys, First and Second Editions of the OS 25 Inch Survey of c1880 and c1907).
- Modern mapping.
- Air photographs (held by the HER, CC and Google Earth).

#### **2.3.2 Fieldwork**

A site visit was carried out in June 2013. The buildings were photographed using a Pentax 35mm film camera and a Canon Digital SLR camera (with a resolution of 8 million pixels). Descriptive information was added to copies of measured plans and elevations provided by Steve Soper. Some additional measured detail was also added to these drawings.

#### **2.3.3 Post-fieldwork**

Following the fieldwork the results were processed and the materials suitably archived. A professional laboratory processed the film photographs. These were subsequently catalogued and stored in accordance with Historic Environment standards. The digital photographs were downloaded onto Cornwall Council's computer network and edited where necessary using Adobe PhotoShop software. A selection of these images appears in this report. Drawings were annotated and finalised using AutoCAD software. This report was compiled to summarise the results.

### 3 Location and setting

The village of Grampound Road lies on the boundaries of Probus and Ladock parishes in mid Cornwall. The settlement lies at the head of a shallow east facing valley between the 75m and 100m contours OD. The subject buildings are located near the centre of the village at NGR SW 91618 50573 (Figs 1 and 2).

The geology of the area is Undifferentiated Middle Devonian mudstone, siltstone and sandstone. Locally quarried stone has been incorporated in older buildings within the village.

### 4 Designations

#### 4.1 National

No national conservation designations appear to apply to Grampound Road.

#### 4.2 Regional/county

No county conservation designations apply to the subject buildings at Grampound Road. Agricultural land immediately east of the village (belonging to Trenowth) is part of an Area of Great Landscape Value. Tree Preservation Orders apply to the housing estate to the north of the former railway station (Venton Lace Road).

#### 4.3 Local

No local conservation designations appear to apply to Grampound Road.

### 5 Site history

Although its railway station was closed a year after the publication of the Beeching Report of 1963, Grampound Road village owes its origins to the development of the Cornwall Railway more than a century earlier. A station was developed on the boundaries of Ladock and Probus parishes and opened in 1859 (Bastin and Thorne 1994, 11), possibly encouraged by the then landowners of the nearby Trenowth estate. This former station provided a stop in an otherwise rural stretch of the railway line between St Austell and Truro, although another station and junction was opened a little later at Burngullow in 1863 to serve china clay traffic. A minor halt was also opened in 1908 a few miles west to serve Probus and Ladock villages (Bastin and Thorne *ibid*). The choice of the site at Grampound Road for a station and goods yard is interesting, and seems to owe much to the availability of roads linking to Tregony and the Roseland. There was also the possibility (at least in the 19<sup>th</sup> century 'railway mania' period), of opening a rail branch from Grampound Road to serve that area (John R Smith pers comm).

The area is first mapped at large-scale on the Probus and Ladock parish Tithe Maps (1839 and 1840, see Fig 3). At this time the only settlement in the area was Pye's Tenement, a small roadside farm or holding within Ladock parish. The Cornwall Railway was developed through this area in the 1850s. As a result of the creation of the railway station, a village had rapidly developed here by the 1880s, complete with two hotels, a Methodist chapel, Post Office and a school (Fig 4).

The goods yard was opened at Grampound Road from 1864 and according to the Wikipedia entry, 3580 cattle had been despatched from this railway station in the year prior to June 1869. The eastern of the two subject buildings was mapped on the c1880 map, and the other building, an infill structure, was in existence before the area was mapped again c1907 (Fig 5).

The railway station continued in use through the earlier and mid 20<sup>th</sup> century, and was eventually closed as part of the 'Beeching axe' in October 1964. Since then, the various industrial buildings have been sold off, reused or demolished, with a large clearance



taking place for construction of a housing estate between 2000 and 2005 (compare Figs 6 and 7). This has left the two subject buildings remaining, plus other former railway buildings immediately to the east and north.

## **6 Building descriptions**

### **6.1 Overall layout**

*See Figs 31 and 32*

The two subject buildings are at right angles to one another (see Fig 8). Building 1, the older of the two structures, is oriented approximately west-north-west – east-south-east and faces north-north-east. The long axis of Building 2 is oriented north-north-east – south-south-west. For simplicity of description Building 1 will hereafter be described as oriented west-east and Building 2 as north-south.

### **6.2 Building 1**

#### **6.2.1 Plan-form**

Building 1 is a rectangular two-storey double fronted structure with central loading doors to each floor (Figs 9 and 12). There are also loading doors serving the upper floor in the rear (south) wall (Fig 11). Each floor is lit by a pair of original windows in the front (north) wall; on the ground floor these are 12-pane casements, with 12-pane sash windows on the first floor. In its original form the building also had a doorway at the south east corner, and small windows in both gable ends.

#### **6.2.2 Materials**

Building 1 is well-designed and constructed. Its walls are built of semi-coursed light brown slate masonry bedded in lime mortar. Architectural interest has been added in the form of dressed quoin and jamb stones of fine grained granite, with shallow arches with keystones above the central loading doors. The front windows have shallow external red brick arches with wooden lintels behind. Slate sills are also fitted to the windows.

Interior wall surfaces at both storeys have been painted with lime-wash.

The ground floor is of modern concrete; a surviving air brick in the north wall strongly suggests at least part of the original floor was of wood (with a ventilated air gap beneath). It is possible that the floor height was changed when the concrete was added, but the present floor level corresponds with the threshold of the entrance, which appears unaltered.

The wooden plank upper floor is supported on sawn joists and (probably originally) a single longitudinal principal beam beneath, the beam propped at intervals on steel piers. The steel piers appear to be replacements, and two other outer longitudinal beams of lighter section may also be additions to the original floor (Fig 15).

King-post trusses are used to support the roof of Building 1, which is divided into 7 bays. Empty mortises indicate that diagonal struts have been removed from the roof trusses; this appears to relate to later installation of line shafting to provide belt drive to machinery (Fig 21). The present roof is of corrugated asbestos sheets, probably replacing slate. The original purlins are still extant and these have been supplemented with additional horizontal timbers to support the present roof covering.

The front windows appear to be original; ground floor windows are painted 12-pane casements and the upper floor windows are horned 12-pane sashes. There are no surviving original doors, although some of the extant frames may be of original timber. The central loading doorway on the ground floor was originally fitted with a sliding door mounted on a track above; evidence for the latter is still visible as a mortared horizontal patch above the door arch.

### **6.2.3 Interior – ground floor**

The ground floor of Building 1 is dominated by steel piers and wooden beams supporting the upper floor. These divide the floor area into four longitudinal bays. At the north-west corner is a separately partitioned area, a modern addition to create a small office or similar division.

Located in the middle of the rear (south) wall on the ground floor is a lighter coloured rectangular area of masonry which may be an infilled opening. This is below the exterior ground level so may be a blocked loading chute or similar feature. The doorway in the west wall is an insertion, created to make a connection with Building 2.

### **6.2.4 Interior – upper floor**

The upper floor is a single space and the original layout of the building is largely symmetrical when viewed in plan (Fig 32). As well as lighting from the front windows, the upper floor also had small windows set high up in the gables. One gable window in the west gable is extant and the other has been deepened and then blocked. Symmetry in the floor plan is broken only by an original (but now blocked) doorway in the south-east corner (Fig 17), and an original internal stairwell at the north-west corner (Fig 18). The doorway has been blocked in several phases (with differing areas of masonry infill) and has been replaced by a narrower inserted doorway almost central to the gable wall. The stairway has been removed and only part of its balustrade now remains. This alteration would have been made sometime after Building 2 was added and access to the upper floors was made from newer stairs there.

Other additional features on the upper storey include an inserted window in the south wall (close to the south-east corner) and a slot for a belt drive (near the south-west corner, Fig 13).

Near the centre of the floor is a double trapdoor with hinged flaps, similar to those often seen in corn mills (Figs 16 and 24). This feature appears to be original to the build of the floor and was evidently associated with a sack hoist. Although there are no remains of any machinery, a recess for a bearing in the west gable (with a large grease stain on the wall beneath, see Figs 18 and 20), plus grease stains on the majority of the roof trusses are convincing evidence for machinery driven by belts from line shafting (Fig 17). It appears the roof trusses were slightly adapted to accommodate these additions as empty mortises are traces of missing diagonal struts from the king-posts. Rectangular patches in the timber floor are likely locations for machinery (Fig 25).

Graffiti showing on two roof trusses was probably added by individuals who were asked to oil the line-shaft bearings (Figs 22 and 23).

Other evidence of loading arrangements include remains of a timber beam central to the upper loading doorway, which would have projected from the opening and supported a pulley for hoisting sacks (Fig 19).

## **6.3 Building 2**

### **6.3.1 Plan-form**

Building 2 is a sub-rectangular two-storey structure oriented north-south, with the north gable providing a frontage on a narrow lane (Fig 10). This part also projects forward of Building 1. The rear of Building 2 (Fig 14) is angled, to allow clearance for a former railway siding (the latter is visible on historic maps, see Figs 4 and 5). The building is set into the slope, so that the exterior ground level at the rear (south) end is at the first floor height of the interior.

Building 2 is an infill structure and its west wall is the former shared wall with another rectangular building (the majority of which has been demolished to make way for modern housing). Sections of the east wall of Building 2 abut Building 1 at its north-west and south-west corners.

The ground floor front of the building has been divided (with block-work partitions) to become a short entrance passage with a small office to the west side and toilets to the east. This area supports a surviving width of the upper floor. A short wooden stair leads to a platform which provides a link to a first floor doorway into Building 1 (Figs 26 and 28).

The west wall of Building 2 was originally the wall of a separate structure. A blocked doorway is visible in the ground floor of this elevation and there are two blocked openings for windows which once served the upper floor. The south gable has several openings and signs of alteration. Original openings include two upper windows, one of which is set high up in the gable above a central double doorway (Fig 27). A tall doorway, apparently partly spanning the two floor levels, appears to have been inserted at the south-east corner. Another window with a brick reveal has been inserted to light the ground floor. This has subsequently been blocked.

Another tall opening is located where Building 2 adjoins the south-west corner of Building 1. This is probably associated with a small engine house located here by c1907.

### **6.3.2 Materials**

The walls of Building 2 are predominantly of brown slate masonry bedded in lime mortar. The front of the building differs in that the ground floor of the gable was originally open, being supported at the centre by a brick pier, with wooden cladding on studwork above.

The interior wall surfaces of the upper storey are predominantly bare (no lime-wash) but the walls at ground floor level have been rendered with cement-based mortar, most likely applied in more recent years when the building was reused as a light engineering works.

In the later 20<sup>th</sup> century the open frontage was filled in with concrete block-work on the ground floor and windows inserted. The upper floor cladding of the gable was covered with fish-scale felt tiles.

The ground floor of Building 2 is almost entirely concrete with a cement screed. Part of a wooden upper floor survives (Fig 29); this formerly extended the whole length of the building and appears to have been partly supported on central piers supporting longitudinal timbers (Fig 30). Some joist holes for the former floor are still visible in the side walls, although many have been covered with later mortar.

The roof comprises 12 bays divided by wide A-frame trusses with collars and upper collars. Like Building 1, the roof covering is of corrugated asbestos sheets.

There is little, if any, original joinery surviving in Building 2.

## **7 Functions**

The interior of Building 1 is designed for the loading, storage and sale of material which was transferred from the railway to road transport (or perhaps vice versa). The presence of the interior sack hoist indicates that this was the principal way of moving material through the building. The sack hoist also suggests the commodity was either fuel (such as coal) or animal feedstuffs. The lime-washed interior and general condition of the building indicates that it was intended for working with 'clean' material, so animal feedstuffs appears more likely. It is also noted that there are three original loading doorways on the upper storey, as well as another sack hoist over the front doorway, so this would have allowed different methods of transfer of goods into the building.

Later on, after Building 2 was added, the provision of mechanisation within Building 1 allowed some on-site processing to be carried out, perhaps the milling of feedstuffs ready for sale to the local farms.

As Building 2 has lost the majority of its upper floor (and the ground floor has been renewed in more recent times) it is more difficult to establish what this building was once used for. The upper floor would have provided a substantial warehouse space.

## 8 Chronology/dating evidence

The structural evidence accords with the information from historic maps. Building 1 was probably developed soon after the creation of the goods yard at Grampound Road in the mid 1860s. Building 2 was added sometime after the 1880 OS map and before the c1907 re-survey, most likely around 1900. The c1907 map shows a third smaller building between the angle of Buildings 1 and 2. This is most likely to have been a small engine house, representing mechanisation within the interior of Building 1 (via the belt drive slot through the wall and evidence of line-shafting on the roof trusses). From the scale of the engine house it seems most likely that the engine was an internal combustion type rather than steam, probably an oil engine. The engine house was demolished/removed sometime later in the 20<sup>th</sup> century.

## 9 Significance

Building 1 appears to be directly associated with the market in animal feedstuffs, this being a related trade to the documented export of cattle from Grampound Road station. Both buildings are therefore symbolic of the burgeoning trade brought by the arrival of the railway and the rapid growth of Grampound road village around its new station.

Although the design of Building 1 is functional some attempt has also been made to make it more architecturally interesting, especially with the stone arched doorways and quoin detail.

The station complex at Grampound Road has now mostly been demolished and this group of structures (together with a three-storey former warehouse building immediately east and a former office dated 1902 to the north) are an interesting reminder of the former goods yard.

## 10 References

### 10.1 Primary sources

Ordnance Survey, c1880. *25 Inch Map* First Edition (licensed digital copy at HE)

Ordnance Survey, c1907. *25 Inch Map* Second Edition (licensed digital copy at HE)

Ordnance Survey, 2013. *Mastermap Digital Mapping*

Tithe Map and Apportionment, 1839. *Parish of Ladock* (microfiche copy at HE)

Tithe Map and Apportionment, 1840. *Parish of Probus* (microfiche copy at HE)

### 10.2 Publications

Bastin, CH and Thorne, G, 1994. *The Railway Stations and Halts of Cornwall* Plymouth

Stengelhofen, JP, 1988. *Cornwall's Railway Heritage* Twelveheads Press, Truro

### 10.3 Websites

<http://www.heritagegateway.org.uk/gateway/> English Heritage's online database of Sites and Monuments Records, and Listed Buildings

[http://www.heritagegateway.org.uk/Gateway/Results\\_Single.aspx?uid=MCO48593&resourceID=1020](http://www.heritagegateway.org.uk/Gateway/Results_Single.aspx?uid=MCO48593&resourceID=1020) Grampound Road station

[http://www.nrm.org.uk/img/nrm/worksp/photos/Sellick/1997-7219\\_RJS\\_CR\\_58.jpg](http://www.nrm.org.uk/img/nrm/worksp/photos/Sellick/1997-7219_RJS_CR_58.jpg)  
National Rail Museum: photo of Grampound Road station

[http://en.wikipedia.org/wiki/Disused\\_railway\\_stations\\_\(Cornish\\_Main\\_Line\)](http://en.wikipedia.org/wiki/Disused_railway_stations_(Cornish_Main_Line))

<http://www.railwaysarchive.co.uk/docsummary.php?docID=13> published Beeching report

## **11 Project archive**

The HE project number is **146262**

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 G\Grampound Road Railway buildings 2013
3. Black and white photographs archived under the following index numbers: GBP 2306
4. Digital photographs stored in the directory R:\Historic Environment (Images)\SITES.E-H\Grampound Rd railway buildings 2013
5. English Heritage/ADS OASIS online reference: cornwall2-154434

This report text is held in digital form as: ..\Historic Environment\Projects\Sites\Sites G\Grampound Road railway building HBR\Report\Grampound Road former railway buildings.doc

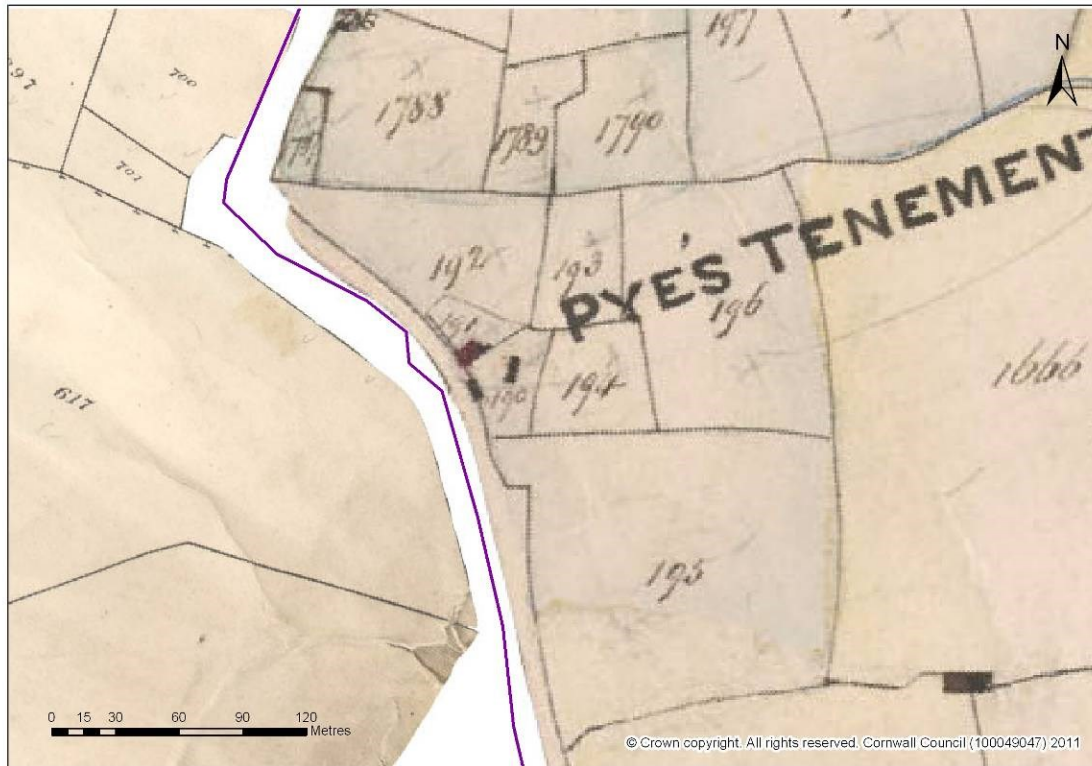


Fig 3 Extract from Probus and Ladock parish Tithe Maps, surveyed 1839/1840

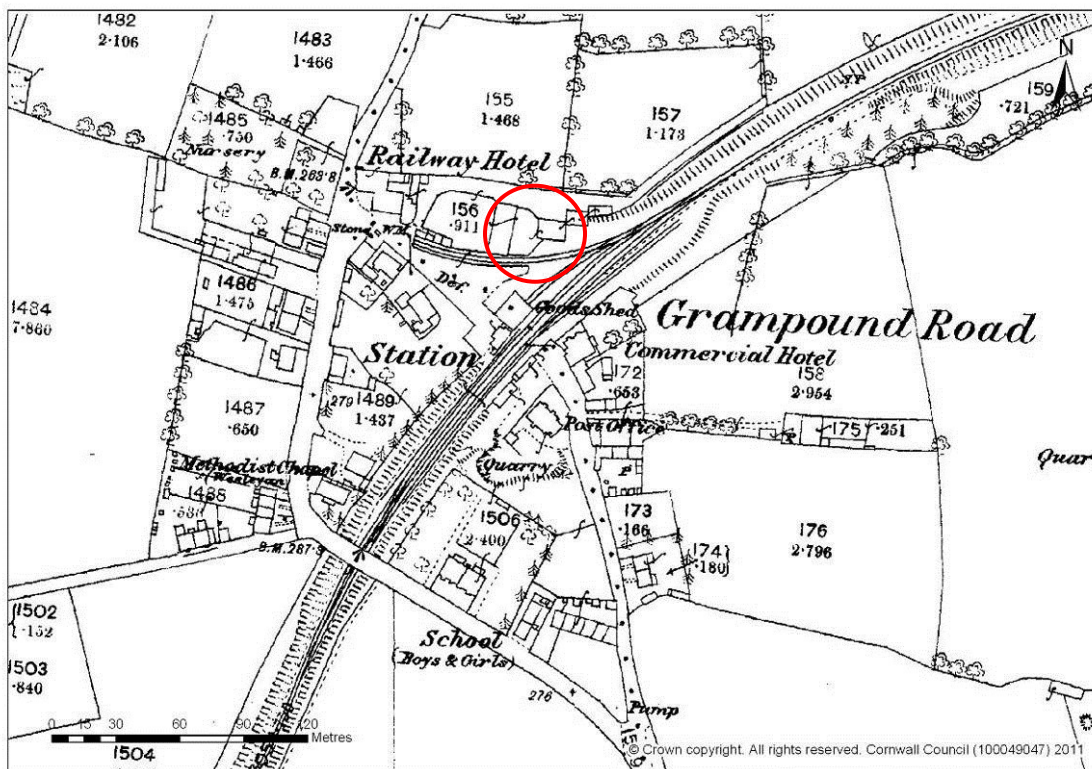


Fig 4 First Edition of the Ordnance Survey 25 Inch Map, c1880

By this date the former Pye's Tenement shown on Ladock Tithe map had become redeveloped as the Commercial Hotel



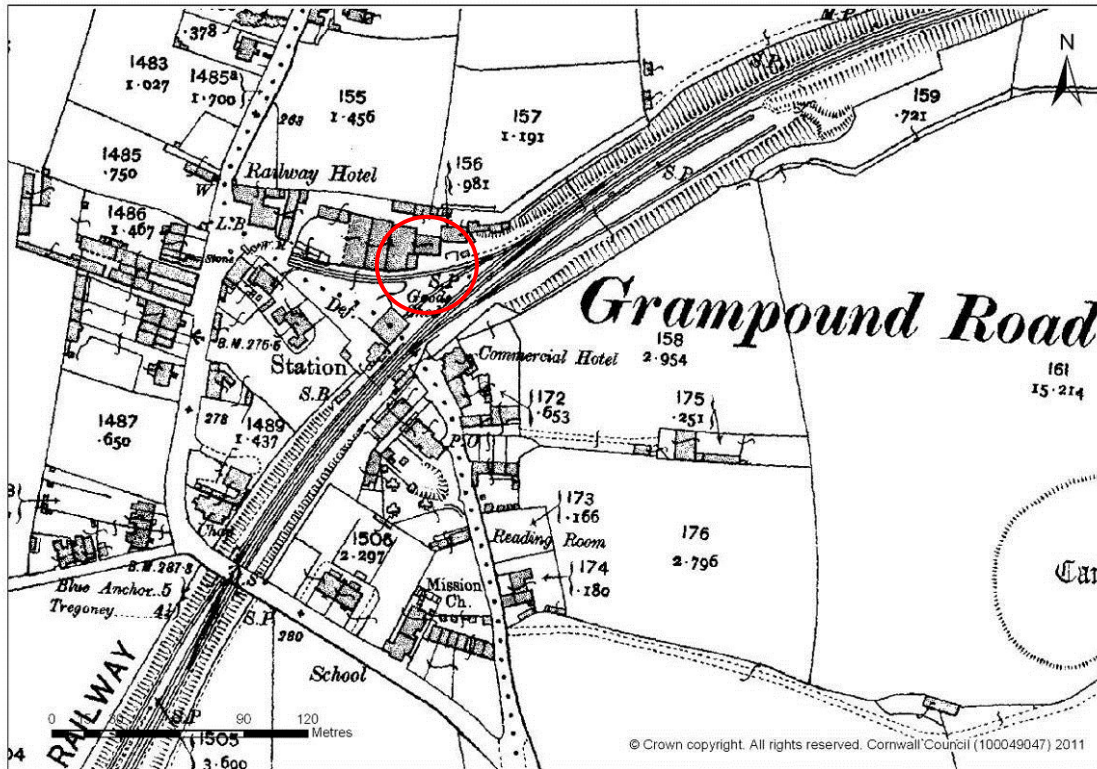


Fig 5 Second Edition of the Ordnance Survey 25 Inch Map, c1907

By the time this map was surveyed Building 2 had been constructed, as infill between Building 1 and structures adjoining the yard to the west



Fig 6 Air photo of Grampound Road 2000



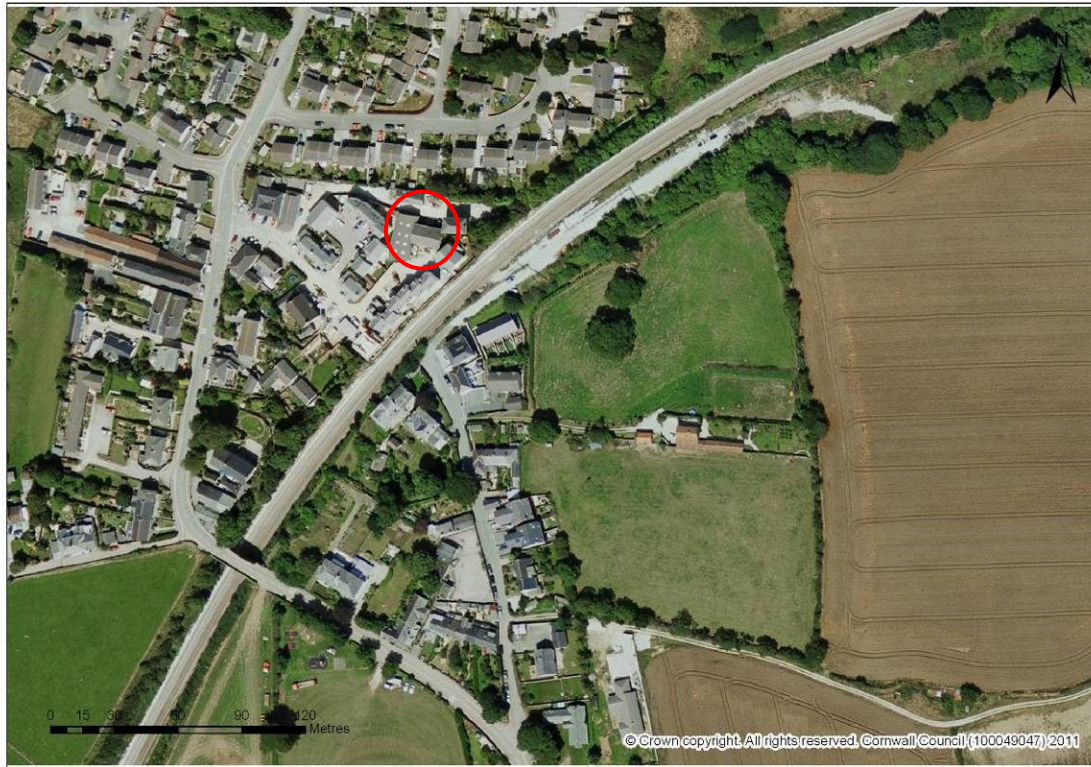


Fig 7 Air photo of Grampound Road 2005

Comparison of Figs 5 and 6 shows that by 2005 many of the former station buildings and yard had been redeveloped as a modern housing estate

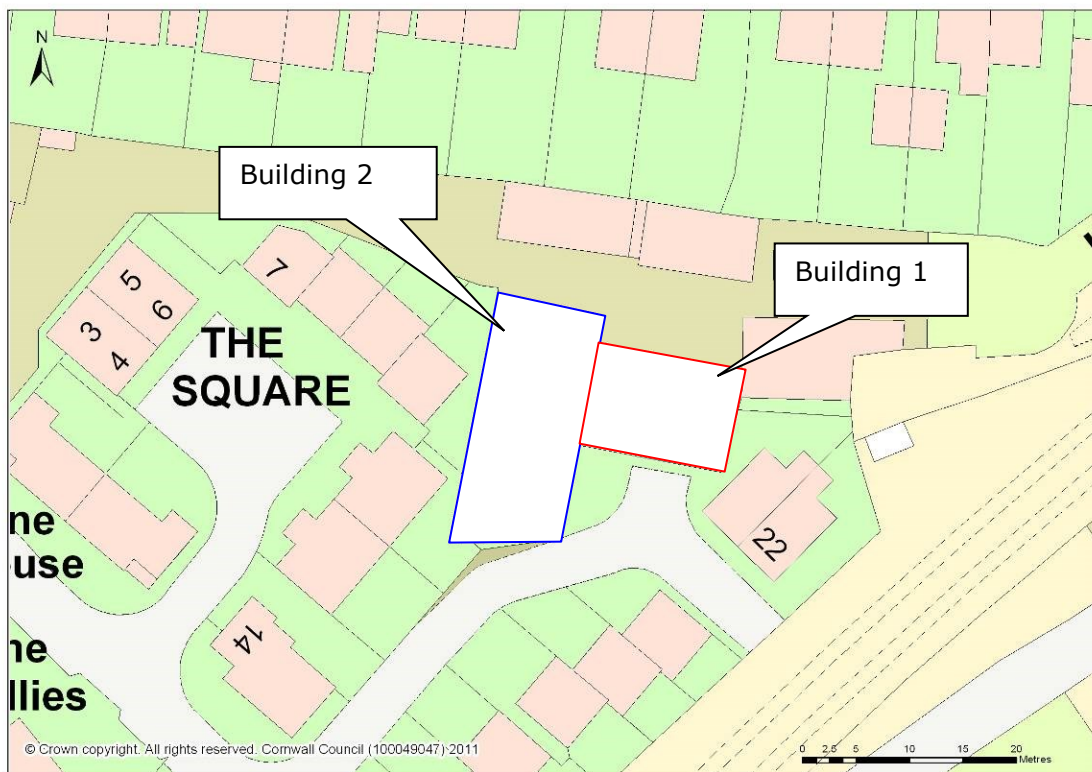


Fig 8 Block plan





*Fig 9 Front elevation of Building 1, viewed from the north west*



*Fig 10 The frontage of Building 2 (right of centre)*

*The modern houses behind have been built on the sites of further railway buildings and an associated yard*





*Fig 11 The rear of Building 1 showing central loading doors into the upper floor  
An inserted window lies behind the bush to the right, and at extreme left is a slot (now infilled) for a belt drive*



*Fig 12 The front loading doors on Building 1  
Note the projecting corbel to the right, probably to support a loading crane, and a slot for an overhead loading beam above the keystone of the upper arch*





*Fig 13 An inserted (and subsequently infilled) slot for a belt drive to machinery inside the building*



*Fig 14 The rear gable of Building 2*

*Loading doorways and windows are just visible above the modern fence and within the bushes*





*Fig 15 The ground floor of Building 1*

*Steel piers supporting the upper floor are probably all replacements. The larger beam (left) appears to be original, with two other outer beams added to strengthen the floor.*



*Fig 16 Trapdoor associated with a sack hoist, viewed from beneath*





*Fig 17 The upper floor of Building 1, looking east*

*A wide doorway towards the right has been blocked and replaced by a narrower more central door. The gable window above has been deepened and subsequently blocked*



*Fig 18 The north eastern corner of Building 1, with former stairs to the right*

*The doorway is an addition, made to connect with the first floor of Building 2*



*Fig 19 View towards the front wall on the upper floor of Building 1*

*Note the remains of a timber beam above the loading doorway; this would once have supported an external pulley for bringing goods in or out of the building*



*Fig 20 Features in the west gable wall of Building 1*

*Note an original gable window, an infilled bearing recess (with grease stain below) which once supported line shafting, and the doorway to Building 2*





*Fig 21 The roof structure of Building 1*

*Original king post trusses have had their diagonal struts removed (note underside empty mortises). The earlier darker purlins have been supplemented with newer timber when the roof covering was renewed*



*Fig 22 Graffiti on a roof truss in Building 1*

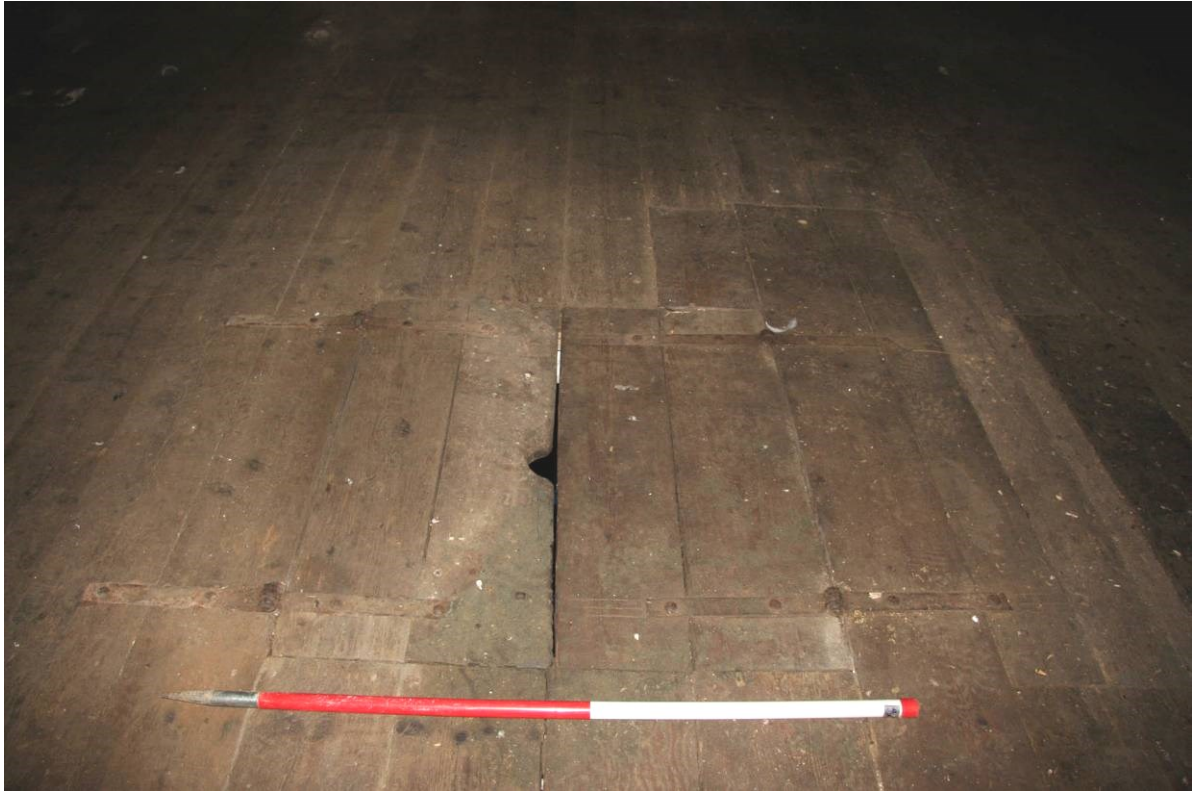




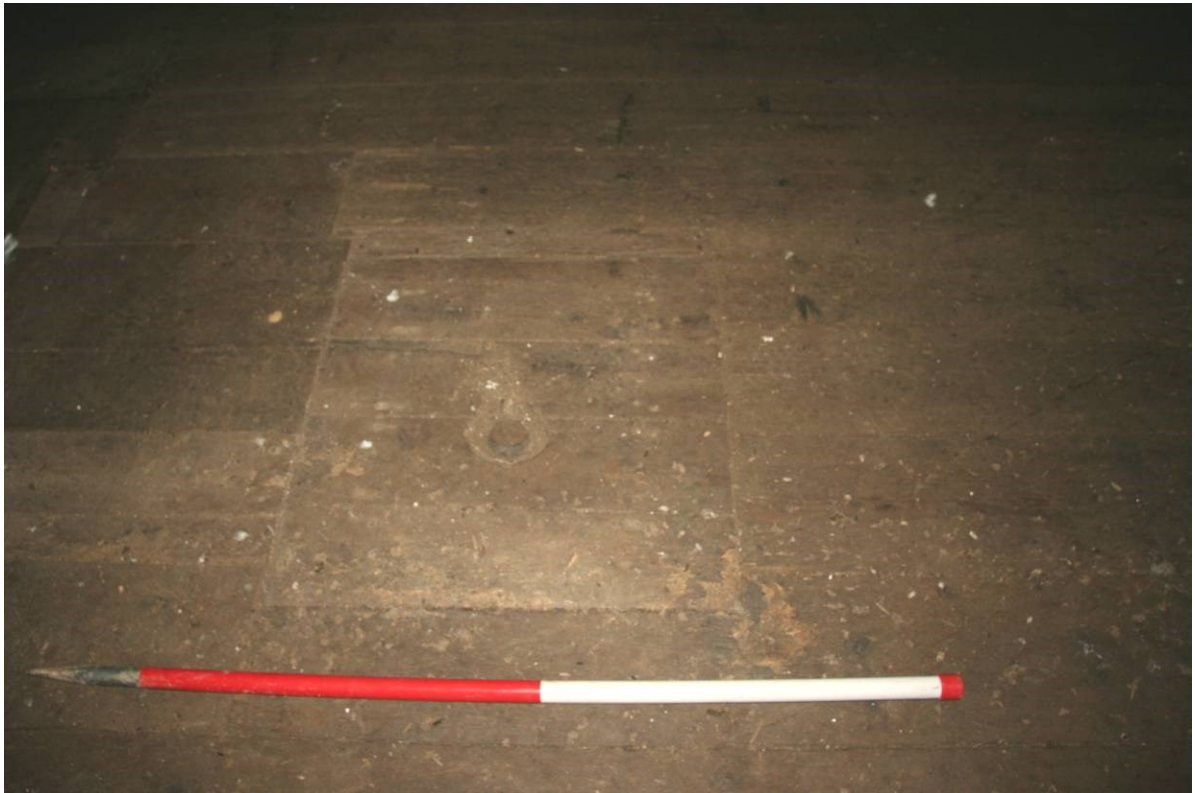
*Fig 23 Graffiti on a roof truss in Building 1*

*It appears this was periodically added by individuals who were oiling the line shaft bearings mounted in the roof structure*





*Fig 24 The trapdoor associated with a sack hoist, as seen in the planking of the upper floor*



*Fig 25 Irregularities in the upper floor planking probably represent footings for machinery and /or chutes to the ground floor level*



*Fig 26 Interior of Building 2, looking north*



*Fig 27 Interior of Building 2, looking south*





*Fig 28 Interior of Building 2, looking east, showing remains of upper floor and stair access*



*Fig 29 Surviving area of upper floor at north end of Building 2*



*Fig 30 The upper floor of Building 2 was originally supported on central piers running the length of the building; a brick pier survives at the front of the building (towards left) and the horizontal black painted timber running into the pier is a truncated fragment of a principal floor beam*

*The vertical timber (right of centre) is a reused element, placed here to support the remaining part of the upper floor*

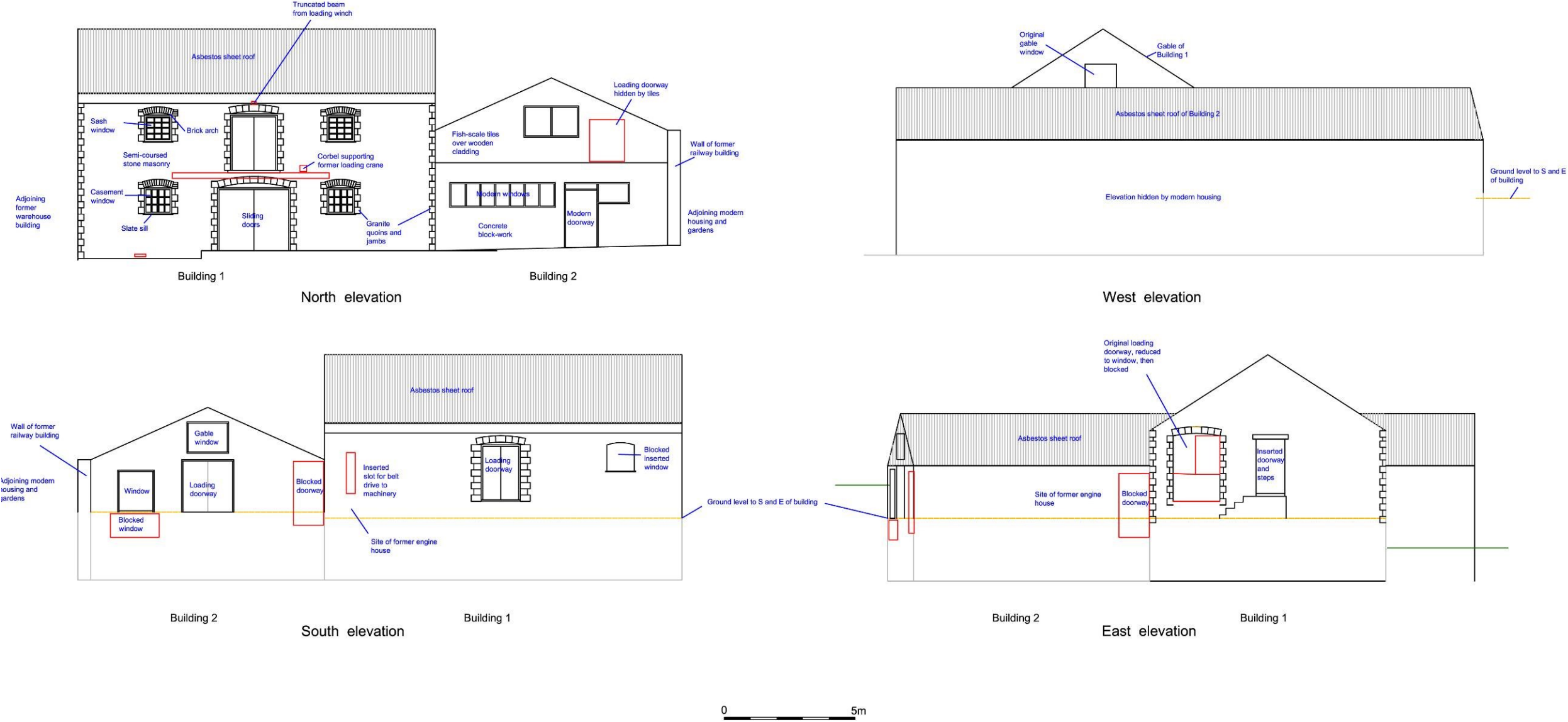


Fig 31 Building elevations  
Based on measured drawings kindly supplied by Steve Soper, with annotation and additional detail by HEP





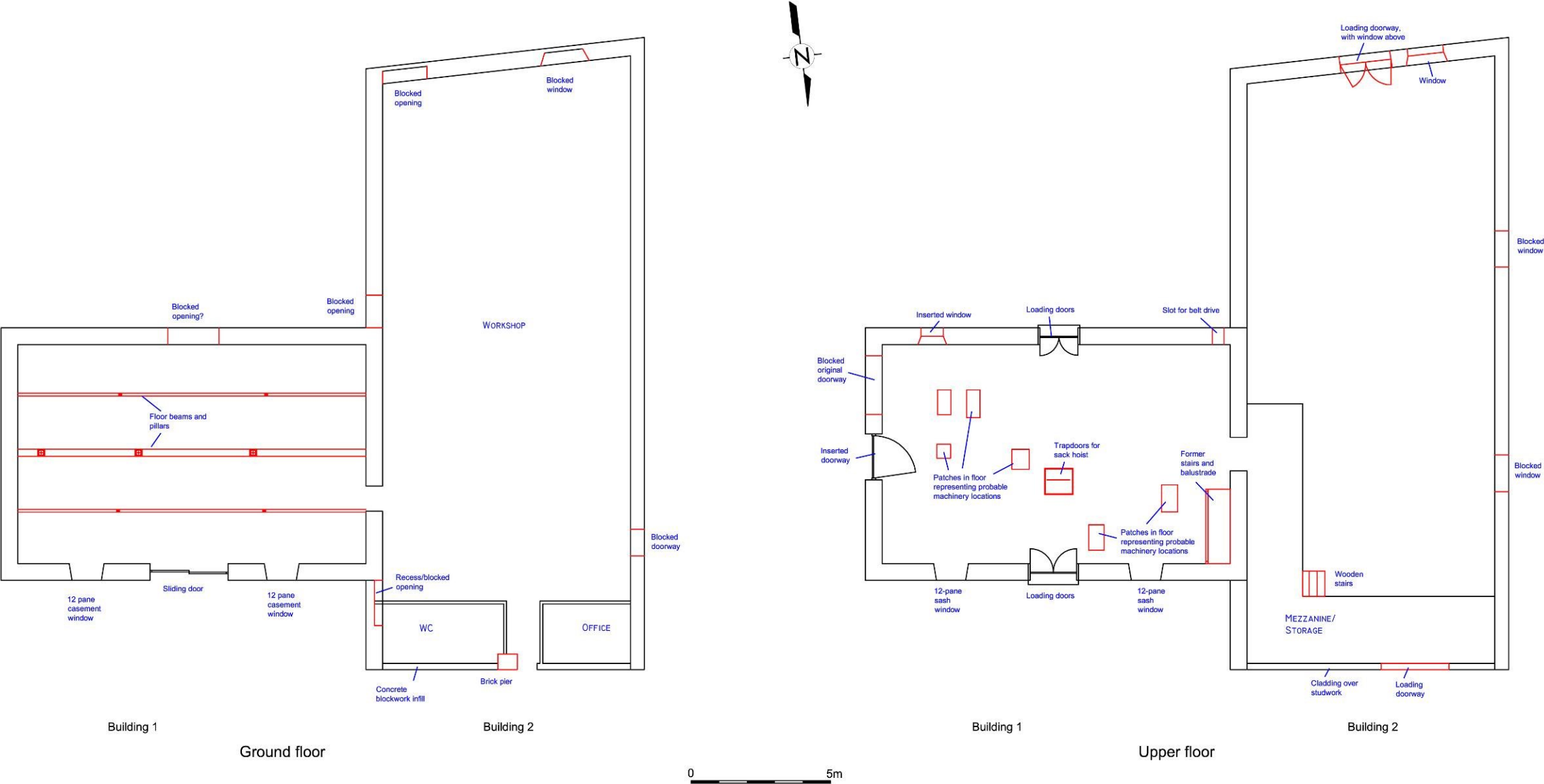


Fig 32 Building plans  
Based on measured drawings kindly supplied by Steve Soper, with annotation and additional detail by HEP





## Appendix 1: Planning brief

### BRIEF FOR DESCRIPTIVE HISTORIC BUILDING RECORDING

**Date:** 5<sup>th</sup> February, 2012  
**Address:** Railway Buildings, Grampound Road, Ladock, Cornwall  
**Applicant:** Bob Fell, BF Components  
**Agent:** Andy Mayes URS

Dan Ratcliffe, Historic Environment Advice Team Leader (Central) Cornwall Council, Historic Environment Service, Kennall Building, Old County Hall, Truro TR1 3AY. E-mail. [dratcliffe@cornwall.gov.uk](mailto:dratcliffe@cornwall.gov.uk)

**Local Planning Authority Officer:** not known.

This brief is only valid for six months. After this period the Historic Environment Planning Advice Officer (HEAA) should be contacted. Any written scheme of investigation (WSI) resulting from this brief shall only be considered for the same period. The contractor is strongly advised to visit the site before completing their WSI as there may be implications for accurately costing the project.

#### Contractors Written Scheme of Investigation (WSI)

No works on site shall take place until the HEAA and the Local Planning Authority (LPA) have approved the archaeological contractor's WSI.

### 1 Introduction

This brief has been written by the HEA and sets out the minimum requirements for the production of a 'Level 2 descriptive record' as defined by English Heritage in *Understanding Historic Building: A guide to good recording practice* (2006). A Level 2 record provides an archive quality record of a building in its current state, an assessment of its significance and an indication of its potential for further research. It need provide only a basic analysis of the building concerned but should be capable of forming the basis of later more detailed analysis where required.

A Level 2 record is required in order to discharge condition 2 of planning consent C1/FE15/0700/10/R

### 2 Site Location

This building is located at SW9161850573 on 'The Sqaure' Grampound Road. The building is now within an urban context, surrounded by more modern buildings.

### 3 Planning Background

P141 of the NPPF states that where the Local Planning Authority decides that a loss of significance is justified by the merits of a scheme requiring consent, then planning obligations should be imposed to *record and advance understanding of the heritage asset*. The LPA has therefore imposed the following condition-

"No development shall take place within the site until the applicant has secured and implemented a programme of archaeological work in accordance

with a written scheme of investigation to be submitted by the applicant and approved in writing by the Local Planning Authority in consultation with the County Archaeologist”

The applicant, their agents and any subcontractors should note that where there are other conditions requiring satisfaction in advance of the commencement of works on site; it is the responsibility of the applicant to liaise with the planning officer concerned to ensure that the timetabling of these works is managed .

#### **4 Site Background**

Historic maps suggest that these buildings were once part of a station yard around a siding of the Cornwall Railway of 1859. The construction of this railway provided the stimulus for the growth of Grampound Road, which was previously anciently enclosed agricultural land characterised by a dispersed settlement pattern. The building is constructed of uncoursed killas slate rubble with openings dressed in brick and granite quoins. A central vehicle entrance with loading doors above is flanked to either side by two square windows with probable original hinged casements to the ground floor and sash windows to the first. The roofing material is a 20<sup>th</sup> century replacement.

#### **5 Requirement for Work**

19<sup>th</sup> century railway buildings have been identified by HES as a heritage assets for their archaeological, historic and architectural significance in addition to their contribution to the unique historic character of the county. They provide information on building techniques, architectural styles and on the changing social and economic nature of Cornish life. The proposed changes may constitute a significant and irreversible change to the building's significance. A record is required in order to inform these changes; to advance our understanding of the building type and of this example in particular; and to add to the evidence base for future planning decisions.

##### Aim of the work.

To provide a basic, written, measured/drawn and photographic record of the building concerned at an appropriate scale and level of detail to permit a full proper understanding of its present state.

This recording needs to be directed by a specialist who will ‘read’ the structure and record the important details. This person will be expected to produce a basic survey or to adapt one produced by a capable building surveyor. As much of the building will be retained following these works, recording should be concentrated on what will be removed or changed. Nevertheless it is vital to convey the context for the parts in question to inform future understanding.

The report should briefly demonstrate an understanding of the building in its typological context. It is not intended be an exhaustive analysis of the building but to be optimised towards the recording of those features to be lost within the wider context of the building. The archive record should be produce evidence capable of later further analytical development.

#### **6 General Methodology**

- 6.1 All stages of the investigation shall be supported by a written scheme of investigation (WSI).
- 6.2 The archaeological or historic building contractor is expected to follow appropriate codes of practice – i.e. those of the Institute for Archaeologists (IfA) / Institute of Historic Building Conservation (IHBC).
- 6.3 Details including the name, qualifications and experience of the site director and all other personnel (including specialist staff) shall be included within the WSI.
- 6.4 All of the latest Health and Safety guidelines shall be followed on site.
- 6.5 The IfA's Standards and Guidance should be used for additional guidance in the production of the WSI, the content of the report and the general execution of the project.
- 6.6 Terminology will be consistent with the English Heritage Thesaurus.
- 6.7 Documentary research will be undertaken before the commencement of fieldwork and will establish the nature and extent of existing records and understanding of the assets involved. Research will include consultation of historic Ordnance Survey and Tithe mapping, the Cornwall and Scilly Historic Environment Record, the Cornwall Record Office, relevant Local Studies Libraries and other relevant collections.

## **7 Site Recording Methodology**

- 7.1 The drawn record need not be comprehensive and act principally to support the photographic and written descriptive record but as a minimum should include
  - measured plans of all floors at 1:50 or 1:100 as appropriate
  - a site plan at 1:500
  - Measured elevations shall be required, only where these are necessary to an understanding of a building's design, development or function and are not more readily obtained by photography.
  - a phased plan if the building's constructional complexity and the extent of proposed works warrants this, and
  - a plan annotated to show the location, shot number and direction of all photographs.

*In some cases it may be appropriate to use a diagrammatic sketch not necessarily to scale to demonstrate features not apparent on measured drawings or photography*

Plans may be based on existing architectural survey data where this exists but these must be checked on site to ensure acceptable accuracy and detail and should be recast where necessary to standard EH conventions as illustrated in *Understanding Historic Buildings* as appropriate to Level 1 and 2 surveys. All plans must be tied to the OS grid, show a north point and be accompanied by suitable labelling and naming of parts.





7.2 The photographic record shall include

- A general view or views of the building in its wider setting or landscape
- The building's external appearance- a series of oblique views of all external elevations. Where individual elevations show complex stratigraphy views perpendicular to the elevational frame may be appropriate.
- The overall appearance of principal spaces .
- Any relevant details such as machinery, fittings, graffiti, ephemera and decorative or structural detail not apparent from wider shots

The photographs will be taken with black and white 35mm or medium format film producing archive quality prints and negatives. Colour photography may be utilised for general shots and where it is appropriate for detail shots. For both general and specific photographs, a photographic scale shall be included.

7.4 The written record shall include items 1-3 as set out in *Understanding Historic Buildings* section 4.5.2 and include a summary description. The following may act as a useful *aide memoire* to the details required.

- Building type and function
- Date of construction and any subsequent alteration
- Architect / style of design
- Materials, method of construction
- Plan form
- Façade treatment and fenestration
- Interiors, particularly fixtures and fittings and internal arrangements
- Subsidiary features such eg. machinery, ephemera. decoration
- Historical significance
- Source materials
- The setting of the building in the landscape / townscape

The account should briefly demonstrate an understanding of the building in its typological context. Conclusions should be drawn regarding the building's development and use but there need not be detailed discussion of the evidence on which these conclusions are based. It is not intended be an exhaustive analysis of the building but to be optimised towards the recording of those features to be lost within the wider context of the building.

## 8 Results

8.1 The full report shall be submitted within a length of time (but not exceeding six months) to be agreed between the applicant and the historic building contractor, Cornwall County Council Historic Environment Service and the Cornwall Records Office. A further digital copy shall be supplied on CD-ROM preferably in 'Adobe Acrobat' PDF format.

8.2 The archaeological contractor will undertake the English Heritage/ads online access to the index of archaeological investigations (OASIS).

- 8.3 This report will be held by the Cornwall and Scilly Historic Environment Record (HER) and made available for public consultation.
- 8.4 The report must contain:
- A table of contents.
  - The building's precise location in National Grid and address form.
  - A brief history of the site.
  - A concise non-technical summary of the project results.
  - The aims and methods adopted in the course of the investigation.
  - The date of the record, name of recorder(s) and the location and contents of the deposited archive.
  - A location map, copies of any plans/drawings and copies of such photographs as necessary to illustrate the written description with appropriate annotation.
  - A written description of the building and its structure, materials and layout.
  - A full bibliography where external sources have been used.
  - A copy of the brief and approved written scheme of investigation (WSI) will be included as an appendix.
  - A digital copy of all photographs (in .TIFF format) making up the archive record to be bound into the rear cover of the HER / HEAA copy of the report on CDR or DVDR.

## 9 Archive Deposition

- 9.1 An ordered and integrated site archive will be prepared in accordance with: *Management of Research Projects in the Historic Environment (MoRPHE) English Heritage 2006* upon completion of the project. The requirements for archive storage shall be agreed with the Royal Cornwall Museum. Please check the accessioning and deposition information on the Royal Cornwall Museum website and fill in the 'Notification of Fieldwork' form. Once this has been accepted an accession number will be provided by the museum.
- <http://www.royalcornwallmuseum.org.uk/policies/>
- 9.2 The archive including a copy of the written report, all drawn materials and all archive quality photographic prints and negatives shall be deposited with the appropriate organisation within two months of the completion of the full report and confirmed in writing with the HEAA.
- 9.3 Documentary archives will normally be deposited with the Cornwall Record Office. Photographic archives are normally deposited with the Cornwall Museum.
- 9.4 A copy of the report will be supplied to the National Monuments Record (NMR) in Swindon.
- 9.5 A summary of the contents of the archive shall be supplied to the HEAA.
- 9.6 Only on completion of 9.1 to 9.4 (inclusive) will there be a recommendation for the discharge of any archaeological recording condition.

## **10 Monitoring**

- 10.1 The HEAA will monitor the work and should be kept regularly informed of progress.
- 10.2 Notification of the start of work shall be given preferably in writing to the HEAA at least one week in advance of its commencement.
- 10.3 Any variations to the WSI shall be agreed with the HEAA, preferably in writing, prior to them being carried out.

## Appendix 2: Written Scheme of Investigation

### Historic Environment Projects, Cornwall Council



### Former railway building at Grampound Road: Written Scheme of Investigation for historic building record

Client: Steve Soper

Client tel:

Client email:

### Project background

Former railway buildings located in the core of Grampound Road village (NGR SW 91618 50573) are the subject of a planning application for conversion to residential use. Planning consent has been granted by Cornwall Council (decision notice ref C1/FE15/0700/10/R), but is subject to conditions. Condition 2 states:

No development shall take place within the site until the applicant has secured and implemented a programme of archaeological work in accordance with a written scheme of investigation to be submitted by the applicant and approved in writing by the Local Planning Authority in consultation with the County Archaeologist.

A brief has been prepared by the Historic Environment Archaeological Advisor and sets out the minimum requirements for the production of a 'Level 2 descriptive record' (English Heritage 2006). A Level 2 record is required in order to discharge Condition 2.

Historic Environment Projects (HEP) was approached by the site owner, with a view to undertaking historic building recording works to satisfy Condition 2. This Written Scheme of Investigation sets out HEP's proposed aims and methodology for recording the site, as well as the arrangements for project monitoring.

### Site history

Historic maps suggest that the subject buildings were once part of a station yard around a siding of the Cornwall Railway of 1859. The construction of this railway provided the stimulus for the growth of Grampound Road, which was previously anciently enclosed agricultural land characterised by a dispersed settlement pattern.

### Project extent

The location and extent of the site is shown on the applicant's planning drawings.



## Aims and objectives

The principal aim of the study is to gain a better understanding of the historic development and functions of the buildings. The objectives are to obtain an historic building record of the site prior to alterations.

## Working methods

All recording work will be undertaken according to the Institute for Archaeologists *Standards and Guidance for Archaeological Investigation and Recording*. Staff will follow the IfA *Code of Conduct* and *Code of Approved Practice for the Regulation of Contractual Arrangements in Archaeology*. The Institute for Archaeologists is the professional body for archaeologists working in the UK.

### Desk-based research

Rapid desk-based research will be carried out to inform the fieldwork stage. This will comprise:

- Readily available published sources
- Historic maps, including
  - parish Tithe maps (c1840),
  - 1<sup>st</sup> and 2<sup>nd</sup> Editions of the OS 25 inch maps (c1880 and c1907)
- Modern maps

### Fieldwork: survey and description

Measured information and detail, as appropriate, will be added to copies of existing contractors drawings (to be supplied to HEP by the client). Historic building recording will include architectural features and details of builds, finishes etc. Analysis of the fabric will be undertaken on site (recorded as notes) to allow a description to be written up at the archive stage.

### Fieldwork: photographic recording

To include:

1. Black and white photographs using a 35mm camera on fine grain archive quality film
2. Colour photographs taken with a digital SLR camera (with a resolution of 8MP or higher)

The photo record will comprise:

- general views
- examples of structural and architectural detail

Methodology for the archive standard photography is set out as follows:

- Photographs of details will be taken with lenses of appropriate focal length
- A tripod will be used to take advantage of natural light and slower exposures
- Difficulties of back-lighting will be dealt with where necessary by balancing the lighting by the use of flash
- A metric scale will be included in all views, except where health and safety considerations make this impractical

### Creation of site archive

To include:

- Archiving of black and white photographs to HER standards
- Digital colour photographs (stored according to HER guidelines and copies of images made available to the client)
- A detailed site/building description
- Preparation of finished drawings
- Completion of the English Heritage/ADS OASIS online archive index

### **Archive report**

A written report will include:

- Summary
- Project background
- Aims and objectives
- Methodology
- Location and setting
- Designations
- Site history
- Building description
- Chronology/dating evidence
- Statement of significance
- Conclusions
- References
- Project archive index
- Supporting illustrations: location map, historic maps, plans, photographs

The content of the report will be reviewed (in discussion with the HEAA) if little information arises from the desk-based and fieldwork stages.

A paper copy and a digital (PDF) copy of the report, illustrations and any other files will be held in the Cornwall HER. Paper copies of the report will be distributed to the client, to local archives and national archaeological record centres.

### **Archive deposition**

An index to the site archive will be created and the archive contents prepared for long term storage, in accordance with HE standards.

The archiving will comprise the following:

1. All correspondence relating to the project, the WSI, a single paper copy of the report together with an electronic copy on CD, stored in an archive standard (acid-free) documentation box
2. A2 drawn archive storage (plastic wallets for the annotated record drawings)
3. Archive standard negative holders and archive print holders, to be stored in the HEP system until transferred to the Royal Cornwall Museum.
4. The project archive will be deposited initially at ReStore PLC, Liskeard and in due course (when space permits) at Cornwall Record Office.

## **Timetable**

The study is anticipated to be commenced during May 2013. The archive report will be completed within a month of the end of the fieldwork. The deposition of the archive will be completed within 3 months of the completion of the archive report.

## **Monitoring and Signing Off Condition**

Monitoring of the project will be carried out by Dan Ratcliffe, Historic Environment Archaeological Advisor. Where the HEAA is satisfied with the archive report and the deposition of the archive written discharge of the planning condition will be expected from the local planning authority (LPA).

Monitoring points during the study will include:

- Approval of the WSI
- Completion of fieldwork
- Completion of archive report
- Deposition of the archive

## Historic Environment Projects

Historic Environment Projects is the contracting arm of Historic Environment, Cornwall Council (HE). HE employs some 20 project staff with a broad range of expertise, undertaking around 120 projects each year.

HE is committed to conserving and enhancing the distinctiveness of the historic environment and heritage of Cornwall and the Isles of Scilly by providing clients with a number of services including:

- Conservation works to sites and monuments
- Conservation surveys and management plans
- Historic landscape characterisation
- Town surveys for conservation and regeneration
- Historic building surveys and analysis
- Maritime and coastal zone assessments
- Air photo mapping
- Excavations and watching briefs
- Assessments and evaluations
- Post-excavation analysis and publication
- Outreach: exhibitions, publication, presentations

## Standards



HE is a Registered Organisation with the Institute for Archaeologists and follows their Standards and Code of Conduct.

As part of Cornwall Council, the HES has certification in BS9001 (Quality Management), BS14001 (Environmental Management), OHSAS18001 (Health, Safety and Welfare), Investors in People and Charter Mark.

## Terms and conditions

### Contract

HE Projects is part of Historic Environment, Cornwall Council. If accepted, the contract for this work will be between the client and Cornwall Council.

The views and recommendations expressed will be those of the HE projects team and will be presented in good faith on the basis of professional judgement and on information currently available.

### Project staff

The project will be managed by a nominated Senior Archaeologist who will:

- Discuss and agree the detailed objectives and programme of each stage of the project with the client and the field officers, including arrangements for health and safety.

- Monitor progress and results for each stage.
- Edit the project report.
- Liaise with the client regarding the budget and related issues.

Work will be carried out by HE field staff, with assistance from qualified specialists and sub-contractors where appropriate. The project team may include one or more of the following:

*Nigel Thomas BA MifA*

Senior Archaeologist who has worked with HE and its predecessors since 1987. Responsible for management of projects relating to historic building recording and surveys of historic landscapes. Past work has included recording and structural analysis at Launceston and Restormel Castles, medieval chapels at Rame, Bodmin and Hall (Bodinnick), as well as landscape surveys at Lanhydrock park and Godolphin gardens. Project manager for historic building analyses at Tintagel Old Post Office, Cotehele House, St Michael's Mount summit complex and Trerice for the National Trust. Has recorded numerous industrial structures including Harveys Foundry, Loggans Mill (Hayle), Town Mills at St Columb Major, and china-clay area features including the waterwheel at Virginia CC Works, Greensplat engine house and Carrancarrow chapel. Project team leader for the Lostwithiel Town Characterisation Study. Member of the IfA's Buildings Group and Graphic Archaeology Group. An experienced user of AutoCAD and is responsible for HE's survey methodology.

*Eric Berry*

A freelance Historic Buildings Consultant, with extensive experience of Listing reviews for English Heritage and has surveyed and photographed numerous early buildings in Cornwall. Eric formerly worked as a Conservation Officer for Carrick DC and serves on the committee of the Cornish Buildings Group.

### **Report distribution**

Paper copies of the report will be distributed to the client, to local archives and national archaeological record centres.

A digital copy of the report, illustrations and any other files will be held in the Cornwall HER and also supplied to the client on CD or other suitable media.

### **Copyright**

Copyright of all material gathered as a result of the project will be reserved to the Historic Environment, Cornwall Council. Existing copyrights of external sources will be acknowledged where required.

Use of the material will be granted to the client.

### **Freedom of Information Act**

As Cornwall Council is a public authority it is subject to the terms of the Freedom of Information Act 2000, which came into effect from 1st January 2005.

HE will ensure that all information arising from the project shall be held in strict confidence to the extent permitted under the Act. However, the Act permits information to be released under a public right of access (a "Request"). If such a Request is received HE may need to disclose any information it holds, unless it is excluded from disclosure under the Act.

### **Health and safety statement**

HE follows the Council's *Statement of Safety Policy*. For more specific policy and guidelines HE uses the manual *Health and Safety in Field Archaeology* (2002) endorsed by the Standing Conference of Archaeological Unit Managers.

Prior to carrying out on-site work HE will carry out a Risk Assessment.

**Insurance**

As part of Cornwall Council, HE is covered by Public and Employers Liability Insurance, with a policy value of £50m. The Council also has Professional Negligence insurance with a policy value of £5m.

*Nigel Thomas*

*Senior Archaeologist*

*22<sup>nd</sup> May 2013*

***Historic Environment Projects***

*Cornwall Council*