



ATS Building, Liskeard, Cornwall
Historic building record



Cornwall Archaeological Unit

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Historic building record

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The fieldwork was undertaken by Antony Angove and Fiona Fleming.

The Project Manager was Fiona Fleming.

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

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Cover illustration

Exterior north elevation of the ATS Building.

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Contents

1 Summary	1
2 Introduction	3
2.1 Project background	3
2.2 Aims and objectives	3
2.3 Methods	4
2.3.1 Desk-based assessment	4
2.3.2 Fieldwork	4
2.3.3 Post-fieldwork	4
3 Location and setting	4
4 Designations	5
5 Site history	5
6 Historic development of the building	6
7 Building description	7
7.1 Exterior	7
7.1.1 North elevation	7
7.1.2 East elevation	8
7.1.3 South elevation	8
7.1.4 West elevation	8
7.2 Interior	8
7.2.1 Room 1 (Main garage)	8
7.2.2 Room 2 (Customer service room)	11
7.2.3 Room 3 (Office)	12
7.2.4 Room 4 (Office)	13
7.2.5 Room 5 (Toilet and washroom)	13
7.2.6 Mezzanine Floor	14
8 References	14
8.1 Primary sources	14
8.2 Publications	14
8.3 Websites	14
Appendix 1: Written Scheme of Investigation	37
Appendix 2: Building record photographic archive	56

Figures

Fig 1 Location Map.	2
Fig 2 Site extent of proposed new bus hub, with the location of the ATS building shaded in lilac.	2
Fig 3 Liskeard Tithe map c1840s; site in red outline, offset due to errors in map georeferencing.	15
Fig 4 Liskeard Town Plan c late 1800s showing the site as three separate tenement properties.	15
Fig 5 OS Second Edition c1907 1:25000 map showing the site. offset due to errors in map georeferencing.	16
Fig 6 Dean Street in 1922, showing the terraced housing still extant before being damaged by a fire in 1923 and subsequently demolished for the construction of the garage. ©Kresen Kernow.	16
Fig 7 Dean Street fire in 1923 and subsequently demolished for the construction of the garage. © British Newspaper Archive.	17
Fig 8 Aerial photograph, taken July 1930 © Historic England.	18
Fig 9 Dean Street, c1930s showing the constructed garage. Photograph courtesy Liskeard Old Cornwall Society.	18
Fig 10 The former Jago's Garage, Dean Street, probably in the 1940-50s. Photograph courtesy Liskeard Old Cornwall Society.	19
Fig 11 Dean Street, looking west towards the garage, c1960's. Photograph courtesy Liskeard Old Cornwall Society.	19
Fig 12 Dean Street, looking east towards the garage, c1971. Screenshot of video courtesy of Geoff Clayden.	20
Fig 13 2008 Google street view.	20
Fig 14 2016 Google street view.	21
Fig 15 2017 Google street view.	21
Fig 16 External north elevation of the garage.	22
Fig 17 External south elevation of the garage.	22
Fig 18 External west elevation of the garage.	23
Fig 19 Interior north wall of the Room 1 (Garage).	23
Fig 20 Interior northern part of the east wall of Room 1 (Garage).	24
Fig 21 Interior of southern extension of Room 1 (Garage) looking north.	24
Fig 22 Interior southern part of the east wall of Room 1 (Garage) inside the late 20th century extension.	25
Fig 23 Interior south wall of the northern part of Room 1 (Garage).	25
Fig 24 Interior south wall of the northern part of Room 1 (Garage).	26
Fig 25 Interior south walls of the southern extension of Room 1 (Garage).	26
Fig 26 Interior south walls of the southern extension of Room 1 (Garage).	27
Fig 27 Staircase fixed to Interior east and south walls (south end) of the extension to Room 1 (Garage).	27
Fig 28 Interior west wall (north end) of Room 1 (Garage).	28
Fig 29 Interior west wall (south end) of the extension to Room 1 (Garage).	28
Fig 30 Roof structure at north end of room 1 (garage) looking west.	29
Fig 31 Roof structure in the south extension of room 1 (garage) looking west.	29
Fig 32 Roof structure in the south extension of room 1 (garage) looking north.	29
Fig 33 Floor surface at north end of room 1 (garage).	30

Fig 34	Floor surface in the south extension of room 1 (garage).	30
Fig 35	Interior north wall of Room 2 (customer service desk), looking north-west.	31
Fig 36	Interior north wall of Room 2 (customer service desk), looking north-east.	31
Fig 37	Interior east wall of Room 2 (customer service desk).	32
Fig 38	Interior south wall of Room 2 (customer service desk).	32
Fig 39	Interior west wall of Room 2 (customer service desk).	33
Fig 40	Floor surface of Room 2 (customer service desk).	33
Fig 41	Room 3 (office), looking south.	34
Fig 42	Ceiling of Room 3 (office).	34
Fig 43	Room 4 (office) looking south-east.	35
Fig 44	Room 5 (toilet), looking west.	35
Fig 45	Ground floor plan of ATS Building.	36
Fig 46	ATS Building ground floor photo direction plan.	59

Abbreviations

CAU	Cornwall Archaeological Unit
CIfA	Chartered Institute for Archaeologists
HE	Historic England
HER	Cornwall and the Isles of Scilly Historic Environment Record
MCO	Monument number in Cornwall HER
NGR	National Grid Reference
OS	Ordnance Survey

1 Summary

Cornwall Archaeological Unit (CAU) undertook an historic building record at the site of the former ATS garage on Dean Street, Liskeard, Cornwall, NGR SX 25029 64452 (Figs 1 and 2).

A photographic record of the buildings was undertaken, and written descriptions of the interior and exterior were compiled.

ATS Building, Liskeard, Cornwall, Historic Building Record 2025

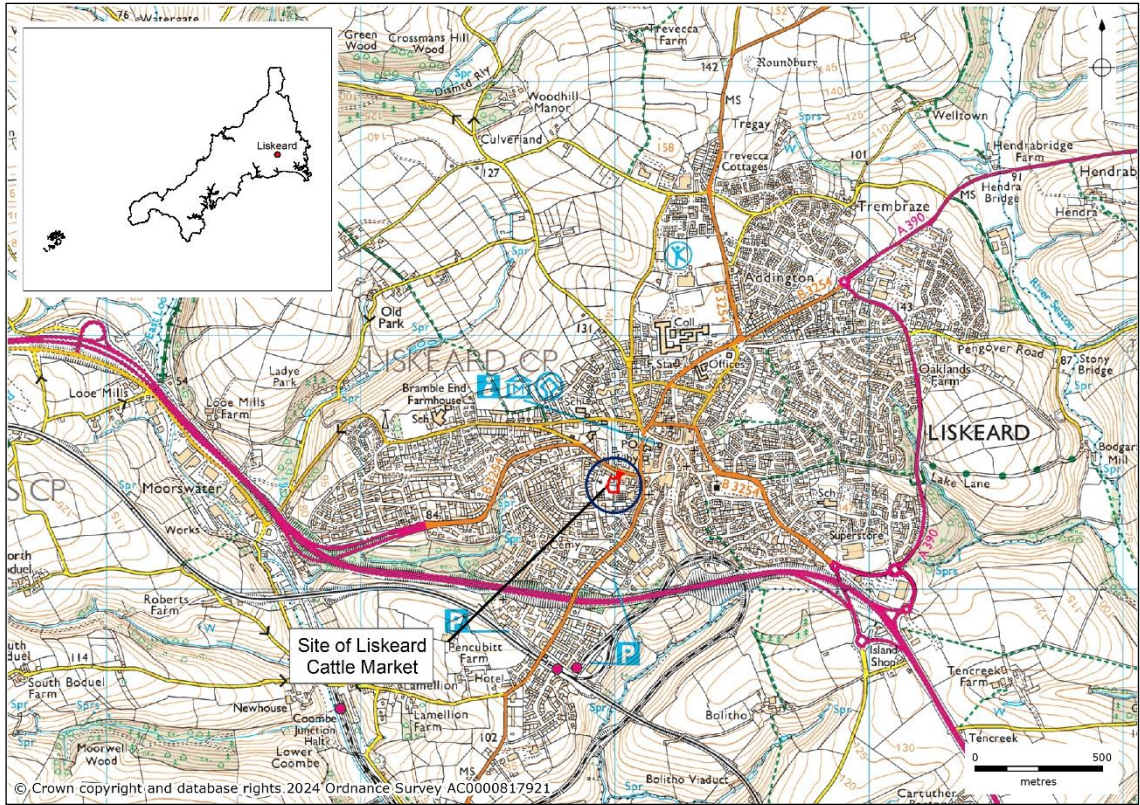


Fig 1 Location Map.

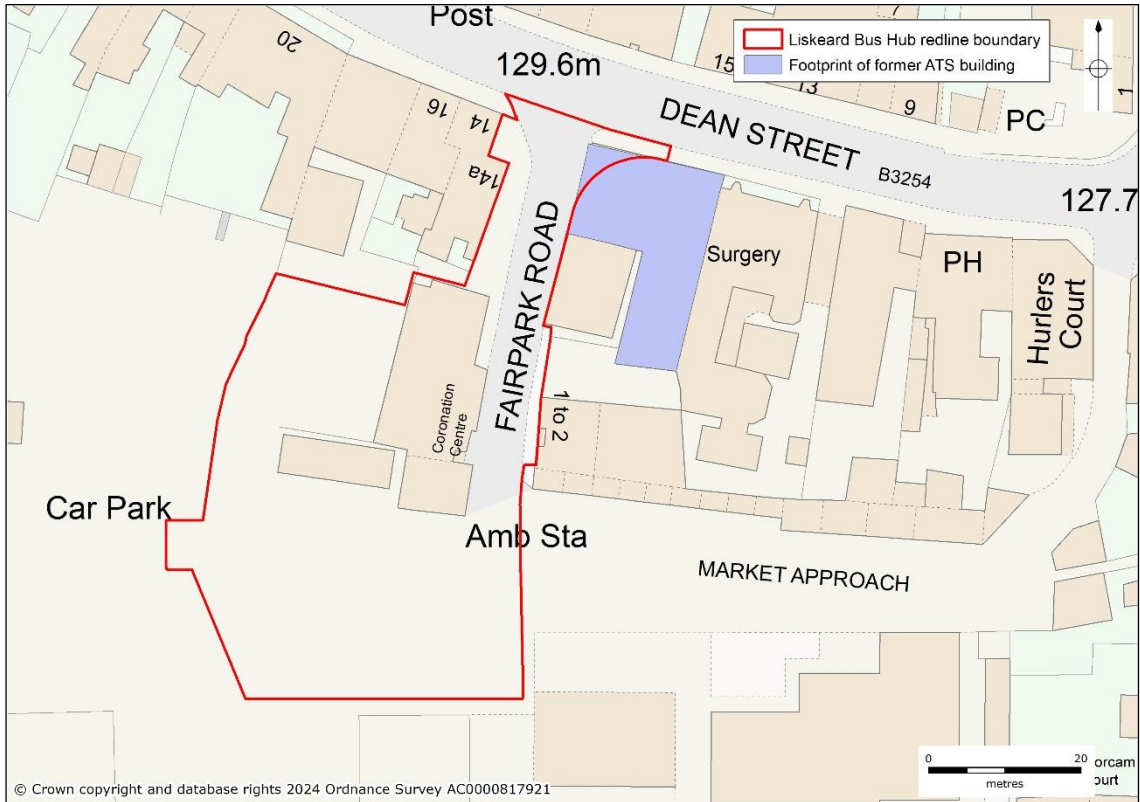


Fig 2 Site extent of proposed new bus hub, with the location of the ATS building shaded in lilac.

2 Introduction

2.1 Project background

Cornwall Archaeological Unit were commissioned by Cormac Solutions Ltd to undertake a Historic Building Record (equivalent to a Historic England Level 2/3 survey) of the ATS building on Dean Street in Liskeard prior to its demolition to make way for road widening.

Conditional Planning Consent for demolition of the building and relandscaping (PA24/06555) was granted, and the Senior Development Officer (Historic Environment), Cornwall Council (SDOHE), requested that a historic building record equivalent to a Historic England Level 2/3 survey should be undertaken prior to demolition followed by an archaeological watching brief undertaken during groundworks for the new landscaping.

Condition 3 of the Planning Consent for PA24/06555 is as follows:

A) No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions, and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation

B) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

D) The archaeological recording condition will normally only be discharged when ALL elements of the WSI including on site works, analysis, report, publication (where applicable) and archive work has been completed.

Reason: In the interests of minimising adverse archaeological and architectural impacts on the surrounding area, in accordance with Policy 24 of the Cornwall Local Plan Strategic Policies 2010 - 2030. A pre-commencement condition is necessary as the recording works are unable to take place after the building is demolished, therefore the scope must be agreed before the works are undertaken.

2.2 Aims and objectives

The principal aim of the study was to create a detailed record of the building prior demolition.

The objectives were to:

- Produce an accurate record of the building along with its fabric, fixtures and fittings (Level 2 or 3 as appropriate and as defined by Historic England 2016).
- Create a phased historic development for the building.

2.3 Methods

All recording work was undertaken according to the Chartered Institute for Archaeologists (CIfA) guidance (CIfA 2020a and 2020b). Staff followed the CIfA *Code of Conduct* (2019). The Chartered Institute for Archaeologists is the professional body for archaeologists working in the UK.

2.3.1 Desk-based assessment

During the desk-based assessment historical databases and archives were consulted in order to obtain information about the history of the site and the structures and features that were likely to survive. The main sources consulted were as follows:

- Published sources.
- Cornwall and Isles of Scilly HER as accessible via Heritage Gateway.
- Historic maps, including;
- Parish Tithe maps (c1840),
- 1st and 2nd Editions of the OS 25 inch maps (c1880 and c1907).
- Modern maps.
- GIS data accessible to CAU.
- Newspaper articles

2.3.2 Fieldwork

A historic building record (equivalent to a Historic England level 2/3 survey) was undertaken prior to demolition.

- A measured plan was created by CAU and annotated to provide details of both historic development and fabric.
- Colour photographs of all exterior elevations and the interiors along with architectural details were taken with a digital camera (at a resolution of 10 million pixels or higher). These form the photographic archive. Photographs included a metric scale bar, except where Health and Safety considerations made this impractical.
- Descriptions of the exterior and interior of the building were made in note form and by annotation of the plan and existing external elevation drawings to record its fabric and construction, phased development through time and architectural details.

2.3.3 Post-fieldwork

All site materials were prepared for long term storage. This included:

- Finalisation of measured drawings.
- Archiving of drawings, photographs, paperwork and digital files.
- Filing of digital colour photographs and limited image editing (eg, composition, lighting) where appropriate.
- Creation of an archive report.
- Completion of the Historic England OASIS record (online access to archaeological investigations).
- Uploading of the photographic archive to ADS.
- Preparation of CAU archive.

A catalogue of the photographs taken as part of the project and uploaded to ADS is given in Appendix 2 along with a photograph direction plan (Fig 46).

3 Location and setting

The historic medieval market town of Liskeard is located in the southeast of Cornwall. The early settlement was centred around the church, the marketplace and the well. During the medieval period a castle was built, and Liskeard developed both through its royal connections and the success of the markets and fairs to become one of the principal towns in Cornwall (Gillard 2005).

The former ATS building is situated at the corner of Fairpark Road and Dean Street, fronting Dean Street. Fairpark Road, formerly Moon's Court (Fig 4), forms the northern access road into a modern car park, previously part of the Old Cattle Market, and before that part of the medieval fair field, named Fair Park. Dean Street was the former road route from Bodmin, and historic documents indicate that during the medieval period there was already some form of development taking place in this area, which by the seventeenth century had become firmly encompassed within the expanding urban core. The former garage building was constructed in the early 20th century on the site of earlier (probably 18th or early 19th century) terraced houses, which had been partially demolished following a fire (see Figs 3–5).

4 Designations

The site is located within the Liskeard Conservation Area and whilst not itself a Listed Building, is situated adjacent to and opposite several Grade II Listed early to mid-19th century townhouses, many of which were designed by Henry Rice.

5 Site history

The site was formerly occupied by a terrace of three, three-storey houses fronting Dean Street, which are shown in a photograph taken in 1922 (Fig 6). The buildings are described as tenement houses, which were severely damaged by a fire in early September 1923 that resulted in two fatalities (WMN, 5 September 1923, p.3; Exeter & Plymouth Gazette, 5 September 1923, p.8). A photograph published in a contemporary newspaper report shows the buildings in ruins as the fire brigade attend the scene, with one of the victims, Thomas Cornish, visible in the image (Fig 7). The style of the frontages seen in Figure 7 suggest that the houses with portico entrances and sash windows dated from the 18th or early 19th century.

The easternmost gable end wall of these houses, shown in Figures 7, 8 and 9, still survives abutting the western gable wall of Rosedean House. It is now slate hung. Other walls associated with the terraced houses also survive elsewhere within the present garage.

Following the fire in 1923 the present building was constructed on the site of the former houses, with some sections of the earlier structures retained within the new building. However, by 1928 it was in use by Jago and Sons as a garage providing fuel pumps, repair works and car sales (Newquay Express and Cornwall County Chronicle - 12 April 1928 p2).

An oblique aerial photograph taken in July 1930 (Fig 8) shows the garage, with its west gable end and roof ridge running eastwards to meet the earlier surviving gable wall adjoining Rosedean House.

An advertisement in the *Cornish Guardian* dated 18 September 1930 for Jago and Sons, Dean Street garage also promoted the sale of the new Goodyear tyre, confirming that the premises was operating as Jago and Sons garage by this time.

A photograph dating from the early 1930s shows the building in use as a garage (Fig 9).

Another photograph dating from the late 1940s to early 1950s also shows the building with a sign for 'Jago and Sons Garage' over the main entrance (Fig 10). By this time, the brick piers and finials on the frontage of the building had been painted white, whereas previously they are shown in Figure 9 as unpainted brickwork.

Jago and Sons Garage had been established by at least 1928, and the premises continued in use by the same company for several decades, with *Jago's Garage* still being referenced in local newspaper reports as late as 1964 (Cornish Guardian, 30 January 1964, Fig 11). The garage was subsequently acquired by Rowe's Garage,

which also maintained a branch in nearby Dobwalls. An advertisement in the *Cornish Guardian* on Thursday 21 January 1971 refers to tyres being available at both the Dobwalls and Liskeard branches, confirming that Rowe's Garage had been established here by this time.

The building appears in a video taken in 1971 (Fig 12), which shows the Jago's signage on the pediment at the front of the building and the original façade still intact.

According to local accounts, the building subsequently became ATS Euromaster in around 1977, remaining in use by ATS until its closure in 2017.

Google Street View imagery dating from the late 2000s to 2017 shows that the finials above the front elevation pilasters were removed sometime after 2008, and that the garage had closed for good in 2016-2017 (Figs 13-16).

Planning records provide additional evidence of the building's alterations during ATS's occupation of the building:

- E2/88/00164/A – Provision of three illuminated fascia signs and one illuminated projecting sign – Refused, 4 May 1988.
- E2/88/01690/A – Provision of three external illuminated panels – Approved, 27 January 1989.
- PA13/04295 – Replacement of windows on front elevation with glazed entrance doors and full-length side screens – Approved, 8 July 2013.
- PA13/06476 – Advertisement consent: four building signs – Approved with conditions, 12 September 2013.

6 Historic development of the building

Phase 1 – Pre-c1840

The garage incorporates surviving walls associated with the partially demolished 18th or early 19th century terraced houses and their former garden boundary walls as well as a 19th century garden boundary wall at the far south end, which are shown on the c1840 Tithe Map (Fig 7) and 19th century town plan (Fig 8). These older surviving walls include the east wall of Room 1 (garage), the south walls of Room 1 (garage) and the southern half of the west wall of Room 1 (garage).

Phase 2 – c1924-to 1930

The present building was constructed in the mid-1920s following the partial demolition of the earlier terraced houses after a fire in 1923. It is typical of a garage design of this period.

The building had been acquired by the company Jago and Sons and was operating as a garage providing fuel, repair services and car sales by at least 1928, as evidenced by a newspaper article discussing the removal of their fuel pumps from the pavement outside to a less obstructive location (*Newquay Express and Cornwall County Chronicle* - 12 April 1928 p2), and a newspaper advertisement for Jago and Sons' Garage selling Goodyear tyres on Dean Street dated 18 September 1930.

Phase 3 – c1930 – c1960s

Jago and Sons' Garage continued to be referenced in local newspaper reports as late as 1964 (*Cornish Guardian*, 30 January 1964).

Phase 4 – c1970s to c1977

By at least the early 1970s, the building was reportedly trading as Rowe's Garage, with an advert in the local newspaper advertising tyres at their Liskeard and Dobwalls branches. An advertisement in the *Cornish Guardian* on Thursday 21 January 1971

refers to tyres being available at both the Dobwalls and Liskeard branches, suggesting that Rowe's Garage was almost certainly trading at Dean Street by this time.

Phase 5 – c1977 to 2017

The building was reportedly acquired by ATS Euromaster in 1977 (pers. comm). It is likely that during this period the garage was extended southwards to create the present south end of Room 1 (garage) and roofed over with asbestos panels. The extension occupied what had previously been a courtyard area visible on historic mapping (Fig 4).

A series of planning applications were submitted during the building's use by ATS in the late 1980s and early 2010s, primarily relating to the upgrading of signage and the replacement of shop windows. Further alterations during this time included the removal of the 1920s round arched pediment at the centre of the façade in the late 20th century, the removal of the ornate 1920s finials on the frontage at some point between 2008 and 2016 and the removal of the eastern shop window on the frontage to create a second garage door (completed by 2008).

Phase 6 – 2017

Demolition of the building was granted Planning Consent under Planning Application PA24/06555 and commenced in September 2025.

7 Building description

7.1 Exterior

7.1.1 North elevation

(Figs 9-17)

The north (front) elevation retains some of its 1920s fabric and design, although much was removed and significantly altered in the late 20th and early 21st century. The original frontage is shown intact in a mid-20th century photograph (Fig 10). The elevation has three bays with the central bay containing an original vehicle entrance which now contains a modern roller-pulley garage door. There is a smaller, inserted modern garage door opening with pulley door located in the eastern bay. In the western bay, a modern replacement three-pane window lights the former customer service area.

At either end of the elevation, 1920s square-section brick-built pilasters with moulded capitals define the ends of the façade.

Two 1920s polygonal pilasters constructed from brickwork frame the main, central, garage entrance; these were originally surmounted by ornate ball finials, which were removed at some point between 2008 and 2016. A rectangular concrete frieze, between the two central pilasters, is the remains of a segmental arched pediment which originally contained the 'Jago and Sons Garage' signage. This was removed at some point between c1972 and 2008.

Directly below the frieze there are horizontal, modern timber panels that conceal a former high-level window opening spanning the area between the pilasters above the garage door. The original windows are visible in a historic photograph (Fig 10). Additional timber panels are also present stretching the widths of the east and west bays at the same height, covering other former window openings above both the pulley door to the east and shop window to the west. The original timber windows survive behind the boards in the eastern bay, comprising two lights separated by a mullion and four vertical panes in each light. A moulded band course runs along the façade immediately below the boarded over window openings.

7.1.2 East elevation

The east elevation of the building is an earlier stone-built party wall which also forms the west wall of the neighbouring terraced house on Dean Street. Remains of a former chimney breast of the building that occupied the site prior to the garage survives, and the eastern pilaster of the north elevation has been built up against it.

7.1.3 South elevation

(Fig 18)

The western half of the south elevation directly adjoins the north elevation of Gilbert Outfitters. The eastern half of the south elevation is part of a mid-20th century extension of the building added before 1988. The lower half of the wall is an 18th or 19th century stone-rubble-built garden boundary wall marking the southern extent of the garden associated with the earlier housing on Dean Street, and the upper half is constructed from concrete blockwork.

7.1.4 West elevation

(Fig 19)

The west gable end elevation is constructed from 1920s concrete blockwork, with the upper half painted white. The lower section, up to door height, is painted black. At the southern end there is a boarded-over door opening with two small boarded-over window openings to the south of it. A white-painted fascia board survives under the southern slope of the roof, whilst that to the north has been removed.

An electrical cable with associated fixings runs horizontally through the centre of the elevation. At the north end, a square-section pilaster with a moulded capital and band course defines the end of the northern façade.

7.2 Interior

7.2.1 Room 1 (Main garage)

North wall

(Fig 20)

The north elevation contains a large, original (phase 2) central door opening providing access into the garage, which now contains a modern inserted roller-pulley door. To the east of this there is a modern smaller roller-pulley door which is also a modern insertion, replacing a former window here. The door is likely to have been added sometime after 1977, following ATS Euromaster's acquisition of the premises (phase 5). Separating the two doorways is a squared brick pilaster, along which a section of pipework runs vertically before turning horizontally across the top of the eastern pulley door.

Above the central garage door opening there is horizontal timber board panelling obscuring or replacing the earlier phase 2 window here which spanned the whole of the central bay. In the centre, fixed to the central mullion is an original (phase 2) steel roof truss at right-angles to the wall. The walling above the eastern inserted garage door opening is constructed from brick, and above this the original (phase 2) window spanning the eastern bay survives *in situ*. It has two lights separated by a central mullion and four panes in each light, although only three panes of 1920s moulded rolled glass survive to the west, which have been painted over. Attached to the central mullion is another original steel roof truss at right angles to the wall, supported on a thin brick pier below it.

The western half of the north wall of room 1 steps out into the room and forms the south wall of room 2 (the customer service room) which is part of the original 1920s design. This partition wall, however, has been rebuilt in the later 20th century using brick in the lower part and plasterboard in the upper, and contains modern borrowed lights.

East wall

(Figs 21-23)

The east wall comprises two parts: the northern part lies within the original extent of the phase 2 1920s garage, whilst the southern part lies within an extension added in the later 20th century during phase 5. The northern part of the east wall is constructed from randomly coursed stone rubble painted white and forms the side wall of the former 18th or early 19th century (phase 1) terraced house here, against which the garage was subsequently constructed following the partial demolition of the terraced houses after a fire in 1923. Towards the north end of the wall, a recessed chimney flue survives, where the former chimney breast and fireplace serving the demolished house have been removed. Halfway up the wall there is a horizontal scar where the first-floor structure of the 18th or early 19th century house has been removed.

Adjoining the chimney breast and extending south along the ground floor level of the former house, there is plasterboard panelling fixed to the wall retaining modern notice boards. Between the chimney breast and the notice boards there are two vertically set modern, inserted steel support beams painted in ATS colour scheme holding phase 5 beams inserted to give extra support to the phase 2 roof trusses. At the southern end of the plasterboard panelling is a short section of return wall which once formed part of the rear wall of the terraced house. In the 1920s a large garage door opening was inserted in the rear wall, and the stub end of this wall forming the east jamb of the opening was then faced in brickwork. Cable ducting is fixed to the face of it and a modern half-height metal partition projects westwards from it, dividing the original extent of the building from a later phase 5 extension to south.

To the south of the original rear wall of the terraced house and 1920s garage (marked by the brick-faced jamb), the east wall continues within an extension added to the rear of the building in the later 20th century during phase 5. Five evenly spaced, vertically set, timber posts are fixed against the wall; to support the lean-to roof of the extension and its rafters are fixed to the timber posts. The east wall itself within the phase 5 extension is an 18th or early 19th century stone rubble garden wall of the terraced house forming the lower two thirds, which has been heightened in the later 20th century forming the upper third when the southern extension was added. The lower part of the wall is painted grey, with the upper part painted white. At the south end of the wall, a modern (phase 5) metal staircase with timber handrail is fixed to the wall, leading southwards to an entrance in the rear, south wall.

South wall

(Figs 24-28)

The south wall comprises three wall faces: two walls at different heights at the south end of the phase 5 extension to the east and the remaining south wall of the original 18th or early 19th century terraced houses and the later 1920s garage to the west.

The two southern end walls to the east form the south end of the phase 5 lean-to extension. The extension was built within former garden associated with the demolished 18th or 19th-century terraced houses and another garden plot to the south of it associated with a 19th century house fronting Moon's Court. Both garden plots are visible on historic mapping (Figs 3, 4 and 5). The rear 18th or 19th century garden wall of the terraced houses fronting Dean Street remains *in situ* as a stone rubble-built retaining wall just north of the south end of the extension, whilst the far south wall of the extension, set at a higher level on a platform, is formed by a 19th century stone rubble-built garden wall in the lower part which has been heightened during phase 5 (later 20th century) with concrete blockwork. . In the lower level retaining wall a centrally set, vertical channel has been cut into the surface of the wall for a drainage pipe or ducting since removed and two small square openings halfway up the wall to the east maybe weep holes A metal phase 5 staircase with

timber handrails is located against the east end of the retaining wall painted in the typical ATS Euromaster colour scheme,. The staircase leads up to a raised platform with the far south wall beyond, which contains a phase 5 double door opposite the top of the stairs.

The western part of the south wall is a surviving internal wall of one of the 18th or early 19th century (phase 1) terraced houses. This later became the southern wall of the 1920s garage.

This part of the wall has a brick-built jamb at the east end where a wide garage door opening was inserted in the rear wall as part of the 1920s conversion as a garage. To the west of this there is an inserted phase 2 window opening containing a reused (phase 1) six-pane sash light. Directly below the window the wall is constructed from concrete blockwork, but to the west of this the rest of the wall is constructed from stone rubble and once formed an internal wall within one of the 18th or early 19th century houses. At the top of this wall there appears to be the remains of an original plaster cornice.

At the west end of this part of the wall, a staircase has been inserted up against the wall (probably dating to the 1920s). It is now enclosed with plasterboard panels, although the timber handrail is still visible, and it leads to a mezzanine floor level on the west side of the building above rooms 2, 3 and 4. Modern metal ducting runs across the wall. The lower section of the wall is painted grey, while the upper section is over the stairs is plastered and painted white, although the plaster is now peeling off.

West wall

(Figs 29-30)

The west wall of the garage comprises two separate wall faces, reflecting the L-shaped internal plan of the building. The southern section of the west wall lies within the phase 5 extension while the northern section lies within the 1920s garage.

The southern section of the west wall is constructed from randomly coursed rubblestone and is the surviving east wall of an 18th or early 19th century former terraced house that once fronted Dean Street. This wall originally adjoined an enclosed garden within the area now occupied by the phase 5 garage extension. This wall has been reduced from its original height. The lower half of the wall is painted grey, with the upper half painted white. A later 20th century (phase 5) lean-to roof structure is attached to the top of the wall, supported by five metal brackets fixed between the wall and rafters.

The west wall, located at the northern end of the building is an internal partition wall, inserted as part of the conversion as a garage in the 1920s, although the central part of it may be a c1970s insertion. It has a probable phase 4 timber staircase against its southern end leading to a mezzanine floor level above rooms 2, 3, 4 and 5. The mezzanine level of this wall is constructed from modern plasterboard as is the central section at ground floor level, whilst the southern ground floor section is phase 2 brickwork, and at the north end where the wall steps out into the room around room 2 (customer service desk) it has been rebuilt during phase 5 with brickwork at the base, sheet glass borrowed lights and a modern door and plasterboard above.. There are also three door openings at ground floor level giving access to rooms 3, 4 and 5 each with c1970s doors, and a clear glass, horizontally sliding modern window lights room 4.

Floor

(Figs 34-35)

The floor surface is concrete in both the original phase 2 northern end of the room and in the phase 5 southern extension. It displays extensive wear marks and scarring consistent with the movement and operation of equipment during the building's use as a garage.

Roofs

(Figs 31-33)

The original 1920s (phase 2) pitched garage roof structure survives in the northern half of the building. It is aligned east-west with a wider slope to the south and comprises 1920s steel roof trusses with rivetted joints. Several additional steel girders have been inserted, probably during the building's use by ATS Euromaster during phase 5, coinciding with the installation of strip lighting suspended from the roof structure. The roof covering is corrugated cement with corrugated skylights along the southern pitch (probably a replacement of a similar 1920s roof covering).

Within the southern, phase 5, garage extension, there is a phase 5 lean-to roof structure with timber purlins and rafters which are supported by metal brackets fixed to the walls. The roof covering here is corrugated asbestos sheet panels with corrugated skylights and strip lighting attached.

7.2.2 Room 2 (Customer service room)

Room 2 appears to be part of the 1920s (phase 2) plan form although it has been extensively altered during phase 5.

North wall

(Figs 36-37)

The central section of the north wall contains three square glass shopfront windows. These windows were installed as part of planning application PA13/04295 – Replacement of windows on front elevation with glazed entrance doors and full-length side screens – which was approved on 8 July 2013. The works were carried out on a like-for-like replacement basis, indicating the phase 2 window had already been replaced.

A photograph taken in c1940 (Fig 10) shows the original phase 2 window here, featuring a lower wall beneath the window opening.

Below the window, the wall is constructed from concrete blockwork, which has been plastered and painted white. Two vertical concrete posts are built against the centre of the wall and at either end there are exposed brickwork piers.

East wall

(Fig 38)

The east wall appears to have been partially rebuilt during the c1970s (phase 5) but is part of the 1920s structure. It contains a three-pane modern borrowed light and a door opening located at the southern end of the wall. The c1970s door is half glazed. Above the borrowed light there is fibreboard panelling that conceals traces of earlier painted signage. Above this, a steel beam runs horizontally across the top of the wall. At the northern end, there are electrical fittings attached to the upper part of the panelling. The walling below the borrowed light is also covered with fibreboard panelling.

South wall

(Fig 39)

The south wall is part of the 1920s structure but has been altered in the c1970s. The eastern half of the wall is angled on a different alignment. In this section there is a three-pane borrowed light. The frame appears to be original, but the lights are later 20th century replacements. Above and below this the wall has been boarded over with fibreboard, but holes made in the upper part have exposed traces of earlier

painted signage on the boarding behind. At the top of the wall, a steel beam runs horizontally along the eastern half of the wall.

In the west half of the wall, a phase 5, brick-built shop counter abuts the eastern end and extends northwards towards the north wall. The counter has a concrete top. To the west of the counter there is a door opening leading into an office (room 3). The door itself is c1970s. The western half of the wall is covered with fibreboard panels.

West wall

(Fig 40)

The west wall is part of the 1920s build. It is constructed from concrete blockwork and retains its original vertical, white-painted timber matchboard panelling. The lower part of the panelling is covered by later rectangular fibreboard panels. Towards the north end a timber, half-height partition, also clad in fibreboard, projects eastwards from the wall and encloses a sales area behind the counter. At the far west end of the wall, a 1920s brick-built pier is exposed.

Floor

(Fig 41)

The floor is concrete and is covered with modern vinyl flooring.

Ceiling

The ceiling is original, 1920s, white painted matchboard panelling.

7.2.3 Room 3 (Office)

(Fig 42-43)

Due to health and safety concerns and the presence of debris and a collapsing ceiling, it was not possible to photograph the room from all angles. Room 3 appears to have been inserted at a later date, possibly in the 1970s.

North wall

The north wall is a fibreboard stud partition and contains a door opening connecting Room 3 to Room 2. The door opening has a green-painted, c1970s door with a blue-painted timber architrave, typical of the ATS Euromaster period.

East wall

The east wall is a fibreboard stud partition. At the west end of the wall, there is a modern horizontal sliding window. Electrical switches and sockets are located parallel to the window at the north end of the wall.

South wall

The south wall is a fibreboard stud partition wall that provides access to Room 4. It contains a c1970s green timber door, typical of the ATS Euromaster period. Electrical switches are located alongside the door opening.

West wall

The west wall is constructed from 1920s concrete blockwork and is dry lined with later, white-painted fibreboard. Two modern timber shelves are attached to the upper part of the wall using metal brackets, and below these, there is a work surface with cupboards below.

Floor

The floor is concrete and is covered with debris from the collapsed ceiling.

Ceiling

The timber ceiling joists are exposed, as most of the fibreboard ceiling panels have collapsed, however, the remaining panels show that the ceiling had applied Artex which is painted white. There is strip light fixed to the centre of the ceiling.

7.2.4 Room 4 (Office)

(Fig 44)

Due to health and safety concerns and the presence of debris and a collapsing ceiling, it was not possible to photograph the room from all angles.

North wall

The north wall is a plasterboard stud partition that contains a door opening through to Room 3. which has a green painted c1970s timber door, typical of the ATS Euromaster period.

East wall

The east wall is a plasterboard stud partition wall with a door opening giving access to the garage (room 1). It contained a c1970s green painted timber door, typical of the ATS Euromaster period, which has now been removed and leant up against the wall. A row of electrical switches runs vertically along the wall adjacent to the door opening.

South wall

The south wall is a phase 2, plastered, brick-built partition wall. A modern stainless-steel sink with an integrated cupboard is fixed directly to the east end of the wall. A timber panel notice board occupies most of the upper half of the wall, with electrical sockets located directly beneath it.

West wall

The west wall is constructed from concrete blockwork and contains an original 1920s door opening from Fairpark Road (formerly Moon's Court), which has been boarded over. The 1920s door itself, however, survives with moulded iron handle.

Floor

The floor is constructed from concrete and is covered with debris from the collapsed ceiling.

Ceiling

The ceiling joists are exposed, as the plasterboard ceiling has collapsed. There is strip light fitting hanging from the centre of the ceiling.

7.2.5 Room 5 (Toilet and washroom)

(Fig 45)

The toilet and washroom (room 5) is part of the original 1920s design and retains original fixtures and fittings. It comprises both a washroom to the east and separate toilet to the west separated by an original timber and glass partition.

North wall

The north wall is constructed from brickwork which has been painted white and dates to phase 2. In the washroom a phase 2 brick plinth has been built against the lower half of the wall with slate surface and incorporates a phase 2, small ceramic hand basin at the west end with contemporary taps. Higher up the wall there is a phase 2 timber shelf secured with metal brackets.

East wall

The phase 2 east wall is constructed from brickwork, painted white and contains a door opening through to room 1.

South wall

The phase 2 south wall is constructed from concrete blockwork which has been plastered. The lower half of the wall is painted grey, while the upper half is painted white.

West wall

The phase 2 west wall is constructed from concrete blockwork which has been plastered and painted white in the upper part and grey below. A phase 2 tall, narrow

ventilator opening is located at the top of the wall containing timber louvres. A modern toilet is attached to the wall below it.

Wall dividing the washroom and toilet

This phase 2 partition comprises a two-panel timber wall to the north, a ledged timber door to the south and a two-pane light above both containing textured rolled glass.

Floor

The floor has a red ceramic tile covering which is likely to date to the 1920s.

Ceiling

The ceiling is covered by a white painted board panel.

7.2.6 Mezzanine Floor

Due to health and safety reasons, the mezzanine floor which exists above rooms 2, 3, 4 and 5 was not accessible to enter and record. However, it seems certain that there was originally (during phase 2) a mezzanine room above room two, since matchboard panning can be seen forming the south wall and reaching up to the roof. It is unclear whether the mezzanine floor extended over rooms 3, 4 and 5 during phase 2 or if this was a later (mid-20th century) insertion. The staircase up to the mezzanine floor is located in room 1 outside room 5 at the south end of the mezzanine floor. The timber stairs have closed treads and a timber hand rail and possibly date to the mid-20th century.

8 References

8.1 Primary sources

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

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

Ordnance Survey, MasterMap Topography

Tithe Map and Apportionment, c1840. Parish of Liskeard (licensed digital copy at CRO)

8.2 Publications

CifA, 2019. *Code of Conduct*. Reading, CifA

CifA, 2020a. *Updated Standard and guidance for the archaeological investigation and recording of standing buildings or structures*, CifA, Reading

CifA, 2020b. *Standards and Guidance for Historic Environment Desk-based Assessment*. Reading, CifA

Gillard, B, 2005. *Cornwall and Scilly Urban Survey. Historic character for regeneration: Liskeard*, Truro (Historic Environment Service, Cornwall County Council)

Historic England, 2016. *Understanding Historic Buildings: A guide to good recording practice*. Historic England, Swindon

8.3 Websites

Online database of Sites and Monuments Records, and Listed Buildings
<http://www.heritagegateway.org.uk/gateway/>

BGS Geology Viewer (BETA) <https://geologyviewer.bgs.ac.uk/>

<https://www.britishnewspaperarchive.co.uk/>

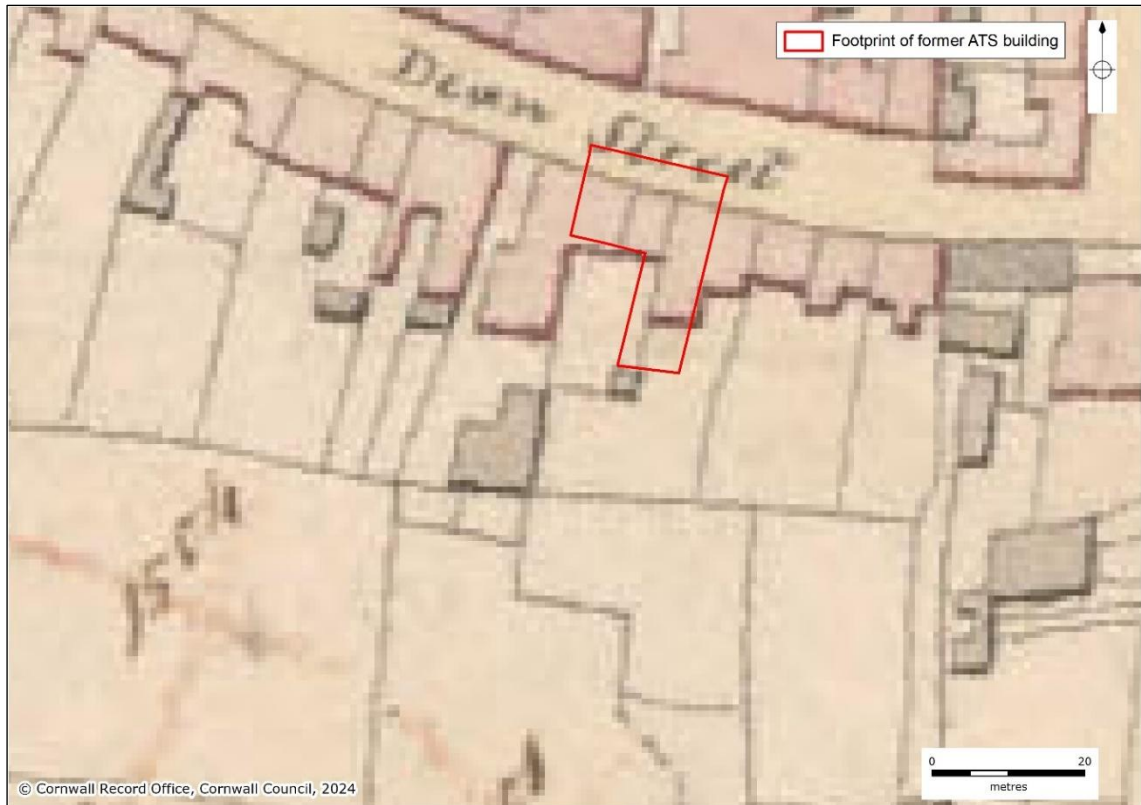


Fig 3 Liskeard Tithe map c1840s; site in red outline, offset due to errors in map georeferencing.

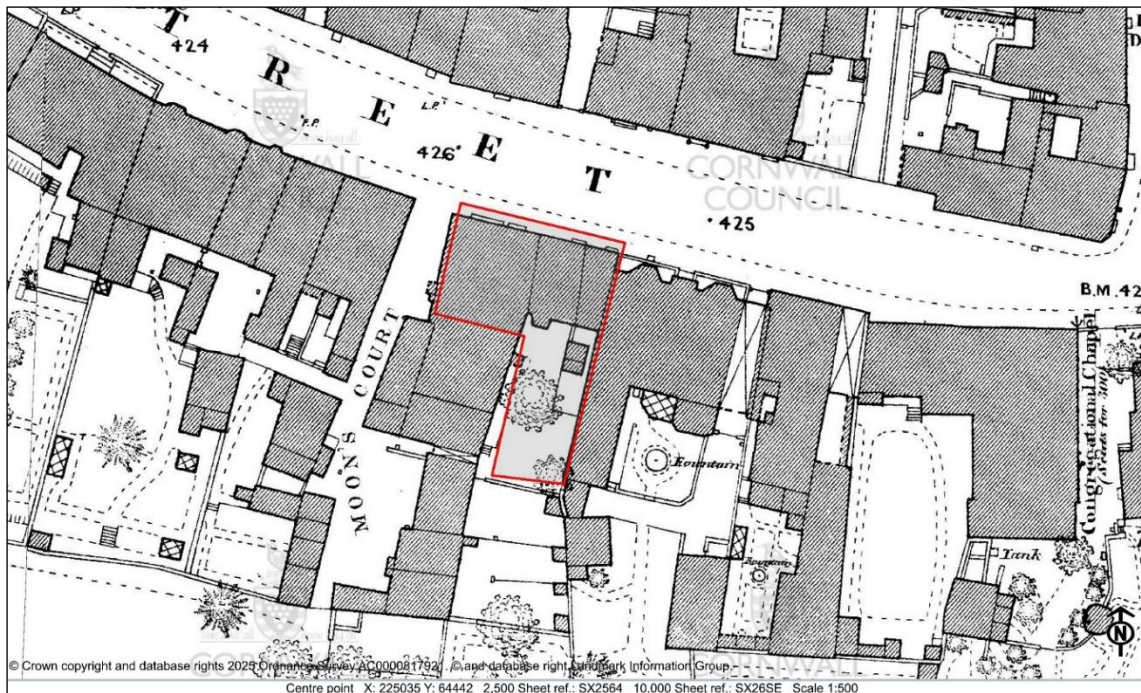


Fig 4 Liskeard Town Plan c late 1800s showing the site as three separate tenement properties.

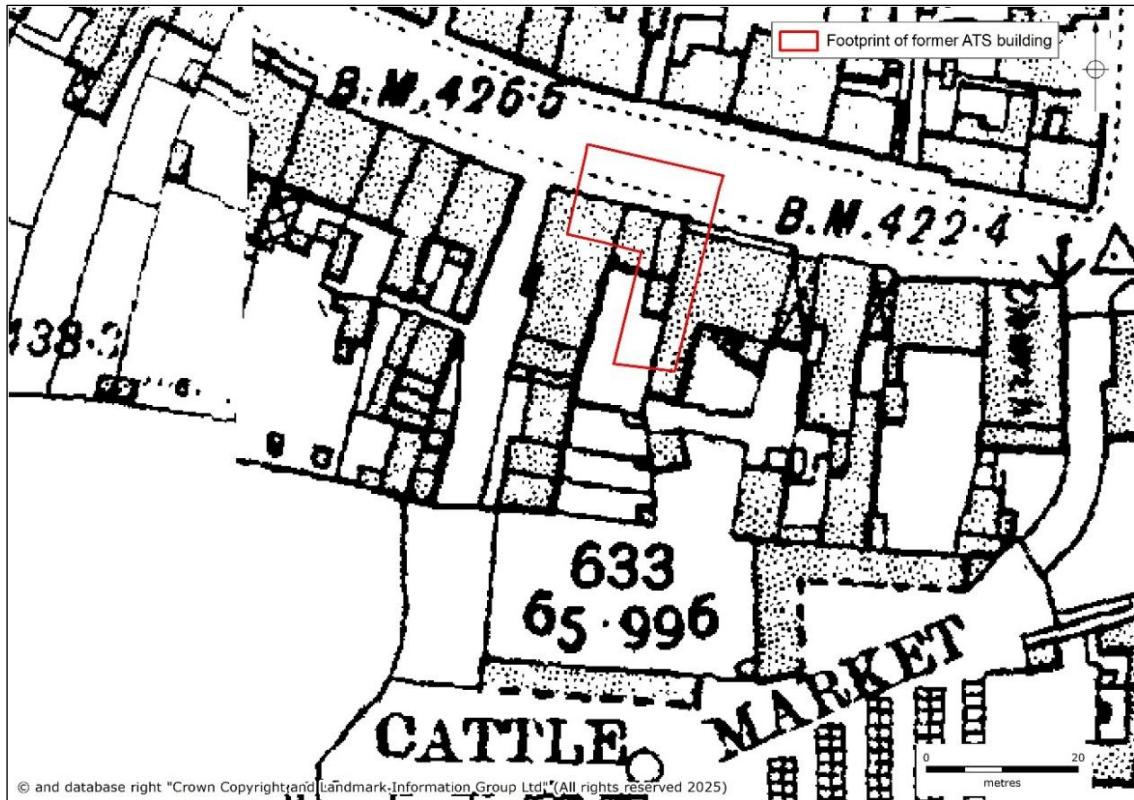


Fig 5 OS Second Edition c1907 1:25000 map showing the site. offset due to errors in map georeferencing.



Fig 6 Dean Street in 1922, showing the terraced housing still extant before being damaged by a fire in 1923 and subsequently demolished for the construction of the garage. ©Kresen Kernow.



Fig 7 Dean Street fire in 1923 and subsequently demolished for the construction of the garage. © British Newspaper Archive.



Fig 8 Aerial photograph, taken July 1930 © Historic England.



Fig 9 Dean Street, c1930s showing the constructed garage. Photograph courtesy Liskeard Old Cornwall Society.



Fig 10 The former Jago's Garage, Dean Street, probably in the 1940-50s.
Photograph courtesy Liskeard Old Cornwall Society.



Fig 11 Dean Street, looking west towards the garage, c1960's. Photograph courtesy Liskeard Old Cornwall Society.



Fig 12 Dean Street, looking east towards the garage, c1971. Screenshot of video courtesy of Geoff Clayden.



Fig 13 2008 Google street view.

ATS Building, Liskeard, Cornwall, Historic Building Record 2025



Fig 14 2016 Google street view.



Fig 15 2017 Google street view.



Fig 16 External north elevation of the garage.

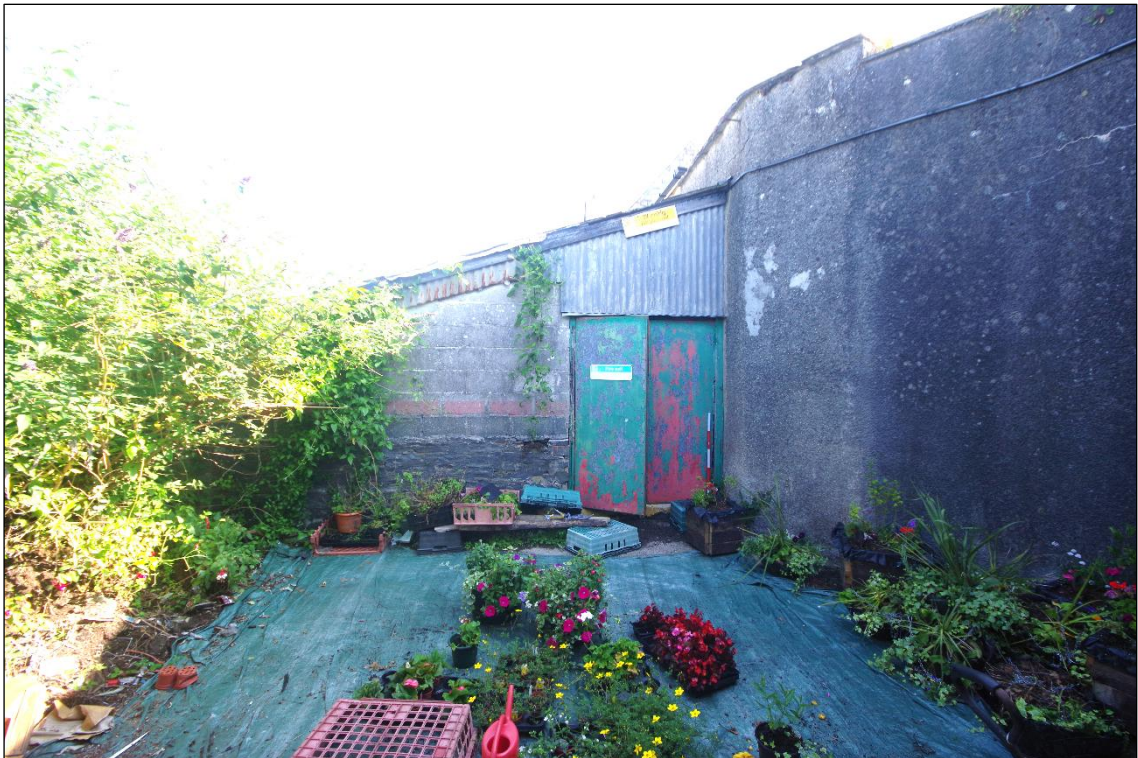


Fig 17 External south elevation of the garage.



Fig 18 External west elevation of the garage.



Fig 19 Interior north wall of the Room 1 (Garage).



Fig 20 Interior northern part of the east wall of Room 1 (Garage).



Fig 21 Interior of southern extension of Room 1 (Garage) looking north.



Fig 22 Interior southern part of the east wall of Room 1 (Garage) inside the late 20th century extension.



Fig 23 Interior south wall of the northern part of Room 1 (Garage).



Fig 24 Interior south wall of the northern part of Room 1 (Garage).



Fig 25 Interior south walls of the southern extension of Room 1 (Garage).



Fig 26 Interior south walls of the southern extension of Room 1 (Garage).

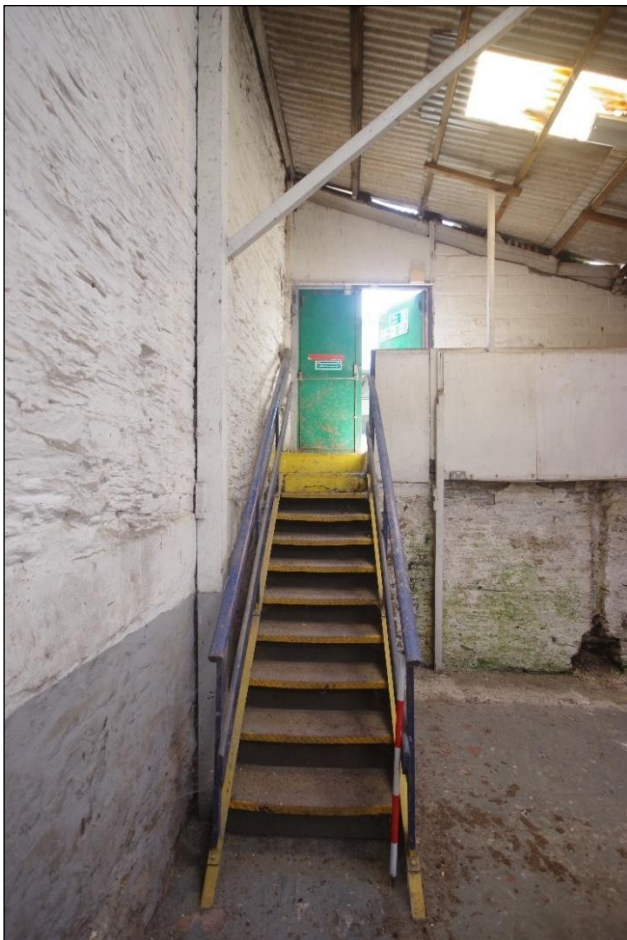


Fig 27 Staircase fixed to Interior east and south walls (south end) of the extension to Room 1 (Garage).



Fig 28 Interior west wall (north end) of Room 1 (Garage).



Fig 29 Interior west wall (south end) of the extension to Room 1 (Garage).



Fig 30 Roof structure at north end of room 1 (garage) looking west.



Fig 31 Roof structure in the south extension of room 1 (garage) looking west.



Fig 32 Roof structure in the south extension of room 1 (garage) looking north.



Fig 33 Floor surface at north end of room 1 (garage).



Fig 34 Floor surface in the south extension of room 1 (garage).



Fig 35 Interior north wall of Room 2 (customer service desk), looking north-west.



Fig 36 Interior north wall of Room 2 (customer service desk), looking north-east.



Fig 37 Interior east wall of Room 2 (customer service desk).



Fig 38 Interior south wall of Room 2 (customer service desk).



Fig 39 Interior west wall of Room 2 (customer service desk).



Fig 40 Floor surface of Room 2 (customer service desk).



Fig 41 Room 3 (office), looking south.



Fig 42 Ceiling of Room 3 (office).



Fig 43 Room 4 (office) looking south-east.



Fig 44 Room 5 (toilet), looking west.

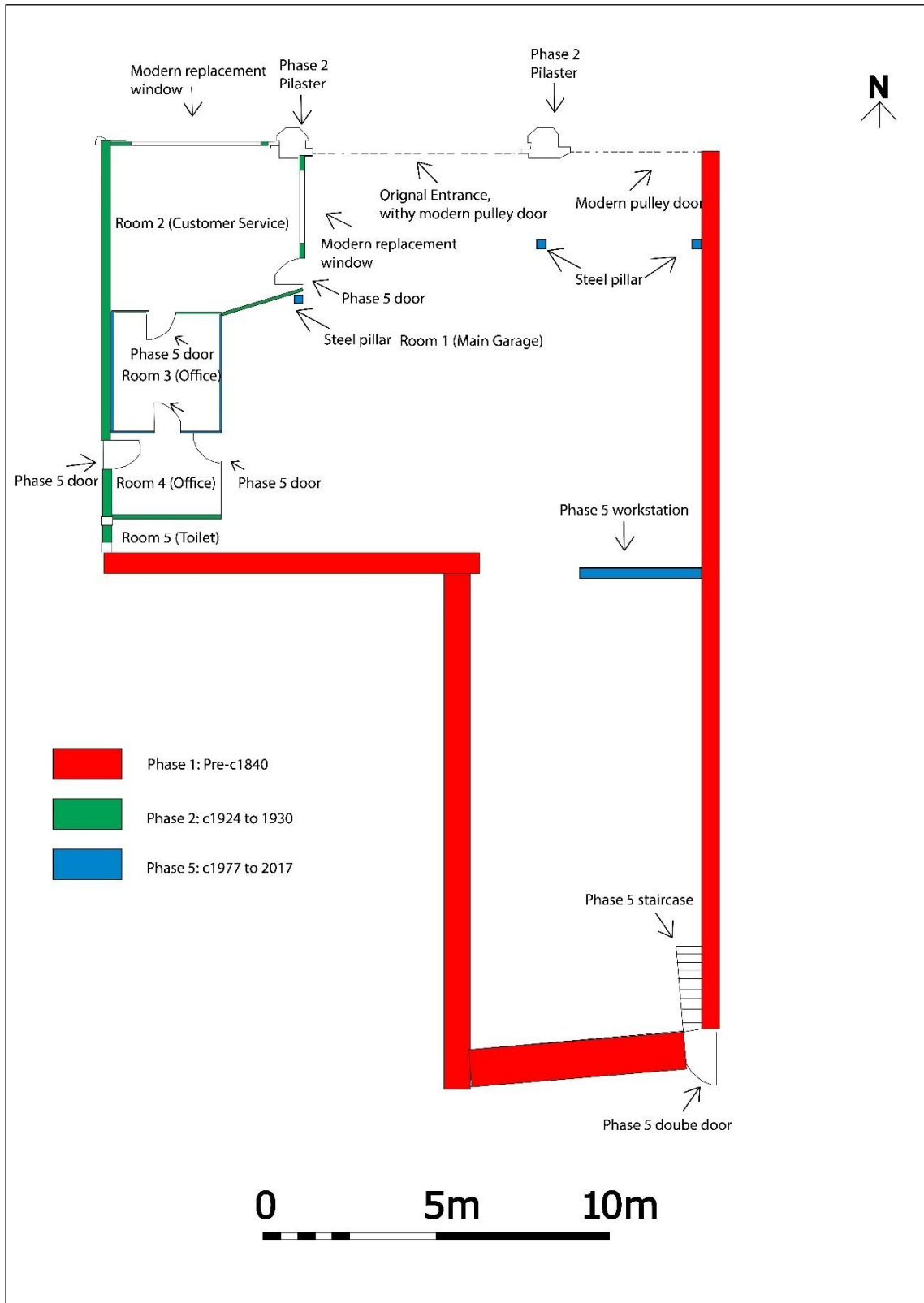


Fig 45 Ground floor plan of ATS Building.

Appendix 1: Written Scheme of Investigation

Liskeard Bus Hub Phase 2, ATS Building Demolition, Liskeard, Cornwall, Project Design

Client:

Cormac Solutions Ltd

Planning ref: PA24/06555

Project background

This document sets out a project design (formerly termed a Written Scheme of Investigation or WSI) by Cornwall Archaeological Unit (CAU) for a programme of archaeological mitigation at the site of the former ATS Building at 10 Dean Street, Liskeard, Cornwall, NGR SX 25032 64449 (Figs 1 and 2). The demolition of this building will form part of the Liskeard Bus Hub Phase 2 scheme of works.

The mitigation will take the form of a Historic England Level 2/3 Historic Building Record (HBR) prior to any alterations to or demolition of the former ATS building, and continuous archaeological monitoring during any ground reduction prior to or following the building's demolition.

The work has been requested by Cornwall Council's Senior Development Officer Historic Environment (SDHOE) whose comments included the following statements:

What has latterly been a vehicle repair and tyre fitting garage, was originally designed as an early 20th century carriage-works. Whilst having now lost some of its original frontage detail, much of the overall architectural styling is recognisable as a former showroom and workshops.

We therefore consider its potential loss as a result of this application (if granted) will be detrimental to the archaeological and architectural character and palimpsest of Liskeard.

This site also has archaeological potential for surviving pockets of undisturbed remains of former gardens and properties that previously occupied this site and fronted onto Dean Street, as evidence by the 1906 and 1885 editions of OS 25' scale mapping and the 1840 Tithe map.

The current ATS building is adjacent to a number of Grade II Listed buildings and is within the Liskeard Conservation Area. Archaeological investigation of the Cattle Market area to the rear of the ATS building was undertaken in 2020/21.

We therefore consider it prudent that historic building recording to Historic England's Level 2-3 standard should be carried out prior to alteration or demolition of the building and an archaeological watching brief be carried out within the whole of the redline application area during the early stages of groundworks, before or after removal of the overlaying upstanding building.

Both of these elements of recording are to be included within a single pre-commencement Condition (as set out below), and subject to prior approval of a single Written Scheme of Investigation (as referred to in part A below). Digital recording and reporting of results will be required.

The proposed works will be to fulfil condition 3 of the planning consent granted by Cornwall Council under application number PA24/06555. The planning condition states that:

A) No demolition/development shall take place/commence until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions, and:

1. The programme and methodology of site investigation and recording
 2. The programme for post investigation assessment
 3. Provision to be made for analysis of the site investigation and recording
 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
 5. Provision to be made for archive deposition of the analysis and records of the site investigation
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation
- B) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).
- C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.
- D) The archaeological recording condition will normally only be discharged when ALL elements of the WSI including on site works, analysis, report, publication (where applicable) and archive work has been completed.

Reason: In the interests of minimising adverse archaeological and architectural impacts on the surrounding area, in accordance with Policy 24 of the Cornwall Local Plan Strategic Policies 2010 - 2030. A pre-commencement condition is necessary as the recording works are unable to take place after the building is demolished, therefore the scope must be agreed before the works are undertaken.

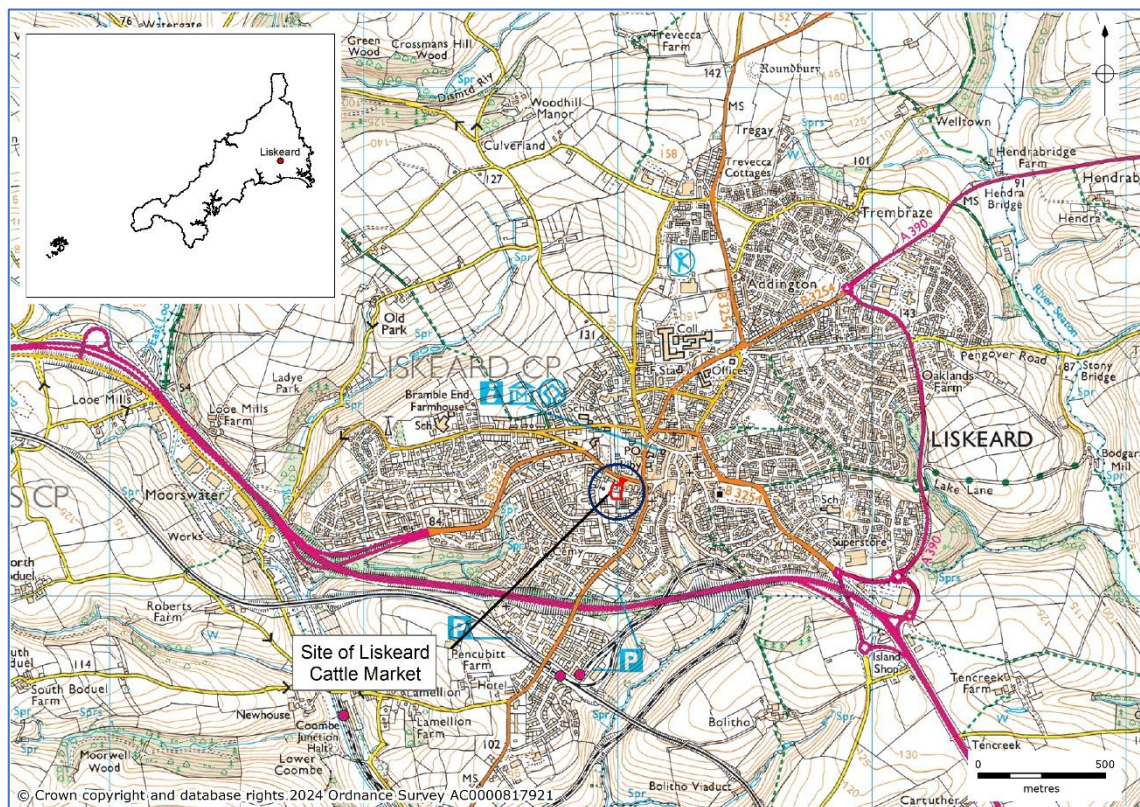


Figure 1: site location map

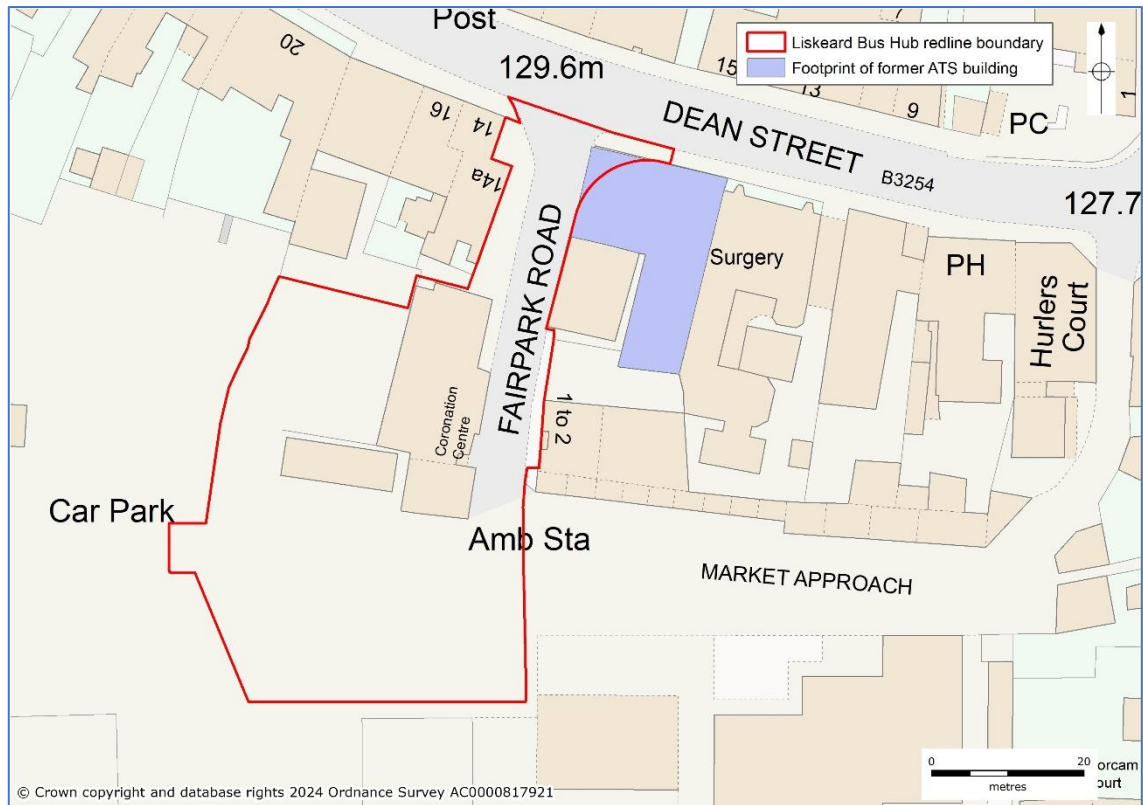


Figure 2: Site extent.

Site history

The area under investigation has previously been the subject of two heritage statements (Kirkham 2020; Parkes 2024) and these have informed the rest of this section.

Site location and setting

The historic medieval market town of Liskeard is located in the southeast of Cornwall. Built upon two hills, the early settlement centred around the church, the market place and the well. During the medieval period a castle was built, and Liskeard developed both through its royal connections and the success of the markets and fairs to become one of the principal towns in Cornwall (Gillard 2005).

The former ATS building is situated at the corner of Fairpark Road and Dean Street, fronting Dean Street. Fairpark Road, formerly Moon's Court (see Fig 8), forms the northern access road into a modern car park, previously part of the Old Cattle Market, and before that part of the medieval fair field, named Fair Park. Dean Street was the former road route from Bodmin, and historic documents indicate that during the medieval period there was already some form of development taking place in this area, which by the seventeenth century had become firmly encompassed within the expanding urban core. The former ATS garage building is an early 20th century building, formerly a carriage works, that potentially replaced up to three earlier dwellings of probable 18th to 19th century date (see Figs 7-9).

The site is located on a gentle northeast facing slope at 130m OD. Bedrocks are Middle Devonian slates (BGS Geology Viewer 2025), and soils are Denbigh 1 series Typical Brown Earths (LandIS Soilsclapes Viewer 2025; Soil Survey of England and Wales, 1983). The Historic Landscape Character (HLC) is that of Settlement C20 but borders with, and likely incorporates Settlement: historic core (pre-1907).

Designations

The site is located within the Liskeard Conservation Area and whilst not itself a Listed Building, is situated adjacent to and opposite several Grade II Listed early to mid-19th century townhouses, many of which were designed by Henry Rice.

Archaeological potential

* MCO numbers are derived from the Cornwall and Scilly Historic Environment Record (HER), accessed via the Heritage Gateway.

No archaeological sites are recorded directly within the curtilage or immediate vicinity of the site, although there is a record for Bronze Age activity in the form of a metal working site (MCO15432) around 380m to the south. Given its relatively elevated position and the fact that up into the medieval period this was an area of agricultural heartland, alongside the possible use of Dean Street as a routeway from ancient times, there is some potential for buried archaeological remains of later prehistoric or Romano-British date to survive within the near vicinity, although within the curtilage of the site itself this potential is probably very low.

The historic development of this part of the town indicates that during the medieval period the site probably lay within an area of open field and medieval strips, the communal farmland of the town, part of which was later used as a medieval fair field.

What is now Dean Street forms part of the former routeway between Bodmin and Liskeard, which is likely to be of some antiquity, at least medieval but with potentially older origins. The route is shown on both Gascoyne's map of 1699 and Martyn's map of 1748, both indicating that the expanding town was encroaching along it during this time period (Figs 5 and 6). The recent Historic Impact Assessment (HIA) for the former cattle market by Parkes (2000) demonstrates that development along Dean Street had begun at least as early as the mid to late 14th Century; the medieval tenements were held by members of the Dene family from which the current street name is presumed to derive. The slightly widened nature of the historic street in the vicinity of the site (see Fig 8) might indicate this was the site of an open-air market or trading place during the medieval period, at a point where the old routeway from Bodmin met the western edges of the medieval town. It is quite probable that remains of the former medieval tenements, as well as any historic structures or features prior to the 19th Century might survive below the current streetscape, of which the former ATS building now forms part.

The map evidence from the c1840s Liskeard Tithe map and the c1800s Town Plan (Figs 7 and 8) suggests that the former ATS building occupies two historic linear plots that were established perpendicular to Dean Street, and which by the early 19th century contained three dwellings fronting the road, plus additional outbuildings to the rear. The two plots and their respective buildings appear relatively unchanged from the c1840s Tithe map, possibly indicating that these were earlier (17th to 18th century?) buildings that were not built over during the mid-19th century in the same way as their neighbours were. The buildings were described as 'tenements' (also indicating a possible earlier date) in articles published in the Western Morning News and the Exeter and Plymouth Gazette which reported on a fire that damaged the buildings, with two fatalities (Kirkham 2020, 26).

The OS Second Edition map of c1907 shows that by this time there had been some changes to the buildings and boundaries within the former Moon's Court and to the rear of Number 10 Dean Street (Fig 9). At some point following the fire of 1923, and certainly by 1941, the site of the three buildings fronting onto Dean Street (the eastern gable of one survives against the western gable of Rosedean House, now tile hung) was cleared to make way for Jago's Garage, which is shown in a photograph probably dating to the 1940s or 1950s (Fig 10).

Health and Safety and Environmental Policies

CAU Health and Safety Policies

All works will be carried out in accordance with the Health and Safety Act 1974, the Management of Health and Safety Regulations 1992 and other relevant health and safety legislation, regulations and codes of practice, including Principle 5 of CIfA's Code of Conduct (CIfA 2019). CAU has access to Cornwall Council's online Health and Safety policies and guidance and follows Cornwall Council's *Statement of Safety Policy* (Cornwall Council 2023). CAU also has its own rigorous policy for managing health and safety at work (CAU 2019).

Relevant risk assessments are carried out before each fieldwork task and CAU will produce a risk assessment prior to archaeological work commencing. This will include the most up to date assessment of working with Covid. CAU will discuss specific RAMS and RAs produced for the site by the client and will adhere to these whilst on site.

Specific Health and Safety Measures

- The CAU project team will undertake and adhere to any site induction and safety courses provided by the client or on-site agent.
- Any specific known hazards relating to the site will be made known to the CAU project team by the client, along with the relevant guidance and instruction on carrying out work in vicinity of these.
- Appropriate health and safety requirements for general working on site by the CAU project team will be observed. In particular these may relate to:
 - Working near plant and machinery.
 - Working near or within deep excavations.
 - Working near unstable structures.
 - Working on scaffolding.
 - Working with hand-held and/or power tools.
 - Identifying and mitigating environmental hazards (e.g., dust, contaminants).

Environmental Policies

CAU recognises its professional and intellectual responsibilities towards the protection of archaeological heritage and the wider environment generally. All CAU staff undertake carbon literacy training. Archaeological activities have the potential to affect the environment and CAU is resolved to adopting working policies that accord with the laws, regulations and other policy mechanisms concerning environmental issues and sustainability. In particular, CAU aligns with CIfA's *Code of Conduct* (2019, Principles 1 and 2) and *CIfA's Environmental Protection Policy Statement* (CIfA 2018, Policy 4). As part of Cornwall Council, CAU aligns with its environmental aspirations in working towards a carbon neutral Cornwall, as set out in the Carbon Neutral Cornwall web page [Carbon Neutral Cornwall - Cornwall Council Intranet \(cornwallonline.net\)](https://www.cornwallonline.net).

The CAU project team will make themselves aware of, and will adhere to, the environmental policies of the client whilst on site and, if and where necessary, will endeavour to minimise environmental impacts arising from archaeological work.

Project extent

The former ATS garage is to be demolished in order to permit the widening of Fairpark Road and the creation of a new footway on its east side (Fig 3). The works will comprise the demolition and removal of all demolished building material, the excavation of ground to a reduced depth of at least 150mm and the excavation of any soft spots. Following all excavations, a minimum of 100mm depth crushed stone sub-base material will be laid and compacted to achieve an evenly graded future development plot (Fig 4).

The external party walls with the Gilberts Building to the south of the site and number 8 Dean Street to the east will be made good and any necessary repairs carried out. External finishing to both buildings will match the existing.

Historic building recording will cover the building and its immediate curtilage prior to any alteration or demolition. Archaeological monitoring will cover the whole of the site during any groundworks prior to or following the building's demolition.

Aims and objectives

The principal aim of the study is to gain a better understanding of the building and the site it occupies.

The objectives are to:

- Produce an accurate record of the building and its external and internal features prior to demolition (Level 3 as defined by Historic England 2016).
- Better understand the functions and historic development of the building.
- Outline key features and fittings which are of high significance.
- Obtain an archaeological record of the site prior to development.

Working methods

All recording work will be undertaken according to the Chartered Institute for Archaeologists (CIfA) guidance (CIfA 2020a, 2020b, 2023a, 2023b, 2023c). Staff will follow the CIfA *Code of Conduct* (2019). The Chartered Institute for Archaeologists is the professional body for archaeologists working in the UK.

Pre-fieldwork

In advance of the fieldwork CAU, will discuss and agree with the client:

- Working methods and programme.
- Health and Safety issues and requirements.

Desk-based assessment

A desk-based assessment will be carried out to inform the fieldwork stage. This will be guided by CIfA's guidance on undertaking desk-based assessment (CIfA 2020a) and will comprise study of the following:

- Published sources
- Historic maps, including
 - Joel Gascoyne's map of Cornwall (1699)
 - Thomas Martyn's map of Cornwall (1748),
 - OS 1 inch survey (c1810)
 - Parish Tithe maps (c1840),
 - Town map (late 1800s)
 - 1st and 2nd Editions of the OS 25 inch maps (c1880 and c1907)
- Modern maps
- Census returns
- Trade directories
- GIS data accessible to CAU

Fieldwork: Historic Building Record

The equivalent of a Level 2/3 Building Survey (as defined by Historic England 2016) will be produced. This will be carried out prior to any alteration or removal of structural fabric and features.

Recording will include external and internal architectural features and room detail. These will be annotated to copies of measured external elevations and floor plans supplied by the client.

Analysis of the fabric will be undertaken on site (recorded as notes) to allow a description to be written up at the archive report stage.

Measured floor plans and elevations of the building will be annotated to show phased development and architectural detail.

Photographic recording will be colour photography using a digital SLR camera (with a resolution of 10 million pixels or higher). Digital images taken as part of the site archive will be deposited with the Archaeology Data Service (ADS).

CAU follows Historic England guidance on digital image capture and file storage (2015).

The photo record will comprise:

- General views.
- All external elevations.
- All internal room spaces.
- 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.
- When necessary, 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.

Fieldwork: archaeological monitoring and recording

The SDOHE has advised that continuous archaeological monitoring and recording is required on the site during any groundworks carried out prior to or following the building demolition to fulfil the planning condition. This work will be guided by CIfA's guidance on undertaking watching briefs (CIfA 2014b).

All groundworks will be undertaken under continuous archaeological supervision. This will include any removal of existing building fabric, the excavation of footing or service trenches, or other activities which would result in the lowering of the present levels within or around the building. All excavation should be undertaken by a machine equipped with a toothless grading bucket where possible. Any historic building fabric or archaeological feature revealed will be recorded. The developer will allow reasonable time for the recording of any features revealed. Where a temporary stop of work is required the site archaeologist will request this via the developer and the SDOHE.

Recording

Recording work will involve the following:

- Identify and record any significant features that are revealed; the level of recording will be appropriate to the character/importance of the remains.
- Site drawings (plans, elevations and sections as appropriate) will be made by pencil (4H) on drafting film; all drawings will include standard information: site details, personnel, date, scale, north-point.
- All features will be accurately located at an appropriate scale.
- Any archaeological contexts will be described to a standard format linked to a continuous numbering sequence.
- Photographic recording will comprise colour photography using a digital SLR camera (with a resolution of 10 million pixels or higher). Photographs will include a record of significant features. A metric scale, site and context identifier, and a north arrow where appropriate, will be included in all record shots.

Treatment of finds

The fieldwork is likely to produce artefactual material. The following recording and retention policies will be followed:

- In the event that objects containing precious metal(s) are encountered, the coroner will be informed as per the provisions of the Treasure Act 1996.
- Significant finds in stratified contexts will be plotted on a scaled base plan or with a Leica GPS unit and recorded as small finds.
- All finds will be collected in sealable plastic bags which will be labelled immediately with the site code, the context number or other identifier, the type of material, and the finder's initials. The only exception to this policy will be that large assemblages of modern (post-1800) material may be representatively sampled.
- Modern (post-1800) finds may be disposed of at the cataloguing stage. This process will be reviewed ahead of its implementation.

Treatment of samples

The fieldwork may produce environmental samples. The following collection, recording and processing policies will be followed:

- Sealed/undisturbed archaeological contexts in the form of buried soils, layers or deposits within significant archaeological features that have the potential to contain palaeoenvironmental evidence and/or material suitable for scientific dating will be sampled.
- Where bulk samples are taken a minimum of 40 litres will be sampled from these deposits where feasible.
- In the event that significant organic remains are encountered, advice may be sought from the project geoarchaeological specialist (see below).
- All samples will be described to a standard format linked to a continuous numbering sequence.
- Bulk samples will be processed using flotation with appropriate mesh sizes. Consideration will be given to metallurgical sampling.

Creation of the physical and digital archive

Following review with the CAU Project Manager the results from the fieldwork will be collated as an archive.

This will involve the following.

- All finds, etc, will be washed, catalogued, and stored in a proper manner (being clearly labelled and marked and stored according to CAU guidelines).
- All records (drawings, context sheets, photographs, etc) will be ordered, catalogued and stored in an appropriate manner (according to CAU guidelines).
- Colour digital images taken as part of the site archive will be added to the site archive and deposited with the Archaeology Data Service (ADS).
- Completion of the ADS OASIS online archive index.
- All correspondence relating to the project, the Project Design, and a copy of the report will be stored digitally on a secure Cornwall Council server according to CAU guidelines.
- Drawn archive storage (plastic wallets for the annotated record drawings).
- Additional digital data (survey, external reports, etc)

Archive deposition

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

The physical archive will go to an accredited archive repository, when a dedicated space becomes available. Until that time material will be stored at CAU offices. An accession number for finds will be obtained once space becomes available for deposition.

- Digital data will be stored on the Cornwall Council network which is regularly and frequently backed up.

- Digital data (CAU reports, external reports, survey data, geophysics data, digital photographs etc) forming part of the site archive will be deposited with the ADS.

CAU uses the following file formats for stored digital data:

- DOCX Word processed documents
- XLSX Spreadsheets
- PDF Exports of completed documents/reports/graphics
- JPG Site graphics and scanned information
- DNG or TIF Digital photographs
- DWG AutoCAD drawings, measured surveys
- MXD ArcView GIS (electronic mapping) data
- AI Adobe Illustrator graphics

Reporting

The results from the project will be drawn together and presented in a report. The scope of the report will be dependent on the scale and significance of the results from the project.

The report will include the following elements:

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

Timetable

Cormac Solutions will make the programme of proposed works available to CAU in due course. CAU will require at least 2 weeks' notice before commencement of work, in order to allocate field staff and arrange other logistics.

The archive report will be completed within 3 months 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 the SDOHE. Where the SDOHE is satisfied with the archive report and the deposition of the archive, written discharge of the planning condition will be expected.

- The SDOHE will monitor the work and should be kept regularly informed of progress.
- Notification of the start of work shall be given preferably in writing to the SDOHE at least one week in advance of its commencement.
- Any variations to the Project Design will be agreed with the SDOHE, in writing, prior to them being carried out.
- If significant detail is discovered, all works must cease and a meeting convened with the client and the SDOHE to discuss the most appropriate way forward.

Monitoring points during the study will include:

ATS Building, Liskeard, Cornwall, Historic Building Record 2025

- Approval of the Project Design
- Completion of fieldwork
- Completion of archive report
- Deposition of the archive

References

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Historic England 2015. *Guidance note on Digital Image Capture and File Storage*. Historic England, Swindon

Historic England 2016. *Understanding Historic Buildings: A guide to good recording practice*. Historic England, Swindon

Soil Survey of England and Wales 1983: *Legend for the 1:250,000 Soil Map of England and Wales*

Websites:

British Geological Survey 2025. *BGS Geology Viewer*.

[BGS Geology Viewer \(BETA\)](#)

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<https://www.landis.org.uk/soilscales/>

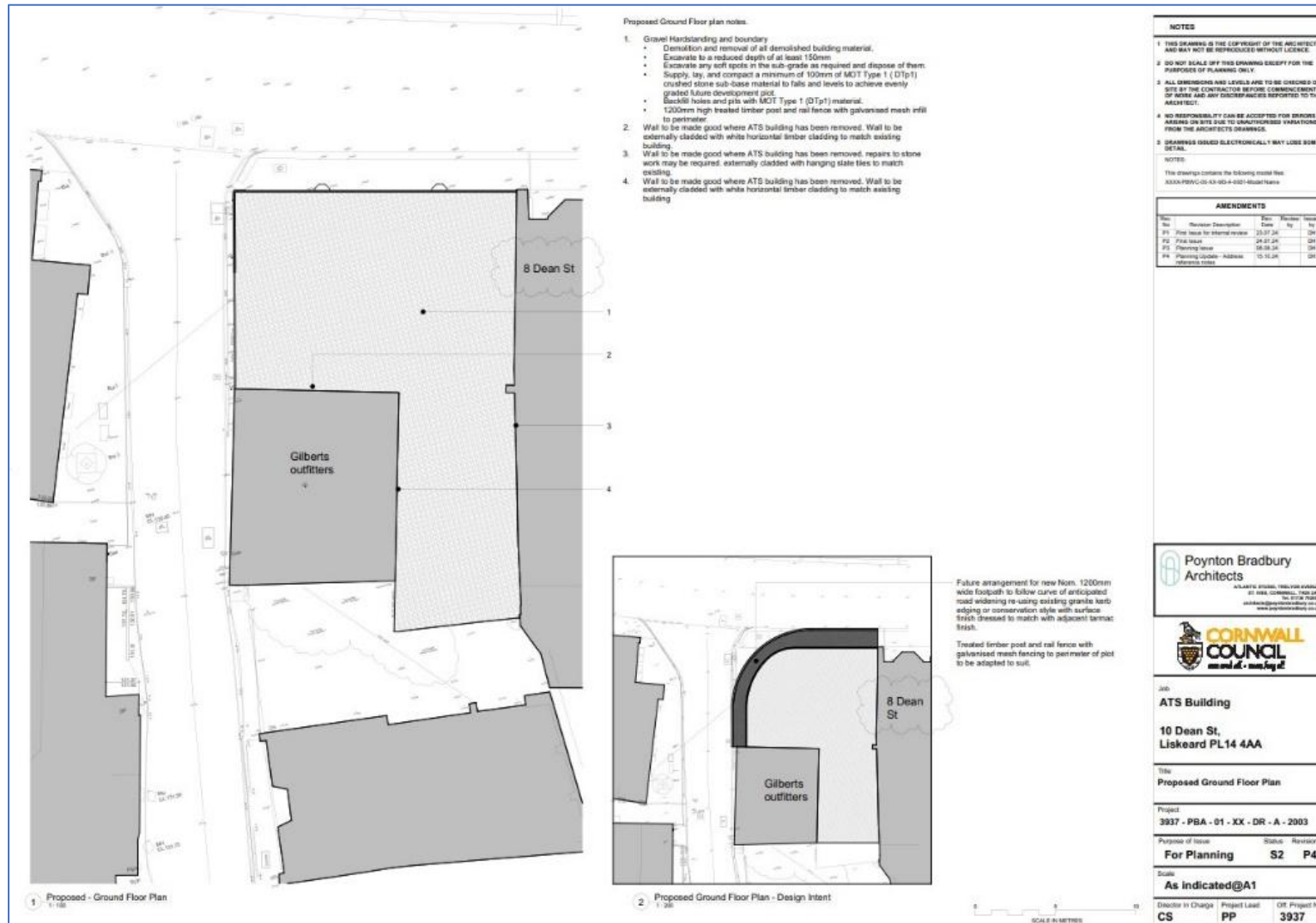


Figure 4: Plan details for the proposed works on the site of the former ATS building, kindly supplied by Cormac Solutions Ltd.



Fig 5 Gascoyne's map of 1699; green arrow indicates approximate location of site.



Fig 6 Martyn's map of 1748; green arrow indicates approximate location of site.

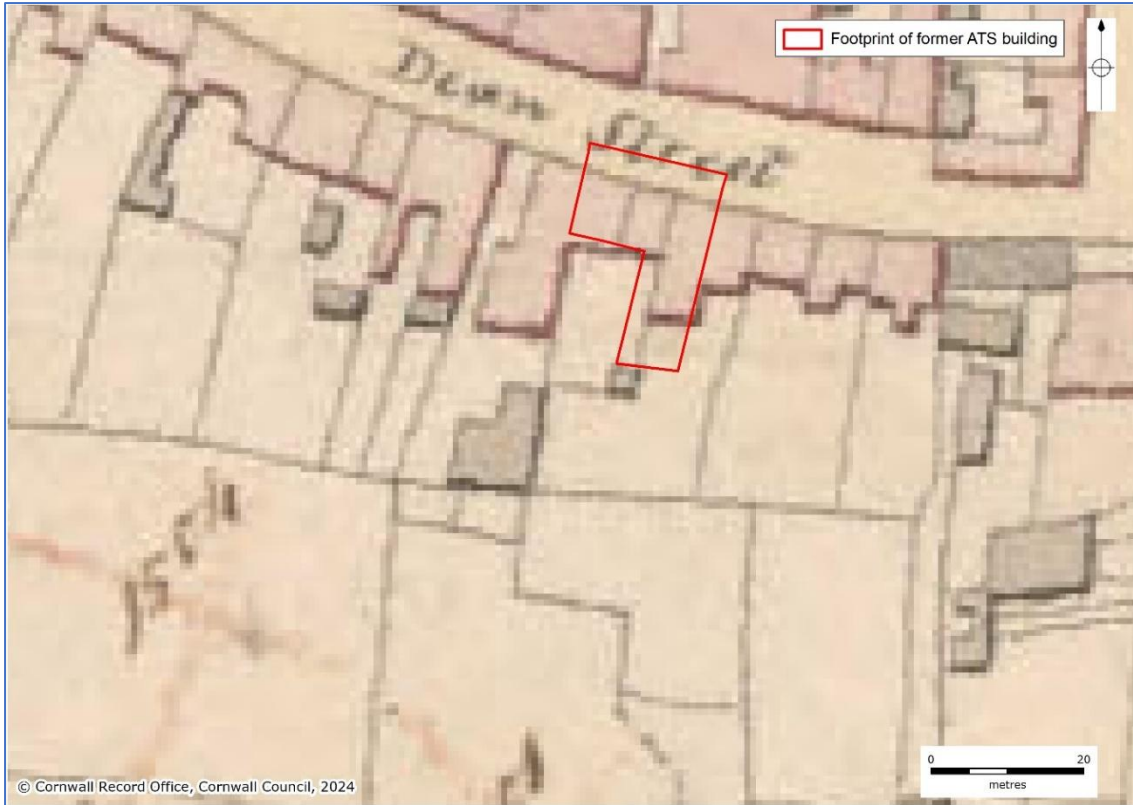


Fig 7 Liskeard Tithe map c1840s; site in red outline, offset due to errors in map georeferencing.

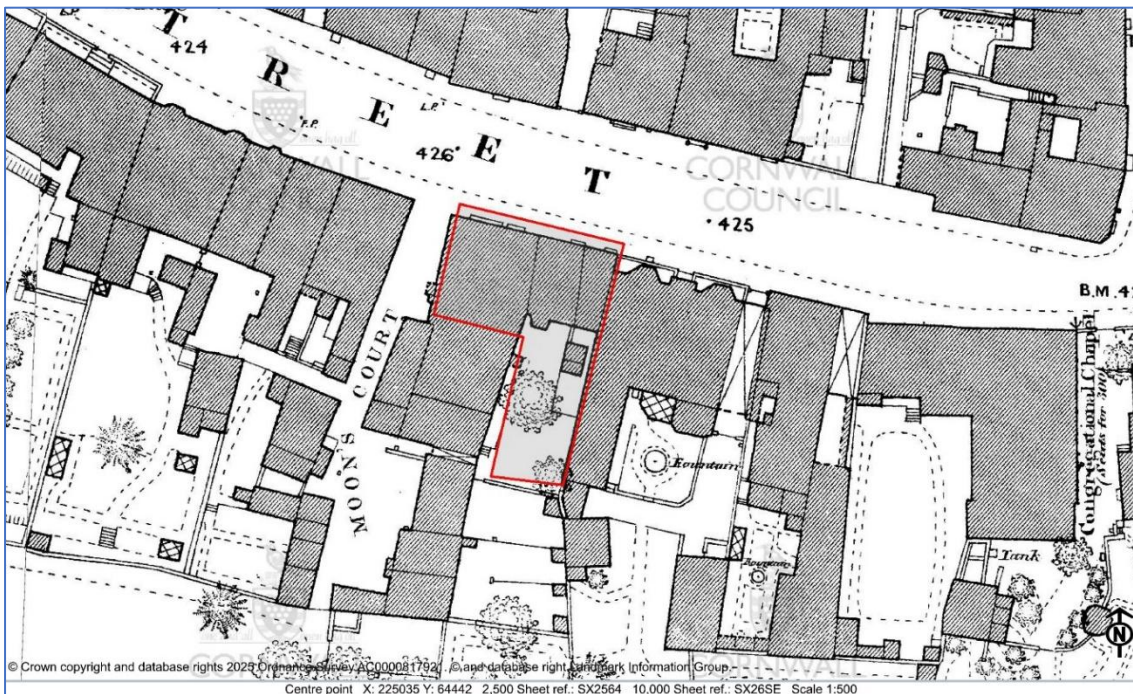


Fig 8 Liskeard Town Plan c late 1800s showing the site as three separate tenement properties.

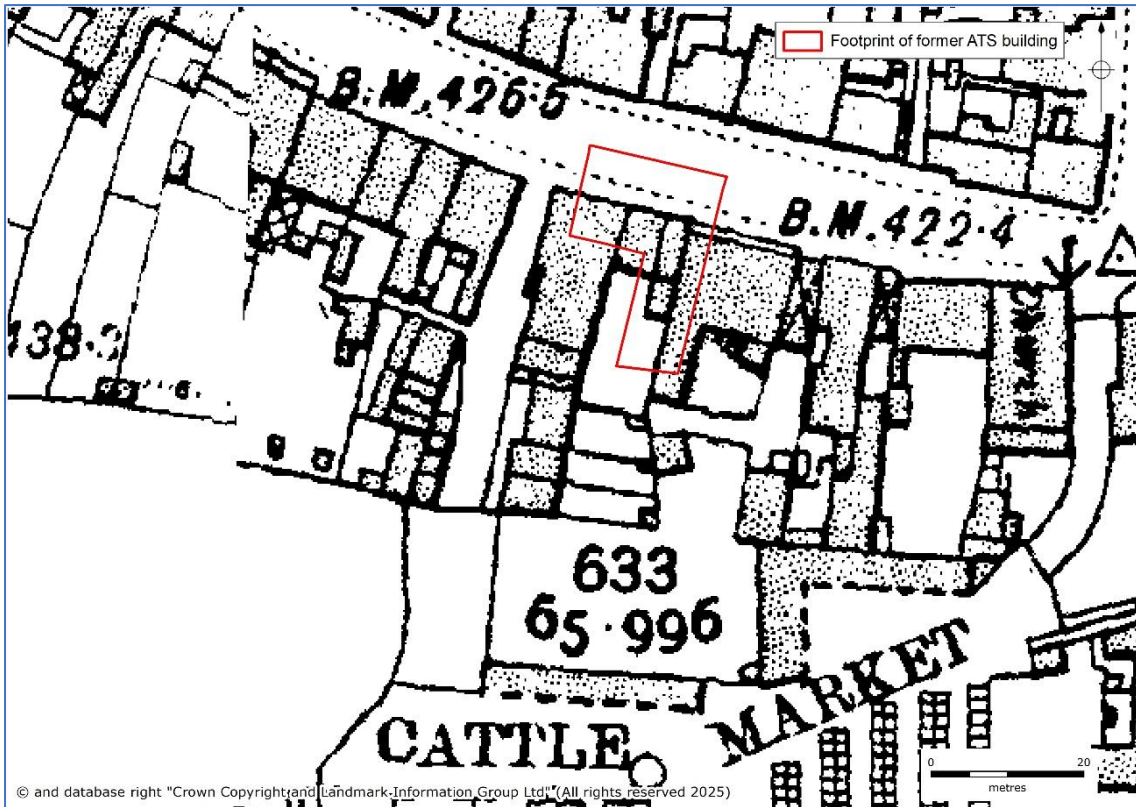


Fig 9 OS Second Edition c1907 1:25000 map showing the site.



Fig 10 The former Jago's Garage, Dean Street, probably in the 1940-50s. Photograph courtesy Liskeard Old Cornwall Society.

Cornwall Archaeological Unit

Cornwall Archaeological Unit is part of Cornwall Council. CAU employs 13 core project staff with a broad range of expertise, undertaking around 120 projects each year.

CAU 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



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

<http://www.archaeologists.net/codes/ifa>

Terms and conditions

Contract

CAU is part of 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 CAU 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 Dr Fiona Fleming 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 CAU field staff, with assistance from qualified specialists and sub-contractors where appropriate. All staff will follow CAU's Health and Safety Policy and work in accordance with a site-specific risk assessment.

The project team is expected to include:

Fiona Fleming BSC Hons, MA, PHD, MCIfA Senior Archaeologist

Dr Fiona Fleming has worked contractually as an archaeologist with CAU since 2006, combining project work with her full-time studies. Fiona became a permanent member of the team in 2013 after graduating with an MA in Landscape Archaeology and a Ph.D. with

Exeter University working as part of the Fields of Britannia Project. Her doctoral research focussed on a landscape analysis of late Roman and early medieval settlement continuity. Fiona has experience in a range of archaeological fieldwork, including evaluations, watching briefs, heritage impact assessments, landscape surveys, conservation management plans and historic building recording. Fiona has extensive experience using GIS and CAD software. Since working with CAU, Fiona has specialised in historic landscape assessment, historic characterisation projects, historic building recording and producing conservation management plans for clients such as Natural England, English Heritage and the National Trust. Fiona also manages and works as part of the CAU aerial investigation and mapping team, delivering Historic England funded projects such as the Dorset Stour, Inner Humber Estuary, Dorset Upper Frome and Dorset Upper Cerne and Piddle Valleys AI&M projects. As part of this work Fiona has gained extensive experience in aerial investigation and lidar analysis.

Fiona's range of project work with CAU includes contributing to historic characterisation projects such as the Devon Extensive Urban Survey and the Cornish Ports and Harbours Project, including contributing to the final overview report for the Cornish Ports and Harbours Project and producing the Heritage Environment Action Plan (HEAP). Fiona undertook the initial archaeological assessment for the former Redruth Brewery and assisted with the on-going watching briefs, evaluation and historic building recording at that site. Fiona has also produced conservation management plans for Dodman Point, Chysauster Ancient Village and, most recently, the St Ives Palais de Danse. Fiona also co-ordinated and managed the multi-phase Stage Two works at Dodman, which included watching briefs, excavation and topographic survey. More recently, Fiona has managed large-scale excavation projects at Camel Creek Adventure Park and Langarth, Truro, incorporating evaluation trenching, archaeological monitoring and SMS excavations. A major part of Fiona's portfolio comprises aerial investigation and mapping and lidar interpretation and she is also a highly proficient user of AutoCAD and GIS.

Fiona is a Member of the Chartered Institute for Archaeologists (MCIfA)

Connor Motley BA (Hons), PCIfA, Assistant Archaeologist

Connor joined the team in 2019 after graduating from the University of York with BA (Hons) Archaeology. Connor is experienced in archival research and has a good working knowledge of architectural and building history. He has a wide range of archaeological experience having partaken in surveys, excavations and post-excavation in England, Wales and Cornwall. Since joining he has been assisting with historic building projects using software such as GIS. I have a strong knowledge of AutoCAD, used in creating floorplans of buildings and drawing archaeological features in detail. He has a good knowledge of photogrammetry software (Autodesk Recap and Agisoft Metashape), photo editing software (Adobe Photoshop) and GIS. Recent projects include: Godrevy Farm, Historic Building Recording, Greeb Cottage, Land's End, Heritage Impact Assessment, Heskyn Mill, Tideford, Heritage Impact Assessment, Kirk House, Polperro, Heritage Impact Assessment, Lanhydrock House, Historic Building Recording, Maker Heights, Conservation Management Plan, Palais de Danse, St Ives, Historic Building Recording and Port Eliot, Historic Building Recording & Watching Brief, Salt Cellar, Porthleven, Historic Building Recording.

Ryan Smith, BSC Hons, Archaeologist

Educational and Professional qualifications

Ryan gained a BSc (Hons) First Class in Archaeology in 2012 from Plymouth University. Elected as a Practitioner of the Chartered Institute for Archaeologists (PCIfA).

Employment history

Following a career in the Royal Military Police Ryan has worked on a wide variety of projects for the Cornwall Archaeological Unit since 2012. He has worked as a site supervisor on several larger excavations including Porthleven, Newquay Strategic Route and Hayle Viaduct, both of which were revealed to be multi period sites.

Key experience

As a member of a team or as a sole worker he has been involved in many smaller excavations, watching briefs, evaluations and site surveys around the county, these being as wide-ranging as the excavation of the Romano-British smelting works at Duckpool, the renovation of the Church cross at St Maybn church, evaluation trenching on Gwithian dunes, the excavation of the remains of an engine house at South Crofty and the recent two year research excavation project at Tintagel Castle. Ryan recently monitored the impacts of the upgrading of the footpath network and the installation of the new high-level footbridge at Tintagel Castle and completed work on the excavation of a multi-period site on the outskirts of Penzance. He was a major part of large-scale excavation projects for CAU, including Camel Creek Resort, the A30 improvements, the A391 Roche bypass and Truro Northern Access Road.

Key skills and knowledge

Ryan holds a current First Aid certificate and CAT scan operative certificate and has recently attained his PFCO (Permission to Fly Commercial Operations) for drone operations. Ryan is proficient in the use of Leica GPS /GNSS, CAD and QGIS.

Ryan has a particular interest in the application of digital technologies to archaeological recording and interpretation.

Project Specialists

Finds Illustration	George Scott
Artefact Conservation	Laura Ratcliffe BSc
Environmental/geoarchaeology	Dr Michael Allen FLS, FSA
Palaeoenvironmental advice	Dr Michael Allen FLS, FSA
Lithics	Anna Lawson-Jones BA
Prehistoric and Roman pottery	Henrietta Quinnell/ Dr Imogen Wood
Medieval ceramics	John Allen/ Dr Imogen Wood
Medieval/post-medieval pottery	Carl Thorpe, CAU/ Jo May
Prehistoric to medieval metalwork	Anna Tyacke
Animal remains	Dr Clare Randall (freelance specialist in faunal analysis and human osteology)
Human remains	Dr Richard Mikulski, CAU

Report distribution

A digital copy of the report will be sent to the client. A paper copy can be supplied on request. Once verified by Cornwall HER, a digital copy of the report will also be publicly available online via the Archaeology Data Service (ADS) Library.

Copyright

Copyright of all material gathered as a result of the project will be reserved to Cornwall Archaeological Unit, 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.

CAU 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

ATS Building, Liskeard, Cornwall, Historic Building Record 2025

CAU may need to disclose any information it holds, unless it is excluded from disclosure under the Act.

Health and safety statement

CAU follows Cornwall Council's *Statement of Safety Policy*.

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

Insurance

CAU is covered by Cornwall Council's Public and Employers Liability Insurance, with a policy value of £50m. The Council also has Professional Negligence insurance with a policy value of £10m.

*Dr Fiona Fleming
Senior Archaeologist
03/03/2025*

Cornwall Archaeological Unit

Cornwall Council

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Appendix 2: Building record photographic archive

(Held by the Archaeology Data Service - ADS)

A 1m scale was used in all photographs wherever possible.

File name	Figure No in Report	Caption	Creation Date (dd/mm/yyyy)
01.jpeg	16	External north elevation of the garage.	11/07/2025 – 31.07.2025
02.jpeg	17	External south elevation of the garage.	11/07/2025 – 31.07.2025
03.jpeg	18	External west elevation of the garage.	11/07/2025 – 31.07.2025
04.jpeg	19	Interior north wall of the Room 1 (Garage).	11/07/2025 – 31.07.2025
05.jpeg	20	Interior northern part of the east wall of Room 1 (Garage).	11/07/2025 – 31.07.2025
06.jpeg	21	Interior of southern extension of Room 1 (Garage) looking north.	11/07/2025 – 31.07.2025
07.jpeg	22	Interior southern part of the east wall of Room 1 (Garage) inside the late 20th century extension.	11/07/2025 – 31.07.2025
08.jpeg	23	Interior south wall of the northern part of Room 1 (Garage).	11/07/2025 – 31.07.2025
09.jpeg	24	Interior south wall of the northern part of Room 1 (Garage).	11/07/2025 – 31.07.2025

10.jpeg	25	Interior south walls of the southern extension of Room 1 (Garage).	11/07/2025 – 31.07.2025
11.jpeg	26	Interior south walls of the southern extension of Room 1 (Garage).	11/07/2025 – 31.07.2025
12.jpeg	27	Staircase fixed to Interior east and south walls (south end) of the extension to Room 1 (Garage).	11/07/2025 – 31.07.2025
13.jpeg	28	Interior west wall (north end) of Room 1 (Garage).	11/07/2025 – 31.07.2025
14.jpeg	29	Interior west wall (south end) of the extension to Room 1 (Garage).	11/07/2025 – 31.07.2025
15.jpeg	30	Roof structure at north end of room 1 (garage) looking west.	11/07/2025 – 31.07.2025
16.jpeg	31	Roof structure in the south extension of room 1 (garage) looking west.	11/07/2025 – 31.07.2025
17.jpeg	32	Roof structure in the south extension of room 1 (garage) looking north.	11/07/2025 – 31.07.2025
18.jpeg	33	Floor surface at north end of room 1 (garage).	11/07/2025 – 31.07.2025
19.jpeg	34	Floor surface in the south extension of room 1 (garage).	11/07/2025 – 31.07.2025
20.jpeg	35	Interior north wall of Room 2 (customer service desk), looking north-west.	11/07/2025 – 31.07.2025
21.jpeg	36	Interior north wall of Room 2 (customer service desk), looking north-east.	11/07/2025 – 31.07.2025
22.jpeg	37	Interior east wall of Room 2 (customer service desk).	11/07/2025 – 31.07.2025
23.jpeg	38	Interior south wall of Room 2 (customer service desk).	11/07/2025 – 31.07.2025

ATS Building, Liskeard, Cornwall, Historic Building Record 2025

24.jpeg	39	Interior west wall of Room 2 (customer service desk).	11/07/2025 – 31.07.2025
25.jpeg	40	Floor surface of Room 2 (customer service desk).	11/07/2025 – 31.07.2025
26.jpeg	41	Room 3 (office), looking south.	11/07/2025 – 31.07.2025
27.jpeg	42	Ceiling of Room 3 (office).	11/07/2025 – 31.07.2025
28.jpeg	43	Room 4 (office) looking south-east.	11/07/2025 – 31.07.2025
29.jpeg	44	Room 5 (toilet), looking west.	11/07/2025 – 31.07.2025

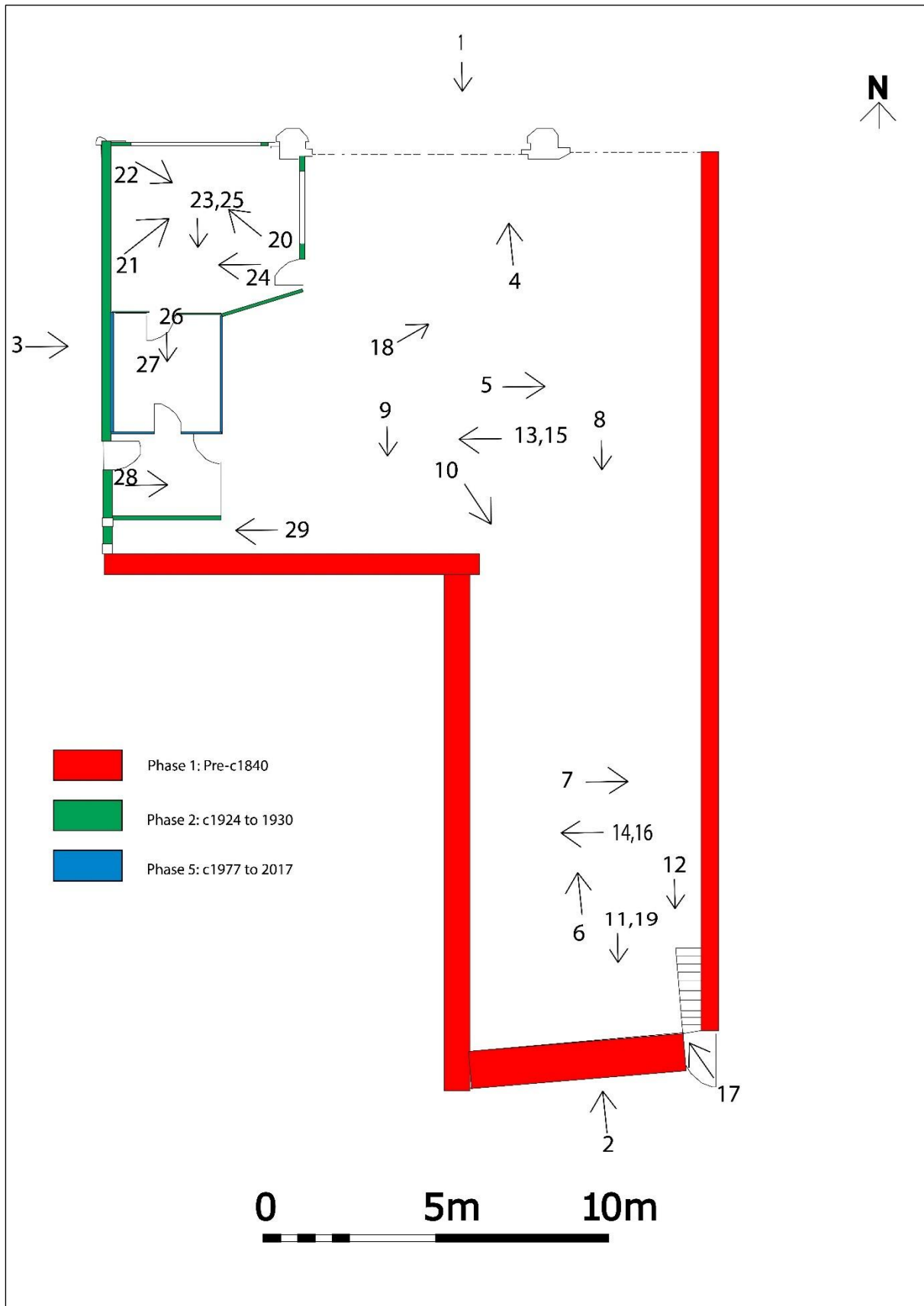


Fig 46 ATS Building ground floor photo direction plan.

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