



Liskeard & Caradon Railway trackbed mitigation, St Cleer, Cornwall



Cornwall Archaeological Unit

Report No

2015R038

Report Name

St Cleer Railway Track reinstatement

Report Author

Colin Buck

Event Type

Watching brief

Consultancy

Client Organisation

Roy Flood

Client Contact

Tony Manning

Monuments (MonUID)

23770

Fieldwork dates (From)
Date)

28/4/2014

(To)

22/5/2015

(Created By)

Colin Buck

(Create

22/5/2015

Location (postal address; or general location and parish)

Field east of Gwelmeneth Park Estate, St Cleer

(Town – for urban sites)
(Postcode)

(Easting) X co-ord

SX 25247

(Northing) Y co-ord

68200

SX 25380

68122



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Front cover image is a section of trackbed near St Cleer in 1902, showing the flat bottomed rails spiked directly to the supporting granite setts (© National Railway Museum)

Abbreviations

CAU	Cornwall Archaeological Unit
CC	Cornwall Council
GWR	Great Western Railway
HER	Cornwall and Isles of Scilly Historic Environment Record
LCR	Liskeard and Caradon Railway
MCO	Monument number in Cornwall HER
NGR	National Grid Reference
OS	Ordnance Survey
PRN	Primary record number (in HER)
WHS	World Heritage Site

Appendix

Appendix 1

Archaeological brief (P Copleston – HEPAO 30/7/2013)

1 Project background

In March 2012 a swing shovel was used to remove a hedge/masonry wall line (see Figs 1 to 6), which ran along the south side of the former trackbed of the Liskeard & Caradon railway line (within the Cornwall and West Devon Mining Landscape World Heritage Site – ‘WHS’) at land adjacent to Gwelmeneth Park, St Cleer. A referral was made to the WHS and the Area Enforcement Planning Officer (Sarah Jane Page), under hedgerow regulations. Subsequently, through the enforcement process Phil Copleston (Senior Development Officer (Historic Environment)), produced a brief (30/7/2013) for mitigation, which set out the requirements for archaeological reinstatement and recording of the former railway trackbed (Figs 1 and 2). This was intended to guide the archaeological contractor during the supervision of the excavation by machine, as well as the archaeological recording of significant features and finds during reinstatement of the original historic railway alignment (then obscured by infilling and agricultural groundworks undertaken during March 2012).

Cornwall Archaeological Unit (formerly Historic Environment Projects) was asked by the WHS team (who funded this work), to provide a cost estimate in January 2014, and was subsequently commissioned to undertake site consultancy and archaeological recording during the track remediation works. This report contains the results of the archaeological recording and site consultancy.

2 Aims and objectives

The aims and objectives of this project are described in detail in the project brief produced by Phil Copleston (30/7/2013) (see Appendix 1), and they are summarised as follows:

The main purpose of this work was the reinstatement of the trackbed and hedge alignment of the LCR within the field as close as possible to its physical condition prior to the alterations and back-filling of the landscape feature in March 2012. It was recommended that this work should be supervised by a suitably qualified archaeologist to ensure that the correct re-alignment was formed and that original ground surfaces are revealed (while not overcutting the feature). At the same time, any original features thus revealed or artefacts discovered were to be adequately recorded and small finds recovered for further study. However, wherever possible, larger artefacts were to be retained *in situ* or at least retained on site.

Schedule of Works for reinstatement:

1. Reinstatement of the railway trackbed and cutting to follow the original route and to the original width and depth. This was to be undertaken by machine under archaeological supervision. If necessary, any significant features or artefacts thus revealed were to be recorded as part of an ongoing archaeological ‘watching brief’ until the reinstatement is completed.
2. Reinstatement of stone revetting on cutting sides (where appropriate). The extent of any stone revetting was to be determined by physical evidence revealed during removal of the overburden. An archaeological survey was to guide which areas should be subsequently thus restored.
3. Reinstatement of a post and wire fence along the top edge of the cutting, together with planting of suitable hedgerow species. The fence formed a temporary demarcation of the southern (upslope) boundary of the trackbed and cutting, while the eventual hedgerow growth will protect and ensure that the trackbed alignment remains as a visible landscape feature. The particular hedgerow plant species used were agreed with Cornwall Council.

4. All original stonework and other larger finds associated with the railway alignment, including stone revetting material and railway 'sleeper blocks', were to be retained on site and wherever possible incorporated into the reinstated works in agreement with Cornwall Council.

Archaeological recording site specific aims (where applicable) are to:

- Establish the presence/absence of archaeological remains.
- 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 provide further information on the archaeology of the Liskeard & Caradon Railway from any archaeological remains encountered.

3 Working methods

A WSI was not requested by the clients (WHS) for this project. The following text summarises the generic working methods for the archaeological consultancy and archaeological recording for this project:

Fieldwork: archaeological recording

- All archaeological recording work was undertaken according to the Chartered Institute for Archaeologists (CIfA) Standards and Guidance for Archaeological Investigation and Recording. CAU staff followed the CIfA Code of Conduct and Code of Approved Practice for the Regulation of Contractual Arrangements in Archaeology.
- Recording was undertaken using a mix of direct measurement, sketch plotting and photography, as appropriate.
- The chosen site archaeologist adhered to CAU Health and Safety Policies (with appropriate Risk Assessment undertaken in advance of the fieldwork).

Site recording (general)

- Site drawings (plans, sections, locations of finds) were made by pencil (4H) on drafting film; all plans are linked to the Ordnance Survey landline map; all drawings include standard information: site details, personnel, date, scale, north-point
- All features and finds are accurately located at an appropriate scale.
- Photography: in the event of the discovery of significant archaeological deposits/structures scaled monochrome photography will be used, otherwise digital images will be used as the principal record and for illustrative purposes. A photographic scale will be used and a north arrow included as appropriate.
- A location plan will be made linking the site with features that have been mapped by the Ordnance Survey.
- The heights of all features will be tied into the Ordnance Datum.
- The treatment of finds was to follow CAU guidelines

Archaeological consultancy

- The principal factor in effective project delivery was the employment of key project staff, who are expert in the management and recording of the industrial heritage. Cornwall Archaeological project staff can draw upon a substantial track record in undertaking similar work throughout Cornwall, as well as a detailed knowledge of the project area and its sites.
- CAU (Senior Archaeologist) liaised with Ainsley Cocks (WHS), Sarah Jane Page (CC Planning Enforcement Officer), and Tony Manning (for the landowner).

- The CAU Senior Archaeologist attended regular site meetings and for archaeological recording/site consultancy when appropriate during the duration of the project.

4 Results

Following agreement on a course of action between the landowner, the planning enforcement officer and following the production of the brief (Appendix 1), a site meeting was held on 28/4/14 with Tony Manning (agent for the landowner) to formulate the way forward. It was agreed to set out the southern edge of the original track route across the field (aligning with the small number of trees that remained marking the original boundary), with string/tape (Fig 7). An excavator would then reform the original track surface (at right angles to the track) and form a small earth bund on its upslope side. This would then form the replacement boundary – with a formalised fence installed at the break in slope. The earth would then be graded back to form a c 0.3 – 0.4m high vertical boundary hedge – set against the outside of the new fence.

Given the wet weather conditions (and to minimise site degradation/mud, etc for the tenant farmer), this work was started exactly a month later (when drier). The line was set out in the morning, with the site excavated in the afternoon. An archaeological watching brief was undertaken at this time. There were no newly exposed archaeological features or railway setts revealed as a result of this excavation.

On the 4th June 2014, after being told the fencing had been erected, a site visit was undertaken to view the results. The square gauge (pig netting) fencing was 0.75m high, with timber posts and small gauge (chicken netting) to the lower section (0.3 to 0.4m from ground level), to retain the formed earth bank behind the fence. Unfortunately, the posts had been set c0.3m away from the vertical earth bank – (defeating the object of the exercise!). However, this mistake was soon rectified and the site was re-fenced. It was agreed on site that it was more practical to locate the fencing at the downslope side of the reformed ground, and that it performed an additional retaining function for the (upslope) earth behind.

By the 18th July 2014, the site was re-fenced and the ground re-seeded with wheat. To summarise, approximately 100m of former railway track had been re-formed (from SX 25247 68200 to SX 25380 68122) (Figs, 8, 9 and 10), with the exception of approximately 30m at its eastern end (from the existing trees), which had not been re-formed - for reasons of leaving this area for the movement and access of large farm vehicles from the top to the lower parts of the site.

In addition, during field clearance a large pile of rocks had been deposited by the tenant's contractors at the western end of the site, obscuring the only visible section of original retaining wall masonry (next to the edge of Gwelmeneth Park housing estate). The site archaeologist asked if this could be moved prior to the final site meeting with the site archaeologist, the CC enforcement officer the WHS and the landowner agent.

It was also recommended that the landowner, when leasing this field, make a requirement that 3m of former trackbed (measured from the extant fence), be excluded from any deep ploughing activities – thereby preserving the remains of any buried railway setts (see front cover image) that may remain *in situ*.

The final site meeting was held on 22nd May 2015, including Tony Manning (for the client), Ainsley Cocks (WHS), Sarah Jane Page (CC Enforcement), and the report author. It was requested (and later agreed by the landowner), that mixed trees be planted along the upper edge of the formed ground – to re-instate the former character of the hedge line and merge in with other nearby field boundaries. The number and type of trees (oak/hazel/beechn etc) should match the distribution in nearby hedges. This will 'consolidate' the reinstatement and prevent the erosion of the cutting over time. The large pile of clearance rocks and rubble had been removed from the site in early May 2015.

5 Statement of significance

Historical background

Huge deposits of copper ore were discovered in 1836 on Bodmin Moor but their efficient exploitation depended on a reliable transportation route to the coast. The Liskeard and Caradon Railway was therefore incorporated by Act of Parliament on 27 June 1843 as a standard gauge line, built on granite blocks, and opened from Moorswater at Liskeard northwards to South Caradon in November 1844 for mineral traffic. By March 1846 a branch was opened from Caradon to Cheesewring via a short rope-worked inclined plane at Gonamena. The railway connected with the terminus of the Liskeard and Looe Union Canal (PRN 10183) which closed in 1861.

The railway was designed and constructed by Robert Coad to standard gauge (4'8½"), and was initially 13km (8¼ miles) in length. The railway was operated by detached wagons coming down by gravity from the mines and quarries, controlled by brakemen, the wagons being hauled back by horses the following day. These horses were stabled by the company at Moorswater. Although passenger traffic was not sanctioned by the Board of Trade, people were conveyed in the wagons unofficially and at their own risk. From 1860 passenger accommodation was provided and Sunday School outings to Cheesewring were popular.

After 1860 steam replaced animal power, with the canal itself replaced by a railway which connected straight through to Looe at this time (from 1862 the company worked the Looe line of the Liskeard and Looe Company: MCO 165685). In 1872 the Tokenbury line was extended in a loop around Caradon Hill to join the Cheesewring branch; the Gonamena incline was then abandoned and steam locomotives introduced. The first locomotive to work the Liskeard and Caradon Railway was named '*Caradon*', built in 1862. In the 12 months following its introduction, traffic in ore, coal, and granite exceeded 63,000 tons and an additional engine named '*Cheesewring*' was acquired in 1864, followed by a third, named '*Kilmar*' in 1869. Operations continued under the auspices of the Liskeard & Caradon Railway and Liskeard & Looe Union Canal Company until the Great Western Railway assumed control of the network in 1909, by which date Caradon's mines and quarries had closed (many 20 years previously), under the 'Great Western Railway, Liskeard & Looe and Liskeard & Caradon Railway Act'. The Liskeard and Looe line was not absorbed until the grouping in 1923.

All lines north of Moorswater were abandoned on 31 December 1916 and the rails dismantled soon after and re-used during WW1. An estimated 500,000 tons of copper ore and a similar tonnage of granite had been transported by the railway during its life. Legal abandonment occurred in 1931.

Sections of the trackbed of the Gonamena incline survive with granite sleepers intact as well as a bridge at SX 26440 69674. The lower part of the route had been overgrown for many years and parts absorbed into fields, which have progressively been lost due to ploughing, etc. It is depicted on modern maps as a dismantled railway and was plotted as part of the NMP. However, since the Act of Abandonment was issued in 1931, when the Great Western Railway relinquished operations, the majority of the railway infrastructure has been lost. The L&CR depot buildings at Sharptor, Minions, Tokenbury and Polwrath have all been demolished or incorporated into later build. All of the steel rails and the majority of the supporting iron chairs and track components have been removed, along with the crossing gates, most of the mile posts (these were once located at quarter mile intervals), the timber sleepers and crossing keeper's huts. The '8 M' mile post at High Wood near Moorswater (NGR: SX 23330 65290) is understood to have only relatively recently been lost from the trackside through theft (2010).

WHS summary significance

The remains of the LCR were incorporated into the Caradon Mining District (Area A9) on inscription by the United Nations Educational, Scientific and Cultural Organization (UNESCO) of the Cornwall & West Devon Mining Landscape World Heritage Site in July

2006, under the Convention Concerning the Protection of the World Cultural and Natural Heritage, adopted by the General Conference of UNESCO in 1972, and subsequently ratified by the UK Government. The LCR forms a principal component, or 'attribute', of the World Heritage Site (category C2 Mine Transport) and is part of the Site's 'Outstanding Universal Value' (or international significance).

However, there are no known buried archaeological sites within this field (other than the LCR trackbed and cutting). At least one original granite gate pier for the level crossing over Tremar Lane remains *in situ*. On earlier site visits (by Ainsley Cocks), several stone sleeper blocks (dating to the early period of the railway) were observed on site, at least one possibly remaining in original position. Others may survive elsewhere along this railway alignment, possibly buried beneath the recent infill of the cutting (as recently discovered by Ainsley Cocks near the two intact granite posts of the line crossing the adjacent Tremar Lane).

6 References

Historic Environment Service, 2004. *Cornwall and West Devon Mining Landscape World Heritage Site Nomination Document*.

Historic Environment Service, 2004. *Cornwall and West Devon Mining Landscape World Heritage Site Management Plan 2013-2018*.

Historic Environment Service, Undated. *Outstanding Universal Value of the Cornwall and West Devon Mining Landscape*, Truro

Messenger, M, 2001. *Caradon & Looe – The Canal, Railways and Mines (Revised)*, Truro

Sharpe, A, 1993. *Minions - Archaeological Survey of the Caradon Mining District (Revised)*, CAU

7 Websites

<http://www.cornish-mining.org.uk> Cornish World Heritage Site

<http://whc.unesco.org> World Heritage Site information

8 Project archive

The CAU project number is **146343**

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.

English Heritage/ADS OASIS online reference: [cornwall2-211331](https://www.english-heritage.org.uk/record/1019000/cornwall2-211331)

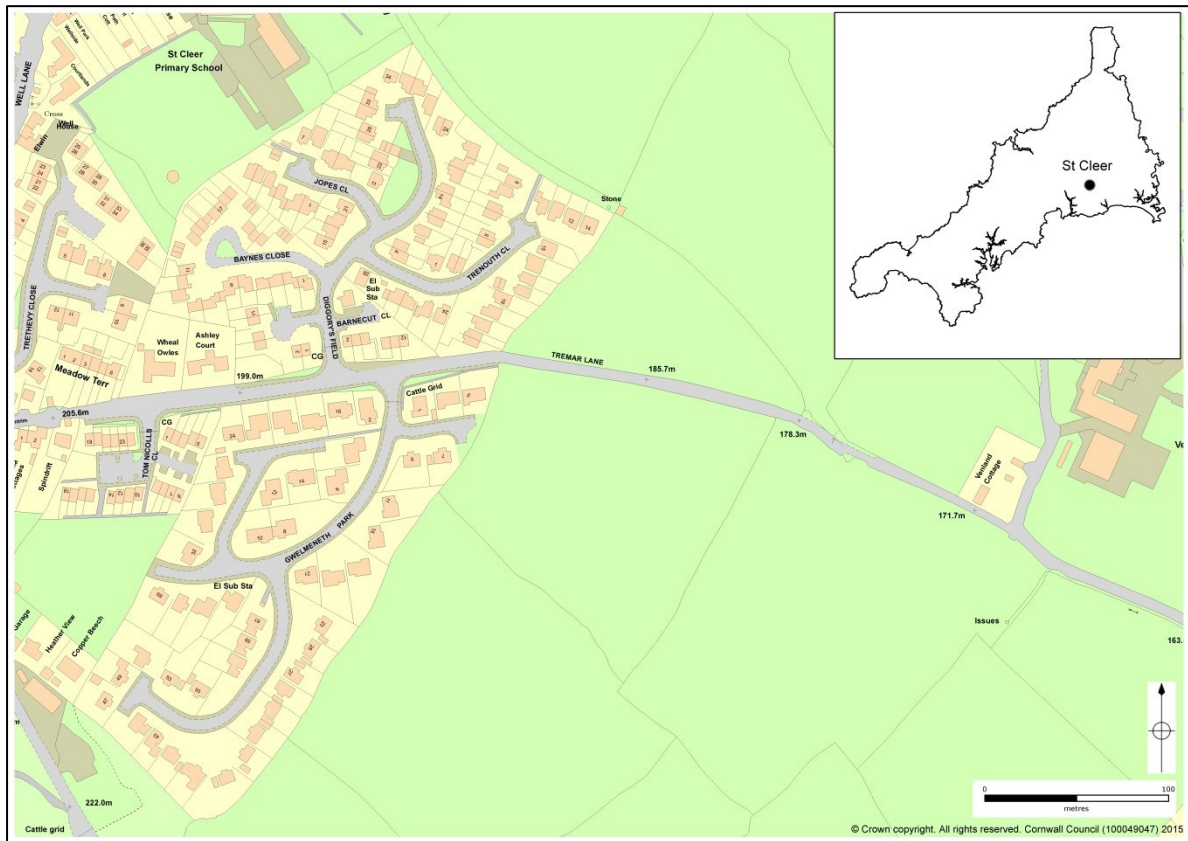


Fig 1 Location map.

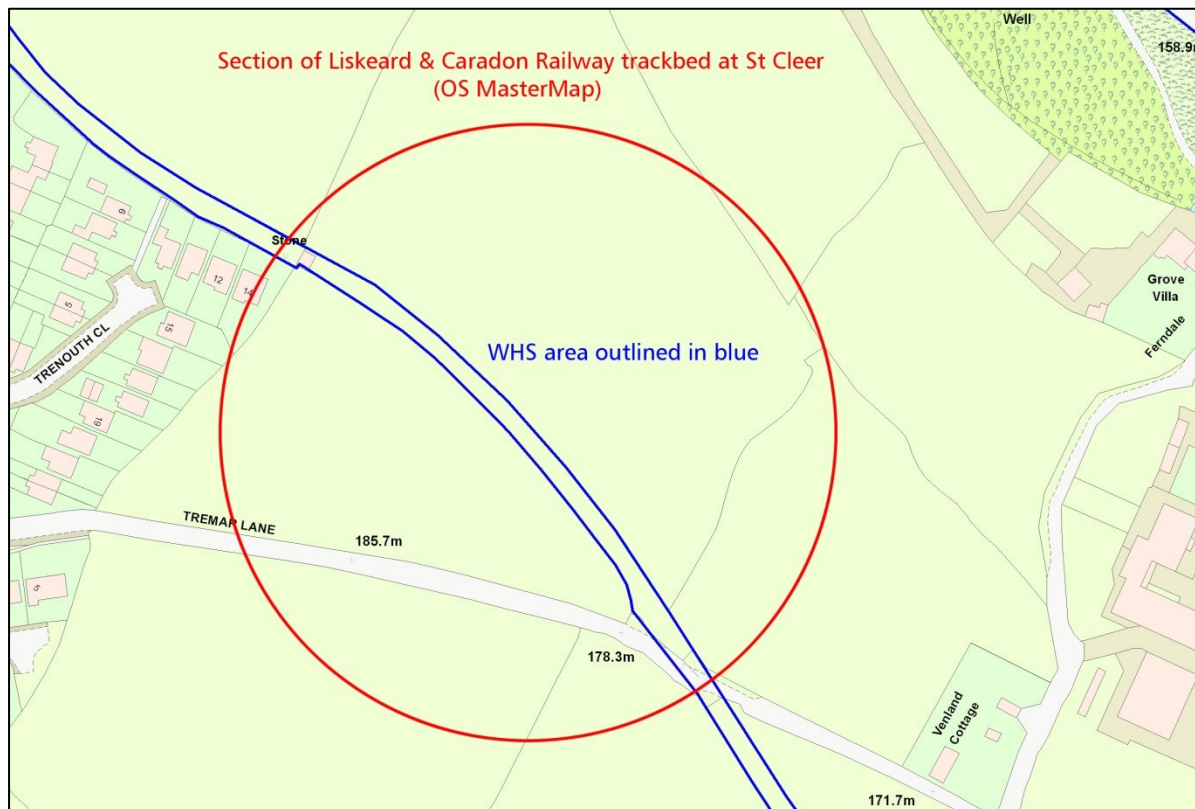


Fig 2 Detailed map of study area.

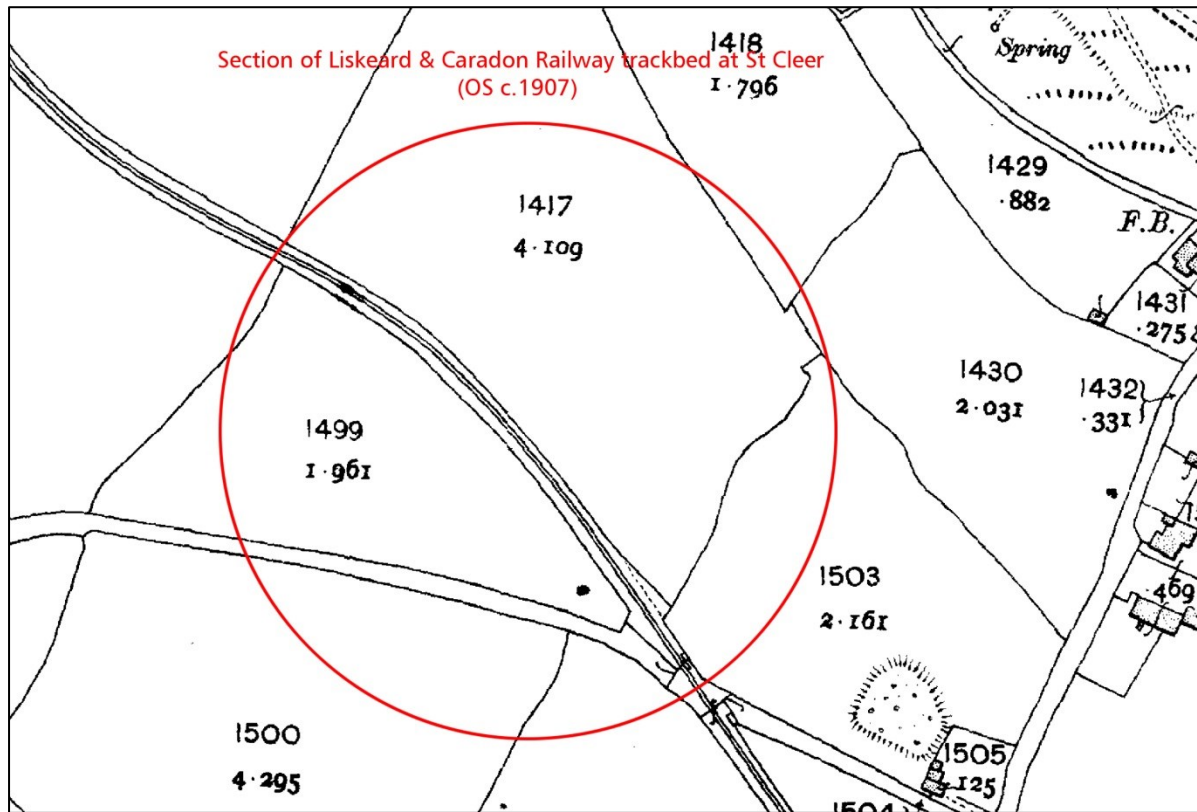


Fig 3 Extract from the OS Second Edition 1:2500 Map c1907.



Fig 4 Aerial view of the study area (CC 2005).



Fig 5 View from the east of the former LCR hedge after removal (10/4/2012) © WHS.



Fig 6 View from the north after hedge removal (10/4/2012) © WHS.



Fig 7 View from the west of string line for site remediation works (28/5/2014) © CAU.



Fig 8 View from the west after excavation track remediation works (28/5/2014) © CAU.



Fig 9 View from the west after final fencing remediation works (18/7/2014) © CAU.



Fig 10 View from the west (along remnant walling) after fencing remediation works (18/7/2014) © CAU.

9 Appendices

Appendix 1

Cornwall Council – Historic Environment Service

BRIEF FOR SUPERVISION DURING REINSTATEMENT OF RAILWAY TRACKBED ALIGNMENT & ARCHAEOLOGICAL RECORDING

Date: 30 July 2013
Address: Land adjacent to Gwelmeneth Park, St Cleer, Cornwall
Site: Former railway trackbed of the Liskeard & Caradon Railway, now a principal component of the Caradon Mining District (A9) of the UNESCO Cornwall & West Devon Mining Landscape World Heritage Site.
Owner: Mr Flood
Agent: Ivor Tomlin, Cliffside, 12 Hockens Lane, Fowey, Cornwall, PL23 1PP (to whom this brief is supplied)

Historic Environment Planning Advice Officer: Phil Copleston, Historic Environment Service, Cornwall Council, Room 82, Luxstowe House, Liskeard, Cornwall, PL14 3DZ Tel. 01579 341406, Email: pcopleston@cornwall.gov.uk

Local Planning Authority Officer: Sarah-Jane Page, Development Officer (Enforcement), Planning & Regeneration, Cornwall Council, 3-5 Barn Lane, Bodmin, Cornwall, PL31 1LZ

This brief is only valid for six months. After this period the Historic Environment Planning Advice Officer (HEPAO) 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 ground works are to be undertaken until the HEPAO and the Local Planning Authority (LPA) have approved the archaeological contractor's WSI.

1 Introduction

This brief has been written by the HEPAO and sets out the minimum requirements for archaeological reinstatement and recording of the former railway trackbed on land adjacent to Gwelmeneth Park, St Cleer. This is intended to guide an archaeological contractor while supervising the excavation by machine and any archaeological recording of significant features and finds during reinstatement of an historic railway alignment, here in the form of a shallow cutting and earthworks currently obscured by infilling and agricultural groundworks undertaken during March 2012.

2 Site Location and Description

The site of the reinstatement works is within a field north of Tremar Lane, east of St Cleer, approximately 125m in length, extending in a northwest direction starting at Ordnance Survey grid reference SX 25351 68166 (approximately) and terminating at SX 25263 68245.

3 Historical & Designation Background

The Act for the construction of the Liskeard & Caradon Railway (LCR) was passed in 1843, to carry coal and metal ore for the Caradon Mines, and to transport granite from Cheesewring Quarry to the canal basin at Moorswater on the Liskeard & Looe Union Canal (later replaced by another railway between Moorswater and Looe in 1860). The LCR opened for mineral traffic in 1844, became part of the Great Western Railway in 1909, and was closed in 1917 and the rails removed. Official abandonment occurred in 1931.

The remains of the LCR were incorporated into the Caradon Mining District (A9) on inscription by the United Nations Educational, Scientific and Cultural Organization (UNESCO) of the Cornwall & West Devon Mining Landscape World Heritage Site in July 2006, under the Convention Concerning the Protection of the World Cultural and Natural Heritage, adopted by the General Conference of UNESCO in 1972, and subsequently ratified by the UK Government. The LCR forms a principal component (category C2 Mine Transport) of this designated landscape of recognised international importance.

4 Archaeological Background

The alignment of the LCR is recorded on the Cornwall and Scilly Historic Environment Record (HER) as situated within 'Anciently Enclosed Land' with a high potential for survival of buried archaeological remains. The site lies within the inscribed area of the UNESCO Cornwall & West Devon Mining Landscape World Heritage Site. However, there are no known buried archaeological sites within this field (other than the LCR trackbed and cutting). At least one original granite gate pier for the level crossing over Tremar Lane remains *in situ*. On earlier site visits, several stone sleeper blocks (dating to the early period of the railway) were observed on site, at least one possibly remaining in original position. Others may survive elsewhere along this railway alignment, possibly buried beneath the recent infill of the cutting.

5 Requirement for Work

The purpose of this work is the reinstatement of the trackbed of the LCR within this field as close as possible to its physical condition prior to the alterations and back-filling of the landscape feature in March 2012. This work should be supervised by a suitably qualified archaeologist(s) to ensure that original ground surfaces are revealed while not overcutting the feature. At the same time, and original features thus revealed or artefacts discovered, should be adequately recorded and small finds recovered for further study. However, wherever possible, larger artefacts should be retained *in situ* or at least retained on site.

Schedule of Works for reinstatement:

1. Reinstatement of the railway trackbed and cutting to follow the original route and to the original width and depth. This to be undertaken by machine under archaeological supervision. If necessary, any significant features or artefacts thus revealed to be recorded as part of an ongoing archaeological 'watching brief' until the reinstatement is completed;
2. Reinstatement of stone revetting on cutting sides (where appropriate). The extent of any stone revetting to be determined by

physical evidence revealed during removal of the overburden. An archaeological survey will guide which areas should be subsequently thus restored;

3. Reinstatement of a post and wire fence along the top edge of the cutting, together with planting of suitable hedgerow species. The fence is to form a temporary demarcation of the southern (upslope) boundary of the trackbed and cutting, while the eventual hedgerow growth will protect and ensure that the trackbed alignment remains as a visible landscape feature. The particular hedgerow plant species used to be agreed with Cornwall Council.
4. All original stonework and other larger finds associated with the railway alignment, including stone revetting material and railway 'sleeper blocks', to be retained on site and wherever possible incorporated into the reinstated works in agreement with Cornwall Council.

Archaeological recording site specific aims (where applicable) are to:

- Establish the presence/absence of archaeological remains
- 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 provide further information on the archaeology of the Liskeard & Caradon Railway from any archaeological remains encountered

PLEASE NOTE: The following sections (6-11 below) are a reduced list of methodologies and requirements which are normally included in an archaeological brief issued by the HEPAO. It is not envisaged that many of the recording requirements will be necessary in this instance, but are included here for completeness should any archaeological recording be necessary.

6 General Methodology

- 6.1 All stages of the investigation shall be supported by a written scheme of investigation (WSI).
- 6.2 The archaeological contractor is expected to follow the code of the Institute for Archaeologists (IfA).
- 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.

7 Archaeological Recording Methodology

- 7.1 Prior to the commencement of on site works the archaeological contractor should familiarise themselves with the site by examining the information held by the Cornwall and Scilly Historic Environment record (HER), the Cornwall Records Office at Truro and the Cornwall Centre at Redruth, where appropriate.
- 7.2 An archaeologist shall be present during all ground works associated with the reinstatement, unless circumstances dictate a different approach. A toothless ditching bucket can be used for the removal of any overburden until the first archaeological horizon (original trackbed surface) is exposed. In some instances it may be required to hand clean certain features, as appropriate.
- 7.3 Any surviving remains which will unavoidably be disturbed or destroyed by the reinstatement shall be archaeologically excavated and recorded.
- 7.4 Details of how all archaeological contexts and artefacts will be excavated, surveyed, recovered and recorded shall be provided (where appropriate). The site will be tied into the national grid.
- 7.5 Details of the site planning policy shall be given in the WSI. The normal preferred policy for the scale of archaeological site plans is 1:20 and sections 1:10, unless circumstances indicate that other scales would be more appropriate. In this instance, however, very little 'recording' is envisaged.
- 7.6 A photographic record of all stages of the reinstatement operation will be made. The photographic record shall consist of prints in both black and white and colour together with the negatives. Digital photography may be used for report illustration. For both general and specific photographs, a photographic scale shall be included, unless this is impractical. In the case of detailed photographs it may be appropriate to include a north arrow. The photographic record shall be accompanied by a photographic register detailing as a minimum, feature number, location and direction of shot.
- 7.7 If significant unexpected archaeological deposits are exposed, all works must cease and a meeting convened with the client and the HEPAO to discuss the most appropriate way forwards.

8 Finds

- 8.1 All large finds (stone sleeper blocs, etc.), shall be retained on site and, wherever possible, left *in situ*.
- 8.2 All small finds, where appropriate, will be retained from each archaeological context excavated.
- 8.3 All small finds, where appropriate, shall be cleaned or washed, and where appropriate, shall be marked with the site code and context number.
- 8.4 The WSI shall include an agreed strategy should any conservation or reporting of finds be necessary. In this instance, however, very little (if any) reporting on small finds is envisaged.
- 8.5 The requirements for any conservation and storage of small finds shall be agreed with the Royal Cornwall Museum prior to the start of work, and confirmed in writing to the HEPAO.

- 8.6 Finds work should adhere to the Institute for Archaeologists *Guidelines for Finds Work*.

9 Results

- 9.1 The full report including a report on any large or small finds shall be submitted within a length of time (but not exceeding six months) to be agreed between the applicant and the archaeological contractor, Cornwall Council Historic Environment Service and the Royal Cornwall Museum. A further digital copy shall be supplied on CD-ROM preferably in 'Adobe Acrobat' PDF format.
- 9.2 The archaeological contractor will undertake the English Heritage/ads online access to the index of archaeological investigations (OASIS).
- 9.3 This report will be held by the Cornwall and Scilly Historic Environment Record (HER) and made available for public consultation.
- 9.4 The report must contain:
- A concise non-technical summary of the project results.
 - The aims and methods adopted in the course of the investigation.
 - A discussion of the archaeological findings in terms of both the site specific aims and the desk based research.
 - A location map, a drawing showing those areas examined as part of the archaeological recording, and copies of any archaeological plans and sections. All plans shall be tied to the national grid.
 - A summary of the archive contents and date of deposition.
 - A context register with brief descriptions shall be included as an appendix.
 - A copy of the brief and the approved WSI will be included as an appendix.
- 9.5 A contingency shall be made within the costs for full publication in an appropriate journal. The HEPAO will notify the contractor of such a need within four weeks of receipt of the report.

10 Archive Deposition

- 10.1 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.
- 10.2 If the finds are to remain with the landowner a full copy of the documentary archive shall be housed with the Cornwall Record Office and with the Courtney Library of the Royal Institution of Cornwall.
- 10.3 The archive including a copy of the written report shall be deposited with the Royal Cornwall Museum within two months of the completion of the full report and confirmed in writing with the HEPAO.
- 10.4 Where there is only a documentary archive this will be deposited with the Cornwall Record Office as well as the Courtney Library of the Royal Institution of Cornwall.

10.5 A copy of the report will be supplied to the National Monuments Record (NMR) in Swindon.

10.6 A summary of the contents of the archive shall be supplied to the HEPAO.

11 Monitoring

11.1 The HEPAO may monitor the work and should be kept regularly informed of progress.

11.2 Notification of the start of work shall be given preferably in writing to the HEPAO at least one week in advance of its commencement.

11.3 Any variations to the WSI shall be agreed with the HEPAO, preferably in writing, prior to them being carried out.