



Land at London Road, Carlisle, Cumbria

Heritage Assessment



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SUMMARY

Lambert Smith Hampton are collating information in order to advise their client (BRB (Residuary) Ltd) on the suitability of a site for redevelopment on London Road in Carlisle (NGR centred NY 412 555). The site is currently occupied by disused railway sidings and goods station, and it is possible that redevelopment proposals will include demolishing the goods station; however it lies within a sub-area of the Carlisle to Settle Railway Conservation Area, known as *London Road Goods Station and Petteril Terrace*. Therefore, an understanding of the contribution of the goods station to the Conservation Area is required at this early stage of the proposals. Consequently, Lambert Smith Hampton commissioned Oxford Archaeology North (OA North) to undertake a heritage assessment. The work was undertaken between December 2008 and January 2009.

The assessment comprised a search of both published and unpublished records held by the Cumbria Historic Environment Record (HER) in Kendal, the Cumbria Record Office in Carlisle, and the archives and library held at OA North, focusing on activity associated with the railway from the nineteenth century onwards. A site visit was also undertaken to provide a more thorough understanding of the remaining goods station structures, in particular the goods shed. A rapid assessment of the architectural significance of the station was also made.

Within the study area of 0.25km, centred on the proposed development site, twenty-five sites were identified; in addition to the goods station (Site **25**), four other sites are within the proposed development area (Sites **01**, **07**, **14** and **19**). Sites **01-24** were identified from the HER, one of which was a Grade II Listed Building (Site **24**). The development of the goods station, Site **25**, was highlighted from cartographic sources and some documentary evidence.

The proposed redevelopment site is located approximately a mile out of the centre of Carlisle. This meant that there was relatively little activity on the site until the emergence of the railways in the early nineteenth century, although a possible medieval mill race (Site **07**) crosses the eastern extent of the site. Activity has been identified close to the proposed redevelopment site, alongside London Road which overlies the line of the Roman road heading north to the fort and settlement at Carlisle. Evidence of an extensively-used cemetery (Site **01**) during the Roman period is known, with burials located on either side of London Road, extending approximately as far as the River Petteril. Later on, in the medieval period, the former site of the town gallows (Site **02**) and a leper hospital are situated in the vicinity of the proposed redevelopment area.

The potential for below ground archaeological remains of Roman and medieval date has been highlighted (**01** and **07**), but detailed analysis of this was beyond the requirements and objectives of this study.

During the 1830s the arrival of the railway hastened the rapid expansion of the city. In 1819, an act of Parliament had been obtained for the formation of a gas and coke company on the proposed redevelopment site. However, the yard needed to be serviced. Although initially the plan was to construct a canal, a bill was passed in 1829 to construct the more efficient Newcastle and Carlisle Railway (Site **15**), which

was significant given that it preceded the Rainhill Trials. The 20 mile stretch from Carlisle to Blenkinsopp Colliery (1 mile east of Greenhead) was completed in 1836, and the whole line officially completed in 1838. The plan was to terminate the railway at the canal basin to the north-west of Carlisle via a branch line (Site 16), due to the traffic in coal for export to the basin from surrounding collieries. Therefore, a route looping around the southern extent of the city to reach the canal basin further north was chosen. Unfortunately for passengers, this meant that the nearest the line approached the city centre was when it crossed under London Road (Site 14) leaving passengers to complete their journey between the city centre and the station by horse-drawn omnibus. The Coal Haiths Station House Railway (Site 14) was completed in 1836, and it comprised seven buildings including the 'Station' (Site 14), the coal and lime depot (Site 19) and an engine shed (Site 26), located to the north of the depot.

In 1846, the construction of the London and North Western Railway, west of the study area led to the passenger station being moved to its current position at the Citadel (NGR NY 402555) in 1847. The London Road passenger station (Site 14) was then converted to the goods office for the London Road Goods and Mineral Station (Fig 5).

In 1863, the Newcastle and Carlisle Railway became part of the North Eastern Railway (NER), and the NER Canal Branch goods line (Site 16) was realigned (Site 20) in 1873 to allow it to pass under several other railways. The Ordnance Survey 25" map of 1876 shows the site as the 'London Road Goods and Mineral Station', with a 'Coal and Lime Depot' (Site 19). The map also shows the beginnings of urbanisation with buildings such as Brook Street School (Site 17); the Mains Factory (Site 08) and Mains House located to its south-west (Site 09); the Railway Hotel (Site 24) on London Road; a row of terraced houses, named London Road Terrace; and a large building at the south-east end of the Terrace, Thorncliffe (Site 18), is also shown although it not labelled.

The Midland Railway had obtained an Act in 1866 to build a railway from Settle to Carlisle (Site 21). There were difficulties with the construction of the line, however, which consequently did not open to goods traffic until 1875, and eventually to passengers in 1876. The goods line included a small branch line (Site 22) to the Petteril Bridge goods station (Site 10), located to the south-east of the proposed redevelopment area. Railway workers' cottages for this Midland line were located at Petteril Terrace to the south of the proposed redevelopment area, an element of the sub-area *London Road Goods Station and Petteril Terrace* to the Conservation Area.

A major restructuring of the goods station was underway in the 1880s. In addition to the original engine sheds built in the 1830s (Site 26), a large engine shed (Site 23) was erected in brick between 1881 and 1890 to the north-east of the railway yard. The early London Road station (Site 14) was eventually demolished and replaced with the current, much larger, goods station and office (Site 25), which is dated by a datestone on the southern side of the westernmost part of the building to 1881. The coal and lime depot (Site 19) is still in existence but had been altered at its east and west ends, and its south side appears to have either been replaced by, or incorporated into, the goods station and office (Site 25). The buildings to the north of the depot (Site 26) had been demolished, and a turntable is shown in their place. The area to the south of the goods station becomes infilled with a mass of railway sidings.

During the subsequent century little changed on the proposed redevelopment site. Only very recently has the site undergone change, as the goods station has fallen out of use and buildings have been demolished, such as the massive NER engine shed (Site **23**) in 2007, leaving the main goods shed and accompanying office, or station house (Site **25**), the only remnant.

Presently, the former goods station (Site **25**) dominates the proposed redevelopment area, with associated workshops and sheds having been demolished. The remainder of the site comprises areas formerly utilised by the railway sidings and buildings. The building is currently unused, and how this building functioned during its use is unknown at present. During the site visit evidence of earlier fabric from the platform of the coal and lime depot (Site **19**) were seen to exist in the north elevation of the goods station (Site **25**). It was also noted that the shed and goods office are highly decorative for such a utilitarian building. Both of the station buildings are constructed of brick laid in English bond which, although widespread, is difficult to lay and more expensive than many other bonds. This suggests that there was some relative importance to these buildings. Given that the sub-area of the Conservation Area is named in part after the goods station, these buildings are considered to contribute significantly to the Settle to Carlisle Conservation Area.

An historic building survey of an appropriate level, in accordance with English Heritage guidelines (2006), is recommended. This should also include detailed research on the ownership, patron, and architect, as informed by a detailed analysis of the architectural merit of the buildings of both the interior and exterior, together with the significance of other such examples. It may also benefit from additional research on the railways in Carlisle. This information would be required by the local planning authority, to understand, and thereby assess, the significance of the goods station (Site **25**) and its position within the Conservation Area, before any decision would be made on the outcome of the planning application. A survey of the upstanding remains of the railway site has also been recommended, as features associated with the former use of the area by the railway, such as disused rails, were noted during the site visit.

In addition, further evaluation work would be required prior to any development on site to investigate any surviving remains associated with Site **14**, the site of the passenger station, which lies beneath the current goods station (Site **25**), and Site **19**, the site of the coal and lime depot, one of the original buildings on the railway site.

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Oxford Archaeology North (OA North) would like to thank Nick Mills of Lambert Smith Hampton for commissioning the project. Thanks are also due to Jo Mackintosh at the Cumbria Historic Environment Record (HER), and the staff of the Cumbria Record Office in Carlisle for their assistance with this project

The desk-based assessment was undertaken by Kathryn Blythe and the site visit was undertaken by Karl Taylor, with the drawings produced by Anne Stewardson. The project was managed by Emily Mercer, who also edited the report.

1. INTRODUCTION

1.1 CIRCUMSTANCES OF PROJECT

- 1.1.1 Lambert Smith Hampton is collating information in order to advise their client (BRB (Residuary) Ltd) on the suitability of a site for redevelopment. The site is situated on London Road in Carlisle (NGR centred NY 412 555), and is currently occupied by disused railway sidings and a disused goods station. It is possible that redevelopment proposals will include demolishing the goods station. However, it lies within a sub-area of the Carlisle to Settle Railway Conservation Area, known as *London Road Goods Station and Petteril Terrace*. Therefore, it is considered that an understanding of the contribution of the goods station to the Conservation Area is required at this early stage. The information will be used to determine whether demolishing the goods station is a development option, and to inform any pre-application discussions with the local planning authority. Lambert Smith Hampton commissioned Oxford Archaeology North (OA North) to undertake a desk-based heritage assessment of the goods station and its environs. The work was undertaken between December 2008 and January 2009.
- 1.1.2 The desk-based assessment comprised a search of both published and unpublished records held by the Cumbria Historic Environment Record (HER) in Kendal, the Cumbria Record Office in Carlisle, and the archives and library held at OA North, focusing on activity associated with the railway from the nineteenth century onwards. A site visit was also undertaken to provide a more thorough understanding of the goods station structures. A rapid assessment of the architectural significance of the station was also made.
- 1.1.3 This report sets out the results in the form of a short document, outlining the findings, followed by a statement of the archaeological and/or historical significance, and an assessment of the impact of the proposed redevelopment. The significance criteria detailed in PPG 16 (DoE 1990) was employed during the assessment.

1.2 LOCATION, TOPOGRAPHY AND GEOLOGY

- 1.2.1 The city of Carlisle is situated towards the northern edge of the Solway Plain, eight miles upstream from the Solway Firth, and about five miles above the tidal limit (McCarthy 1990, 1). The historic core of the city is located on the south bank of the River Eden, to the south-east of its confluence with the River Caldew.
- 1.2.2 The proposed redevelopment site is located to the south-east of the city of Carlisle (NGR centred NY 412 555; Fig 1), and is situated along the route of the main Carlisle to Newcastle Railway. It is currently occupied by disused railway sidings and a disused goods station. The site is on the east side of London Road, which follows the course of the Roman road believed to lead south from the civilian settlement and fort at Carlisle. It lies on the north-eastern side of the valley of the River Caldew, and bridges the River Petteril

close to Harraby Hill. The site lies on the west bank of the River Petteril at a height of 21m aOD (above Ordnance Datum).

- 1.2.3 The underlying solid geology of the area is composed mainly of mudstones and sandstones of the Permo-Triassic age. The most important sandstone formation, the St Bees Sandstone, has been much quarried for use as building stone, and has imparted a distinct character to much of the area's architecture (Countryside Commission 1998, 20). During the last glaciation, thick ice sheets crossed the area, carrying with them vast quantities of rock debris, which was deposited as boulder clay (*ibid*). As a result of the extensive mantle of glacial deposits, exposures of solid geology are few, although significant exposures occur in some of the deeper valley sides to the south and east of Carlisle (OA North 2002, 6).
- 1.2.4 A geotechnical investigation of the area to the immediate north of the proposed redevelopment area was made in 2004 by RSK ENSR. The results of these groundworks suggest that in most areas, there was made ground to a depth of 3m. Organic remains and a buried topsoil were also recorded. Natural deposits were encountered beneath the made ground, but above the groundwater level.

2. METHODOLOGY

2.1 PROJECT DESIGN

- 2.1.1 A project design (*Appendix 1*) was submitted by OA North at the request of the client. This was adhered to in full, and the work was consistent with the relevant standards and procedures of the Institute of Field Archaeologists, and generally accepted best practice.

2.2 DESK-BASED RESEARCH

- 2.2.1 The aim of the assessment is to consider the status of the remaining goods station structures in the context of the Conservation Area and examine the station's contribution. In order to provide an overall archaeological and historical context for the site all statutory and non-statutory sites within a 250m radius of the redevelopment site were identified and collated into a gazetteer (*Section 4*), and their location plotted on Figure 2. However, the main objective of this study was to assess the goods station. Therefore, the following assessment focused on historical and modern maps, and other relevant published and unpublished secondary sources from the early nineteenth century onwards.
- 2.2.2 The results were considered using the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 4 of *Planning Policy Guidance 16: Archaeology and Planning* (DoE 1990).
- 2.2.3 ***Cumbria Historic Environment Record (HER)***: the Historic Environment Record (known formerly as the Sites and Monuments Record) is maintained by Cumbria County Council in Kendal, and is a database of all known archaeological sites in Cumbria. This was consulted to establish the sites of archaeological and historical interest already known within the study area, so as to identify any constraints, and provide a context for the goods station.
- 2.2.4 ***Cumbria County Record Office, Carlisle (CRO(C))***: the County Record Office in Carlisle was visited to consult historic maps of the study area. A search was also made for any relevant historical documentation. Several secondary sources and archaeological or historical journals were also consulted, and the results of this have been incorporated into the historical background (*Section 3*).
- 2.2.5 ***Oxford Archaeology North***: OA North has an extensive archive of secondary sources relevant to the study area, as well as numerous unpublished client reports on work carried out both as OA North and in its former guise of Lancaster University Archaeological Unit (LUAU). These were consulted where necessary.

2.3 SITE VISIT

- 2.3.1 A visual inspection of the site was undertaken on 22nd January 2009 in order to provide a more thorough understanding of the goods station structures and enable a rapid assessment of the architectural significance of the station and its status within the Conservation Area.
- 2.3.2 An inspection of upstanding structures was carried out together with a walkover of the site to identify further associated remains and features. A brief written description of the buildings was undertaken together with an outline digital photographic record of the structures and the site in general (Plates 1-8).

3. HISTORICAL BACKGROUND

3.1 INTRODUCTION

3.1.1 The following section presents a summary of the historical and archaeological background of the general area. This is presented by historical period (Table 1) to place the study area into a wider context. The prehistoric through to the medieval period is dealt with briefly, with the emphasis on the relevant periods of the industrial and modern era, concerning the emergence of the railway around Carlisle and its associations with the proposed redevelopment site and standing goods station structures. This has been supplemented with cartographic evidence.

Period	Date Range
Palaeolithic	30,000 – 10,000 BC
Mesolithic	10,000 – 3,500 BC
Neolithic	3,500 – 2,200 BC
Bronze Age	2,200 – 700 BC
Iron Age	700 BC – AD 43
Romano-British	AD 43 – AD 410
Early Medieval	AD 410 – AD 1066
Late Medieval	AD 1066 – AD 1540
Post-medieval	AD 1540 – c1750
Industrial Period	cAD1750 – 1901
Modern	Post-1901

Table 1: Summary of British archaeological periods and date ranges

3.2 PREHISTORIC PERIOD

3.2.1 Whilst a transient human presence during the late Mesolithic period is suggested by a small number of flints from the city centre (Caruana and Cherry 1994; Fell 1990, 96; Richardson 2000, 94), settlement at Carlisle appears to have commenced in the late Neolithic or early Bronze Age. Excavations at Botcherby Nurseries, c 1km to the north-east of the proposed redevelopment site, revealed a settlement situated on a hilltop. A series of post-pits with associated Bronze Age pottery were excavated and are thought to have been the remains of a timber circular structure (Barkle 1998). A Bronze Age settlement site is located at Scotby Road, c 800m to the east of the proposed redevelopment site (McCarthy 2002), and at Garlands Hospital, c 2km to the south-east ((McCarthy 1993, 2). The Scotby Road site revealed a number of pits and enclosures with associated Bronze Age pottery (McCarthy 2002), and the site at Garlands Hospital included Bronze Age burials (McCarthy 1993, 2) and a burnt mound (LUAU 1996).

3.2.2 At several sites, evidence for pre-Roman arable farming, in the form of shallow ard-marks has been recorded (McCarthy 1990, 13-4; Charlesworth

1979; Caruana in prep; Zant in prep) associated with features that may represent the remains of an extensive system of arable fields. The ard-marks have been interpreted by some as the remains of cord-rig cultivation, which is usually regarded as being a feature of the later Bronze Age or Iron Age (McCarthy 2002, 43).

3.3 ROMANO-BRITISH PERIOD

3.3.1 The area around Carlisle was of strategic importance to the Romans as it controlled the north/south land route between England and Scotland on the west side of the Pennine range, and the Tyne-Solway gap, which forms one of the principal trans-Pennine routes (*op cit*, 21). Consequently, a Roman fort was established at Carlisle, in the area of the later medieval castle, and the associated town extended to the south and east of it. London Road follows the route of the main road leading southwards from the fort (Patten 1974, OA North 2008). The proposed redevelopment area lies adjacent to this Roman road and evidence of activity around the study area is fairly dense, consisting of both sites and findspots.

3.3.2 The most significant remains within the study area are the Botchergate/London Road cemetery (Site **01**). The extent of this cemetery is not fully known, but at least 39 cremations and inhumations have been found along both sides of the road. The burials were overlain during the first half of the second century AD by regularly-sized building plots running back from the Botchergate frontage. Later, during the third century, the area appears to have reverted back to a cemetery, with Roman deposits and cremations being found on the east side of Botchergate (Giecco 2001).

3.3.3 Settlement outside the confines of the town took the form of a ribbon development, which may have stretched towards the study area. A Roman farmstead along St Nicholas Street revealed a number of ditches and a metalled surface (Howard-Davies and Leah 1999). There are a number of findspots in the surrounding area, including a coin hoard found on Gallows Hill (Site **03**).

3.4 EARLY MEDIEVAL PERIOD

3.4.1 The nature of settlement at Carlisle in the earlier post-Roman period is difficult to determine. In view of its long history as a Roman administrative centre and its position at the hub of a system of roads, the town is unlikely to have been completely abandoned, although it seems that the settlement contracted considerably at the end of the Roman period. During the first half of the seventh century the region was absorbed into the Anglian kingdom of Northumbria and from this period onwards occasional historical references to Carlisle survive (Summerson 1993, 10). By the late ninth century, control of Carlisle and its region passed from Northumbria to the British kingdom of Strathclyde or Cumbria, which itself owed allegiance by this time to the king of the Scots (*op cit*, 1).

3.5 MEDIEVAL PERIOD

- 3.5.1 In the eleventh century the region came under increasing English control, in the form of the Earls of Northumbria, but was recovered by Malcolm Canmore in the 1060s (*op cit*, 14–15). After this time it remained technically in Scottish hands until the arrival of the Norman king William II in 1092 (Earle and Plummer 1892), when it was recorded that he constructed a castle and brought settlers from the south to inhabit the re-established town (*ibid*). No trace of this early castle has been found, but it was almost certainly built of earth and timber and may have occupied the site of the present stone keep (McCarthy *et al* 1990, 11, 28).
- 3.5.2 The Norman hold on Cumberland was consolidated by Henry I, who visited Carlisle in the autumn of 1122 (Sharpe 2006, 52). At this time the position of the Anglo-Scottish border remained ill-defined (Kennedy 1973, 96). During his stay, Henry took measures to strengthen Carlisle's position within his kingdom, providing money for the construction of 'walls and towers', a probable reference to the town defences, and for the foundation of the Augustinian priory of St Mary's (Summerson 1993, 25). It was probably also during Henry's reign that construction work began on the stone castle, and the priory subsequently became a cathedral with the creation of the see of Carlisle in 1133 (Perriam 1987, 127). Henry I's death in 1135 led to large parts of the northern English counties, including Carlisle, coming under Scottish control (Kapelle 1979). However, the city reverted to English rule in 1157 and probably received its royal charter from Henry II in the following year (Summerson 1993, 58).
- 3.5.3 After a relatively peaceful 150 years, the last decade of the thirteenth century heralded the beginning of a disastrous period of unrest for Carlisle and the wider region. Destruction of much of the city by fire in 1292 was followed four years later by the onset of the Anglo-Scottish wars. A fragile peace negotiated in the 1320s had broken down a decade later, leading to several centuries of warfare, raiding, and skirmishing in the border region. This led to an impoverished and, consequently, underpopulated city for much of this period (*op cit*, 265). Intermittent warfare continued for the rest of the medieval period, although in general these wars were less catastrophic than those of the fourteenth century. However, extremely unsettled conditions continued to prevail across the entire Border region until after the Union of the Crowns in the early seventeenth century (*ibid*).
- 3.5.4 Several buildings in the wider area may have had their origins in the medieval period, including Harraby Mill, located to the south of the study area, and Botcherby Bridge to the north (OA North 2004). A farmstead at St Nicholas Bridge, to the west of the study area, produced evidence for a medieval timber structure and field boundaries (North Pennines Heritage Trust 2004). One medieval site is located within the study area, Site **02**, the location of a gibbet on Harraby Hill, also known as Gallows Hill (HER 4537).

3.6 POST-MEDIEVAL PERIOD

- 3.6.1 From 1560 a state of peace existed between England and Scotland, although the Border region remained unsettled. However, within a few years of the accession of James VI of Scotland to the English throne (as James I) in 1603, the era of Border raiding came to an end (Frazer 1971), and both Carlisle and the wider region enjoyed a period of peace and comparative prosperity. During the English Civil Wars the threat of trouble returned once more (*ibid*).
- 3.6.2 The century following the end of the Civil Wars was a time of slow development for Carlisle. During the first half of the eighteenth century, the city walls were so ruinous that the citizens themselves demolished certain stretches that had become unsafe. In 1745 the parlous state of the defences was brought into sharp focus during the Jacobite uprising, when after a short siege the Jacobite army took possession of the city in November 1745, but surrendered it the following month following bombardment by the Duke of Cumberland (McCarthy *et al* 1990, 214-19).

3.7 INDUSTRIAL PERIOD

- 3.7.1 In the second half of the eighteenth century, most of Carlisle's population, estimated at c 4–5000 people, continued to live within the medieval defences, where ample space was still available. By the time of the 1801 Census, however, the population had risen to approximately 10,000 and the city walls were beginning to be viewed as a hindrance to expansion, redevelopment, and the free movement of traffic in and out of the city (Perriam 1976). Extensive demolition of the curtain wall along what became West and East Tower Streets on the north and Lowther Street on the east occurred during the early nineteenth century and was largely complete by 1815 (*ibid*). Census records indicate that Carlisle's population continued to rise sharply during the first half of the nineteenth century, reaching 35,000 by 1841 (McCarthy 1993, 90). This led to chronic overcrowding in some parts of the city, which is clear from a report of 1850 produced by the Carlisle Sanitary Association that recorded families living 20 to a room 'adjacent to the filthiest privies and dunghills' (*ibid*). By the second half of the nineteenth century, the city had begun to expand significantly beyond its medieval boundaries and this growth continued apace into the twentieth century. Greenwood's map from 1822 illustrates how the city can be traced expanding outwards along its principal routes (Fig 3).
- 3.7.2 The main thoroughfares were ideal for developing industries. To the north of the study area, Botcherby Mill and Raven Nook Woollen Mill, which were both located on Botcherby Mill Race (Site 07), were both active during the industrial period. The proposed redevelopment site is, nevertheless, some way from the city at the time of Greenwood's map (Fig 3) and hence any development at that time is still limited.
- 3.7.3 This rapid expansion of the city was hastened with the arrival of the railway. In 1819, an act of Parliament had been obtained for the formation of a gas and coke company on the proposed redevelopment site. However, the yard needed

to be serviced. The plan at the time for such sites was the canal, which ran from the canal basin positioned one mile to the north-west of Carlisle to the Solway at Port Carlisle (<http://www.cumbria-industries.org.uk/carlisle.htm>). It was hoped that this would be extended across to the North Sea via the Solway and the Tyne. However, a notice of application for the Newcastle and Carlisle Railway Bill, which by that time was clearly the most cost effective option, was made on 4th November 1828 and, after a stormy passage through the House of Commons, it received the Royal Assent on 22nd May 1829 (<http://www.strps.org.uk/str/history/newcastleandcarlislerlyhistory.htm>). This was significant given that it preceded the Rainhill Trials, which took part in October 1829.

3.7.4 Construction of the Newcastle and Carlisle Railway (Site 15) began in 1830, but it was not until 1838 that the line was officially completed to connect the two cities. The first section to be completed in Carlisle (London Road) was a 20 mile segment to Blenkinsopp Colliery (1 mile east of Greenhead), on 19th July 1836 (*ibid*). The plan was to terminate the railway at the canal basin due to the revenue from the traffic in coal for export to the basin from surrounding collieries, such as near Brampton to the east. Therefore, a route looping around the southern extent of the city to reach the canal basin further north was chosen to allow this. Unfortunately for passengers this meant that the nearest the line approached the city centre was when it crossed under London Road, about three-quarters of a mile outside of the city (<http://www.cumbria-industries.org.uk/carlisle.htm>), and rail passengers using the London Road station (Site 14) made their journey between the city centre and the station by horse-drawn omnibus (Dickens 1999, 14). It was here that London Road Station (Site 14) was constructed, with the goods line continuing further west and north as the Canal Branch line (Site 16), completed on 9th March 1837 (<http://www.strps.org.uk/str/history/newcastleandcarlislerlyhistory.htm>).

3.7.5 Francis Wishaw visited the London Road site in 1839 and wrote a description of it in his book 'The Railways of Great Britain', published in 1842, which clearly demonstrates the principal function was to transport goods, as opposed to passengers:

'the booking office is in a detached rustic building: but it is inconveniently situated with respect to the passenger shed, which is on the other side of the station; foot passengers, having taken their tickets in the office, have some little way to go before boarding the carriages...The goods shed is detached and is on the same side of the railway as the booking-office, and opposite to the passenger shed. The Landsale Coal Depot is in the rear of, and at a little distance from the booking office and goods shed. It is of quadrangle form, having a shed on two sides and one at each end, enclosing an open space for common road carts, which enter and leave this depot under the end nearest London Road, from which there is an entrance distinct from that to the passenger station. The railway which communicates from this depot by means of a turntable on two sidings running parallel to and between it and the passenger station passes in the middle of and along both sides and ends, with a turntable at each angle. Underneath each side are 20 cells for common road carts into which the coals or lime are discharged from the railway wagons

above by openings left between the rails and a proper flap in the bottom of each wagon. The railway also communicates by short branches with the locomotive engine house and repairing shops. The engine house will hold eight engines and tenders. The engine turntables are each 13ft 6" diameter. The Carlisle depot and station occupy altogether about six acres of ground.' (Wishaw 1842, cited in Dickens 1999, 15).

- 3.7.6 By 1845 the newly constructed Carlisle to Maryport line was also providing a rail link to the Irish Sea coast (Marshall and Davies-Sheil 1977, 188–9). The opening up of the railway network led Carlisle to becoming the leading industrial and commercial centre in the county during the nineteenth century. Textile manufacture had already become increasingly important in the city from the second half of the eighteenth century (Jones 1985, 186–191), along with clock making, brick making, ironworking, tin-plate manufacture, and the production of biscuits during the nineteenth century, but the future of these industries was now ensured by the larger market and they remained significant well into the twentieth century (*ibid*).
- 3.7.7 The London Road railway station and goods yard, as described by Wishaw, comprised seven buildings including the 'Station' (Site **14**), the coal and lime depot (Site **19**) and an engine shed (Site **26**), located to the north of the depot. These are depicted on the 1848 tithe map (CRO DCR 8/22, Fig 4), which shows that significant changes had occurred across the study area as a result of the opening of Newcastle and Carlisle Railway (Site **15**) in 1836, and later the London and North Western Railway, west of the study area, in 1846.
- 3.7.8 The proposed redevelopment area is located within Field 114 on the tithe map (Fig 4), and was named 'Coal Haiths Station House Railway', indicating its use as a coke yard. Also identifiable on this map (Fig 4) are the mill race (Site **07**), the Mains Factory (Site **08**), the Carlisle Waterworks Reservoir (Site **04**), and the buildings which comprise the Harraby Hill Workhouse to the east of the reservoir (Site **05**).
- 3.7.9 St Nicholas Engineering Works (Site **13**), located to the west of the proposed redevelopment area, comprised a foundry, saw mills and timber merchants, and was established in 1848, but slightly further to the west than its current position (Fig 4). The works specialised in crane making, together with the work carried out on the construction of the railway sidings on the Newcastle and Carlisle Railway (HER 40976).
- 3.7.10 The location of the London Road station so far out of the city, and yet with the London and North Western Railway passing through, led to the passenger station serving Carlisle being moved to its current more central position at the Citadel (NGR NY 402555) in 1847 (www.imagesofengland.org.uk). The London Road passenger station (Site **14**) was then converted to the goods office for the London Road Goods and Mineral Station (Fig 5). The goods depot (Site **06**), located to the west of the proposed redevelopment area on the south side of London Road, was probably built following the reorganisation of stations, to serve the London and North Western Railway. It is recorded for the first time on the OS first edition 6" map of 1865.

- 3.7.11 In 1863, the Newcastle and Carlisle Railway became part of the North Eastern Railway (NER), and the NER Canal Branch goods line (Site **16**) was realigned (Site **20**) in 1873 to allow it to pass under several other railways. This change of use can be seen clearly on the OS 25" map of 1876 (Fig 5). The map shows the same basic layout of buildings as on the tithe map, but with some additions, although this mapping is more detailed and depicts the rail links from the main line. The site is shown as the 'London Road Goods and Mineral Station'. The southernmost of the buildings has been extended or rebuilt, and is now adjoined to the two buildings to the north, including the building labelled as 'Station' on the tithe (Site **14**), which is now labelled 'Goods Office'. To the north of this, the large rectangular structure previously seen on the tithe map (Fig 4) is now labelled 'Coal and Lime Depot' (Site **19**, Fig 5). The map also shows the mill race (Site **07**) crossing the eastern edge of the site, running parallel with the River Petteril, as well as showing the beginnings of urbanisation with buildings such as Brook Street School (Site **17**); the Mains Factory (Site **08**) and Mains House located to its south-west (Site **09**); the Railway Hotel (Site **24**) on London Road; a row of terraced houses, named London Road Terrace; and a large building at the south-east end of the Terrace, Thorncliffe (Site **18**), is also shown although it not labelled.
- 3.7.12 In addition to the original engine sheds built in the 1830s (Site **26**), a large engine shed (Site **23**) was erected in brick between 1881 and 1890 to the north-east of the railway yard. It followed a wooden predecessor that burnt down in 1863 (although its date of construction is unknown at present), and was built to house 40 engines. A building survey in 2007 on Site **23**, the former NER engine shed and later Watts Storage Depot, found that it still retained a wealth of internal and external architectural detail, deemed to be typical of the late nineteenth century (HER 42045).
- 3.7.13 The Midland Railway had obtained an Act in 1866 to build a railway from Settle to Carlisle (Site **21**). There were difficulties with the construction of the line, however, which consequently did not open to goods traffic until 1875, and eventually to passengers in 1876, which brought about an extension to the Citadel Station (www.imagesofengland.org.uk). The goods line included a small branch line (Site **22**) to the Petteril Bridge goods station (Site **10**), located to the south-east of the proposed redevelopment area. This goods station was built in 1875 of wood, and accessed from the Durranhill Junction to its east by a wooden bridge over the River Petteril. Railway workers' cottages for the Midland line were located at Petteril Terrace to the south of the proposed redevelopment area, an element of the sub-area *London Road Goods Station and Petteril Terrace* to the Conservation Area. As with the NER engine shed (Site **23**), these significant changes did not make it on to the OS Survey 25" to 1 mile map of 1876 (Fig 5).

3.8 LATE INDUSTRIAL - MODERN PERIOD

- 3.8.1 The early London Road station (Site **14**) was eventually demolished in 1881 (Dickens 1999, 16), and replaced with the current, much larger, goods station and office (Site **25**, Plate 1), which is dated by a datestone on the southern side

of the westernmost part of the building (Plate 8). Site **25** is represented on the 1901 OS mapping (Fig 6) as a large rectangular building labelled 'N.E.R. Goods Station'. Indeed, the goods station had expanded by the time of the OS mapping of 1901. The coal and lime depot (Site **19**) is still in existence but had been altered at its east and west ends, and its south side appears to have either been replaced by, or incorporated into, the goods station and office (Site **25**, Fig 6). The buildings to the north of the depot have been demolished, and a turntable is shown in their place. The massive NER engine shed (Site **23**) can be observed. The area to the south of the goods station is now a mass of railway sidings, as is the area to the east. Several small structures, one of which is labelled 'Coal Stage', are also shown within these areas of rails (Fig 6).

- 3.8.2 Similarly, the surrounding area has also developed rapidly and become heavily built up by the time of the 1901 OS map. A number of new rows of terraced housing are shown (Fig 6), particularly north of London Road. The L and NWR goods depot (Site **06**) are shown as 'Wagon Repairing Shop', 'Creosoting Shed' and 'Carriage Shed' on the 1901 OS map, suggesting that they were no longer goods sheds but had become a railway carriage maintenance depot. A tram system and depot on London Road (Site **12**) was built in 1900, following the withdrawal of the horse-drawn service. The depot was located to the immediate west of the proposed redevelopment site and the trams ran along London Road and Botchergate to the city centre. The tram system closed in 1931.
- 3.8.3 During the subsequent century little changed on the proposed redevelopment site (OS 1938, Fig 9), although the OS 25" to 1 mile map of 1963 shows some alterations to the massive engine shed (Site **23**), namely that a turntable is depicted in an open shed. Only very recently has the site undergone change, as the goods station has fallen out of use and buildings have been demolished, such as the massive NER engine shed in 2007.

4. SITE VISIT

4.1 INTRODUCTION

4.1.1 Inspection of the proposed redevelopment site was mainly concerned with Site **25**, the goods station and attached house or office, although the remainder of the site is included in the appraisal. Investigation revealed that a single large structure (Site **25**) remained within the area outlined on Figure 2 (Plate 1). Much of the site was laid down to tarmac but almost the whole of the eastern half was overgrown with scrub and trees. The whole of the site was enclosed by high steel fencing, and access and egress was via gates at the western end.

4.2 ON-SITE RAPID APPRAISAL

4.2.1 A large red brick (laid in English Bond) building is located in the centre of the site, the footprint (outlined on Fig 2, Site **25**) of which appears to correspond to the layout illustrated on the 1901 Ordnance Survey map (Fig 6). The structure comprises two main elements; a long, east/west aligned single-storey shed and a north/south aligned two-storey 'goods station house' (Plate 1). There are two additional structures attached to the east elevation of the shed (Plate 4) and the north elevation of the station house. All the entrances to the buildings were boarded and there was no internal access. The nature of the interior layout, is therefore, unknown.

4.2.2 The shed is 15 bays long, and of immediate interest are the 14 window apertures and a single entrance on the south-facing long elevation (Plate 1). The apertures have wide segmental arches with sandstone keystones and sandstone sills, which are part of a sill band running the length of the elevation. The windows are set within recesses that have brick modillions and the whole effect is quite decorative (Plate 2). There is a cornice positioned above this. The north-facing elevation is plain and is without any apertures. It has a cornice of similar appearance to that on the south-facing elevation. The base of the elevation is of stone construction (Plate 3), indicating that the current brick shed replaced an earlier structure. Earlier mapping does show buildings with a different footprints to the current structure (Figs 4 and 5), and it is possible that this is part of the original coal and lime depot (see *para* 3.8.1, above).

4.2.3 Further inspection revealed the shed to be of double-pile construction with two pitched roofs of differing pitches (Plate 4). The whole roof structure is of corrugated asbestos sheeting. The northern section of the shed appears to be narrower than the southern section. There are two large arched entrances within the east-facing elevation that correspond to the location of a track illustrated on the 1901 Ordnance Survey map (Fig 6, Plate 4). Traces of track still remain and this was obviously where trains entered the building.

4.2.4 The station house or goods office, attached to the west end of the shed, is of two storey construction and appears to be contemporary with the shed, the brick also being laid in English Bond. The main elevation faces west and

contains three entrances and fenestration on the ground floor (Plate 5). Two of these entrances are large enough for trains and correspond to the position of those on the east elevation. These differ in that they have decorative iron beam lintels (Plate 6) supported on stone corbels. A large lean-to is attached to the front elevation, which is of twentieth century appearance. Beneath the lean-to, traces of cobble (setts) floor are visible. The third, smaller entrance and the fenestration are of mullioned construction with sandstone mullions. The upper floor windows are very decorative and are of Neo-Byzantine appearance, with two arches set within a wider segmental arch (Plate 7). There are sandstone drip-moulds, mullions, key-stones and sills. A cornice with sandstone dentils is also present.

- 4.2.5 The south-facing gable elevation of the station house or office contains further decorative treatment, including sandstone copings, moulded kneelers and a mullioned window with segmental arches. There is a datestone of 1881 set within an oculus with four sandstone keystones (Plate 8).
- 4.2.6 Other features present within the site boundary include various sections of track and two platforms, one constructed from brick, the other of stone. There is a cobbled surface close to the west edge of the site close to London Road.
- 4.2.7 The building illustrated on the 1901 Ordnance Survey map (Fig 6) as 'Coal and Lime Depot' (Site **19**), together with tracks and other structures that are located to the north of the redevelopment area, have all been demolished.

5. GAZETTEER OF SITES

Site number 01
Site name London Road Roman Cemetery
NGR 340820 555150
HER No 5070
Stat. Designation -
Site type Cemetery
Period Roman
Sources HER
Description A strip of land either side of London Road, between The Courts (NY402556) and the River Petteril bridge (NY413547), which is regarded as the site of a Roman cemetery. Various stray finds have been reported in the local press since the late eighteenth century whenever repairs were made to the turnpike road. In the 1790s, a number of urns were unearthed but were broken by workmen in search of coins: none apparently survived. During cutting through Gallows Hill for road improvements in 1829, various finds were made; a lead coffin; a stone coffin; a sepulchral stone vault; a carved Roman headstone, beneath which was a wooden coffin; six Roman urns (1 filled with ashes); a decorated glass bottle with hundreds of coins; coffin of rough-hewn redstone covered by a large flagstone. In 1851, a large flat stone uncovered on Gallows Hill proved to be the roof of a stone vault made from Lazonby flags, inside which were the remains of a lead coffin resting on the bottom of an oak coffin. In 1863, a red sandstone trough was found in Woodruffe Terrace. The lid had a barely legible inscription. Inside was a Roman red clay jar, a large glass bottle with a small jar in the mouth and an earthenware lamp. The bottle contained a large quantity of cremated human bones and had the letter 'M' moulded on the base. In October 1892, a tombstone was found at Gallows Hill with a characteristic fourth century style inscription, which may have been from a poem. The tombstone is now at Tullie House. In July 1894, some stamped tiles covering a grave were found by some workmen digging foundations in Brook Street, off London Road.

Site number 02
Site name Carlisle Gibbet, Harraby Hill
NGR 341130 554800
HER No 4537
Stat. Designation -
Site type Gibbet
Period Medieval
Sources HER
Description Site of a gibbet, which was apparently used in the fourteenth century when the Chronicle of Lanercost shows that Harda was executed "at Harribee Hill near Carlisle" after the 1315 siege. After the 1745 Rising, Highlander prisoners were executed here.

Site number 03
Site name Gallows Hill Coin Hoard
NGR 341200 554800
HER No 5076
Stat. Designation -
Site type Findspot
Period Roman
Sources HER
Description A coin hoard was found at Gallows Hill, with the coins being described as silver and in good condition, although the hoard was dispersed before a record could be made. One coin is known to have been a denarius of Faustina. The coins had been placed in an urn, and a broken glass bottle was also found with it.

Site number 04
Site name Carlisle Water Works
NGR 341065 554715
HER No 10138
Stat. Designation -
Site type Reservoir
Period Industrial
Sources HER
Description This is the site of the reservoir providing the Old Carlisle Water Supply. The Gallows Hill reservoir was set up in 1848 as part of the Carlisle water works. Water was piped from the intake point at Stoney Holme (HER 10119) to the hill which was the highest point above the city. The reservoir held 10 days supply. The Corporation took over the supply in 1865.

Site number 05
Site name Harraby Hill Workhouse
NGR 341150 554700
HER No 10139
Stat. Designation -
Site type Workhouse
Period Industrial
Sources HER
Description The site of Harraby Hill Workhouse, known as St Cuthbert's, which was built in 1809 and included an industrial school for paupers. It was superseded as a general workhouse by the opening of the Fusehill Workhouse in 1863, but it continued in use for children.

Site number 06
Site name London & North Western Railway Goods Depot
NGR 340865 554935
HER No 40539
Stat. Designation -
Site type Railway works
Period Industrial
Sources HER
Description 'London & North Western Goods Depot' is marked on the first edition Ordnance Survey map of 1865, at St Nicholas Bridge, Carlisle.. The L&NWR was built in 1846 and the goods depot was presumably built sometime shortly after (it is not marked on the title map of 1848). The second edition OS map of 1901 shows several additional buildings, some replacing earlier buildings, and three of the larger structures identified as a 'Wagon Repairing Shop', 'Creosoting Shed' and 'Carriage Shed', suggesting the site had now become a railway carriage maintenance depot. The site is still occupied by the wagon repair shop and creosoting shed, incorporated within two large warehouses, with the remainder of the area covered in tarmac and used for car parking. An evaluation carried out by North Pennines Archaeology in January 2004, revealed that large parts of the site had been heavily truncated by nineteenth century structures associated with the Victorian goods yard and the later wagon repair shop. The presence of numerous modern service trenches has also destroyed large areas of potential archaeology.

Site number 07
Site name Botcherby Mill, Botcherby
NGR 341550 555800
HER No 10121
Stat. Designation -
Site type Mill and mill race
Period ?Medieval/Post-medieval

Sources HER
Description Site of Botcherby Corn mill and mill race. The mill race is potentially medieval in origin as it is shown on the Socage map of 1611. The mill race runs from NGR 34171 55685 to 34137 55662. A mill was destroyed in a siege of Carlisle in 1644, and its replacement was destroyed by floods in 1771. It was restored in 1790, and was extended in 1864. The mill is marked on the OS first edition map, but had become derelict by the late twentieth century, and burnt down in 1995. It was finally built over by a housing estate. The mill race was also used by Raven Nook Woollen Mill further downstream and The Mains Cotton Mill situated off London Road. It was presumably later culverted beneath the area between London Road and Lindisfarne Street, and as shown on the first edition Ordnance survey map, it reappeared on the south side of London Road before rejoining the River Petteril at NY 41157 5458.

Site number 08
Site name Mains Cotton Mill / Albion Woollen Mills, London Road
NGR 341325 554915
HER No 40860
Stat. Designation -
Site type Cotton mill
Period Industrial
Sources HER
Description Site of a former cotton mill built in the 1799 on land off London Road, known as 'The Mains' referring to demesne lands. The mill was built by Edward Rothwell of English Damside and John Forster of Harraby Green fulling mill. It utilised the same mill race as Botcherby Corn mill (Site 07) and Raven Nook Woollen mill to the north, and required culverting following the construction of the then Midland Railway across its course. A fire destroyed much of the mill in 1856, but it was sold and rebuilt in 1857 and updated from steam to power looms. By 1861 the mill was manufacturing textiles, and by 1900 was owned by The Cumberland Hosiery Co Ltd and renamed the Albion Works. Bendall's Engineering took over the site in the early-mid 20th century, until its relocation to the Kingstown Industrial Estate, Carlisle, in 2005.

Site number 09
Site name Mains House, London Road
NGR 341270 554850
HER No 40861
Stat. Designation -
Site type House (Site of)
Period Industrial
Sources HER
Description Site of a mill manager's house, built for a former late eighteenth century cotton mill on land off London Road, known as 'The Mains' (Site 08). The house is shown on the first edition OS map from 1865. It was demolished in the latter half of the twentieth century.

Site number 10
Site name Petteril Bridge Goods Station, London Road
NGR 341350 554800
HER No 40862
Stat. Designation -
Site type Goods Station
Period Industrial
Sources HER
Description Site of a former goods station for the then Midland Railway, built in 1875 of wood, and accessed from the Durranhill Junction to the east by a wooden bridge over the River Petteril. The site was built over sometime after 1986.

Site number 11
Site name Hide and Skin Market, Berlin Street, London Road
NGR 341017 554859
HER No 40962
Stat. Designation -
Site type Leather Market
Period Industrial-Modern
Sources HER
Description The site of a hide and skin market extant by 1901.

Site number 12
Site name Carlisle Tram System
NGR 341025 555025
HER No 40968
Stat. Designation -
Site type Tram Depot
Period Industrial
Sources HER
Description Tram system and London Road depot built in 1900, following the withdrawal of a horse-drawn service, and closed in 1931. The depot survives as a motor repair depot.

Site number 13
Site name St Nicholas Engineering Works
NGR 340842 555053
HER No 40976
Stat. Designation -
Site type Engineering Works
Period Industrial
Sources HER
Description There was a foundry, saw mills and timber merchants at St Nicholas by 1848, established by George Davy Richardson, who went bankrupt in 1857. This business was involved in crane making, and several were sold as part of the fixtures and fittings of the works at the auction in 1857. Cowan Sheldon & Co engineering works moved there in that year from Woodbank, which had been founded there in 1846 on the site of a calico print works. The business outgrew the site at Woodbank, and the forging work moved to Darlington in 1852, and the rest to the St Nicholas site in 1857, though Woodbank continued to 1869. The St Nicholas Works specialised in crane making, and the complex included foundries, fitting shops, sawmills and smithies, as well as railway sidings on the Newcastle and Carlisle. It closed in 1987.

Site number 14
Site name London Road Station
NGR 341149 554985
HER No 41001
Stat. Designation -
Site type Passenger Station
Period Industrial
Sources HER
Description The London Road station, at the Carlisle terminus of the Newcastle and Carlisle Railway, opened in 1836, and was originally named 'Coal Haiths Station House Railway' (Tithe map 1848). It later became the London Road Goods and Mineral Station, following the transfer of the passenger station to the Citadel in 1847. The station was rebuilt in 1881, as evidenced by a datestone on the goods station (Site 25).

Site number 15
Site name Newcastle and Carlisle Railway
NGR 341374 554966
HER No 41002
Stat. Designation -
Site type Railway
Period Industrial
Sources HER
Description The Newcastle and Carlisle Railway opened at the Carlisle end in 1836, serving the passenger station on London Road (Site 14), with the line officially complete and opened in 1838. It became part of the North Eastern Railway (NER) in 1863.

Site number 16
Site name Newcastle and Carlisle Railway, Canal branch
NGR 340250 555126
HER No 41003
Stat. Designation -
Site type Railway
Period Industrial
Sources HER
Description A goods branch of the Newcastle and Carlisle Railway was built from the London Road Station (Site 25) to the canal basin. It was realigned in 1873 to allow it to pass under other railways (Site 20).

Site number 17
Site name Brook Street Schools, Brook Street
NGR 340976 555268
HER No 41043
Stat. Designation -
Site type School
Period Industrial
Sources HER
Description Brook Street Schools was a Board School built in 1892, by TT Scott.

Site number 18
Site name Thorncliffe, Chertsey Mount
NGR 341110 554880
HER No 41164
Stat. Designation -
Site type Building
Period Industrial
Sources HER
Description Large building fronting Chertsey Mount with an attached building to the rear, shown on the first edition OS map of 1865.

Site number 19
Site name Coal & Lime Depot, Newcastle and Carlisle Railway
NGR 341116 555040
HER No 42008
Stat. Designation -
Site type Building/Goods Yard (site of)
Period Industrial
Sources HER; Site visit

Description Coal and Lime depot for the Newcastle and Carlisle Railway, extant in 1848. Some of the lower courses of the interior platform have been incorporated into the north elevation of Site **25**.

Site number 20
Site name North Eastern Railway, Canal Branch
NGR 340481 555013
HER No 42027
Stat. Designation -
Site type Railway
Period Industrial
Sources HER
Description Realignment of the Canal Branch Railway (Site **16**), to allow it to pass under other railways.

Site number 21
Site name Midland Railway Line
NGR 341898 554931
HER No 42042
Stat. Designation -
Site type Railway
Period Industrial
Sources HER
Description The Midland Railway obtained an Act to build a railway to Carlisle in 1866. The difficulties in building the line, however, meant that it didn't open to goods traffic until 1875 and to passengers in 1876.

Site number 22
Site name Midland Railway Goods Branch Line
NGR 341580 554890
HER No 42043
Stat. Designation -
Site type Railway
Period Industrial
Sources HER
Description A small branch line to the Petteril Bridge goods station (Site **10**), served the Midland Railway (Site **21**).

Site number 23
Site name North Eastern Railway Engine Shed, London Road
NGR 341189 555105
HER No 42045
Stat. Designation -
Site type Engine Shed
Period Industrial
Sources HER
Description Engine Shed for the North Eastern Railway goods station (Site **25**). The first wooden shed was burnt down in 1863 (construction date unknown), and was therefore replaced with a brick-built shed in 1875-6. The building was demolished in 2007.

Site number 24
Site name No 104, The Railway Inn
NGR 340992 554987
HER No 25622
Stat. Designation EH Listed Building No 386783 (Grade II)

Site type	Public house
Period	Industrial
Sources	HER
Description	Hotel, now public house. 1837. Red sandstone ashlar on squared plinth with angle pilaster strips, string course, cornice and partial solid parapet. Graduated greenslate roof with coped gables; ridge and end ashlar chimney stacks. 2 storeys, 5 bays, double-depth plan. Central raised bay has panelled door and patterned overlight, up steps in pilastered surround (formerly had a tetrastyle portico removed in early C20). Sash windows with glazing bars in plain stone reveals with recessed panelled aprons that over entrance in stone architraves. Plastic canopies over ground floor windows. INTERIOR not inspected. Built to serve the London Road Station of the Newcastle & Carlisle Railway opposite, now demolished. Referred to as the "new" Railway Hotel in Carlisle Journal (1837). At one time it had an attached bowling green, shown on the 1842 Map of Carlisle.

Site number	25
Site name	Goods Shed/station and Station House/Office, North Eastern Railway, London Road
NGR	341126 555006
HER No	-
Stat. Designation	-
Site type	Goods Station
Period	Industrial
Sources	Map regression; Site visit
Description	A goods station built in 1881 on the site of the London Road Passenger Station (Site 14) of the Newcastle and Carlisle Railway, which later became the North Eastern Railway (NER) in 1863. A datestone on the southern side of the westernmost part of the building shows the construction date of 1881, and it is thought that fabric from the platform of the coal and lime depot (Site 19) has been incorporated in the north elevation.

Site number	26
Site name	Engine Shed, London Road Gas and Coke Company
NGR	34112 55507
HER No	-
Stat. Designation	-
Site type	Engine Shed
Period	Industrial
Sources	Map regression
Description	Engine Shed built as part of the original 'Coal Haiths Station House Railway' (Tithe map 1848) built in the 1830s and serving the Newcastle and Carlisle Railway, which later became the North Eastern Railway (NER) in 1863. Now demolished but noted during a survey carried out on Site 23 in 2007.

6. SIGNIFICANCE OF THE REMAINS

6.1 INTRODUCTION

6.1.1 Twenty-five sites have been identified within the study area, five of which are within the proposed redevelopment area (Sites **01**, **07**, **14**, **19** and **25**). Sites **01-24** were identified from the HER, one of which was a Grade II Listed Building (Site **24**). The development of Site **25** was traced through map regression, desk-based research and a site visit.

Period	No of Sites	Site Type
Prehistoric	0	-
Romano-British	2	Cemetery (01) Coin hoard (03)
Medieval	1	Site of a Gibbet (02)
Post-medieval	1	Mill race (07),
Industrial	22	Water works (04), workhouse (05), goods sheds/stations (06 , 10 and 25), cotton mill (08), and associated house (09), a hide and skin market (11), a tram system (12), railway lines (15-16 and 20-22), an engineering works (13), a railway station (14), a school (17), a house (18), a coal and lime depot (19), an engine shed (23) and a grade II listed hotel (24)

Table 2: Number of sites by period

6.1.2 The proposed redevelopment area lies within a sub-area of the Carlisle to Settle Railway Conservation Area, known as *London Road Goods Station and Petteril Terrace* (Fig 2). Local authorities may designate areas within their jurisdiction as a Conservation Area to provide specific protection to areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. This acts in addition to normal developmental controls (DoE 1990). No Conservation Area Appraisal currently exists. The sub-area comprises a goods station (Site **25**), constructed in 1881 on the site of the former passenger station, and Petteril Terrace, a row of housing to the south-east of the goods station, which was constructed as railway workers' cottages.

6.2 CRITERIA

6.2.1 There are a number of different methodologies used to assess the archaeological significance of sites; that to be used here is the 'Secretary of State's criteria for scheduling ancient monuments' which is included as Annex 4 of PPG 16 (DoE 1990). The gazetteer sites previously listed (*Section 5*, above) are considered using the criteria, but the main focus will be the goods shed and office (Site **25**).

6.2.2 **Period:** the proposed redevelopment area is located on the north side of London Road, which is on the line of the Roman road heading north to the fort

and settlement at Carlisle. This area has been found to have been used extensively as a cemetery (Site **01**) during the Roman period, with burials located on either side of London Road, extending approximately as far as the River Petteril. However, in the medieval period the proposed redevelopment area is situated close to the former site of the town gallows (Site **02**) and a leper hospital to the west, which reinforces the distance of the proposed redevelopment area to the medieval settlement. There was no significant activity on the site during this time, although a mill race (Site **07**) was located across the eastern extent of the study area, believed to possibly date from the medieval period.

- 6.2.3 Consultation of cartographic sources showed that the proposed redevelopment area was not occupied until the industrial period, in the early nineteenth century, when it was utilised by a gas and coke company and then purchased by the Newcastle and Carlisle Railway. The site, in particular Sites **14** and **19**, should be considered significant for the period, being situated on one of the first locomotive railway lines in the country and the first passenger station for Carlisle; the Act to build the railway was passed before the Rainhill trials had even taken place. Following the move of the passenger station to its current position at the Citadel, the site continued to develop and expand as a goods station, which continued through to the later twentieth century. Indeed, the use of this area by the railway is still very much evident, with former goods station (Site **25**) extant, although empty, on the site.
- 6.2.4 **Rarity:** none of the sites within the gazetteer is considered significant due to rarity. However, the last remnants of the goods station is the shed and office (Site **25**) and rails, with all other sheds and work shops having been previously demolished in recent years.
- 6.2.5 **Documentation:** it is possible that further research may provide more information on the origins of the mills alongside the River Petteril and, therefore may provide a date for the mill race (Site **07**). Further detailed research could also be of use regarding the industrial use and development of the site as a gas and coke company and its subsequent development by the Newcastle and Carlisle Railway during the 1830s when locomotive railways were in their infancy. This would be of particular value in understanding the development and significance of Site **25**, for example by identifying the architect or patron, given its highly decorated form for a relatively utilitarian function.
- 6.2.6 **Group Value:** sites relating to the use of the study area by the railway predominate in the gazetteer. Sites **14**, **15**, **16**, **19**, **20**, **23**, **24** and **25** are all related to the Newcastle and Carlisle Railway/NER and Sites **10**, **21** and **22** are part of the Midland Railway. In addition, the Conservation Area relates to the Settle to Carlisle Railway, which was once part of, and initiated by, Midland Railway. Most of these sites no longer exist, with Site **25** being the last standing structure associated with the group of nineteenth century railway buildings. However, by its association with the sub-area of the Conservation Area, Site **25** has a group value with the overall Settle to Carlisle Railway Conservation Area.

- 6.2.7 **Survival/Condition:** geotechnical investigations to the immediate north of the proposed redevelopment area (RSK 2004) indicated made ground of up to 3m. The date of this made ground was not ascertained, although it is likely that much of this relates to the nineteenth and twentieth century use of the area by a gas and coke company and then by the Newcastle and Carlisle Railway. However, it is difficult to ascertain whether any pre-nineteenth century archaeological layers have been destroyed or truncated or are preserved below the made ground.
- 6.2.8 The survival of any below-ground remains associated with former railway buildings is not known; for example, the site of the original passenger station (Site **14**) is located beneath the former goods station (Site **25**) and may be extant as below-ground foundations. As mentioned previously, the only surviving remains on site are the rail tracks and the goods shed and office (Site **25**), although it is likely that remains of the original coke and lime depot (Site **19**) survive in the lower levels of the north elevation of Site **25** (Plate 3).
- 6.2.9 **Fragility/Vulnerability:** any below ground remains pertaining to Sites **01**, **07** **14** and **19** will be vulnerable to any redevelopment proposals, lying within the proposed redevelopment area. The goods station (Site **25**) is still extant on the site, although disused, and is vulnerable to redevelopment proposals, the main threat being demolition.
- 6.2.10 **Diversity:** although the proposed redevelopment area may overlies remains associated with the Roman cemetery (Site **01**), and the medieval/post-medieval mill race (Site **07**) runs along its east side, the main sites and features relate to the development of the site by the railway (Sites **14**, **19** and **25**), and are mainly related to its latter use as a goods station.
- 6.2.11 **Potential:** although there is potential for remains allied to the Roman Road and its associated cemetery (Site **01**), including domestic and industrial building plots as well as burials, together with possible potential for medieval industrial remains in the vicinity of the mill race (Site **07**), most of the historical and archaeological potential will be from the nineteenth century onwards, given the depth of made ground. This includes the potential for discovery of remains associated with the gas and coke company, the NER passenger station (Site **14**) from 1836, the coal and lime depot (Site **19**) and an engine shed along with railway sidings.
- 6.2.12 The former goods station (Site **25**) dominates the proposed redevelopment area, with the remaining ground comprising areas formerly utilised by the railway sidings and buildings. Any redevelopment of this site would necessarily make an impact on the former railway site and may possibly involve demolishing the former goods station (Site **25**).

6.3 SIGNIFICANCE

- 6.3.1 Table 3 shows the sensitivity of the site scaled in accordance with its relative importance using the following terms for archaeology issues, with guideline recommendations for a mitigation strategy.

- 6.3.2 Those sites situated within the proposed redevelopment area and recorded within the HER, **01**, **07**, **14** and **19**, are considered to be of at least regional significance. However, Sites **14** and **19** may be deemed more significant due to their association with the Newcastle and Carlisle Railway, which was one of the earliest locomotive railways in the country.
- 6.3.3 Site **25**, the goods station, is deemed part of the Conservation Area. Although a local designation, Conservation Areas may nevertheless be of national importance and significant developments within a Conservation Area are referred to English Heritage. Indeed, as the sub-area is known as *London Road Goods Station and Petteril Terrace*, it is Site **25** which presumably lends itself to the name of the sub-area and may be considered a significant structure.
- 6.3.4 The above conclusions are based on the current state of knowledge and the subsequent discovery of additional features or evidence relating to these sites could alter their assessed levels of significance.

Importance	Examples of Site Type	Negative Impact
National	Scheduled Monuments (SMs), Grade I, II* and II Listed Buildings	To be avoided
Regional/County	Conservation Areas, Registered Parks and Gardens (Statutory Designated Sites) Sites and Monuments Record/Historic Environment Record	Avoidance recommended
Local/Borough	Sites with a local or borough value or interest for cultural appreciation Sites that are so badly damaged that too little remains to justify inclusion into a higher grade	Avoidance not envisaged
Low Local	Sites with a low local value or interest for cultural appreciation Sites that are so badly damaged that too little remains to justify inclusion into a higher grade	Avoidance not envisaged
Negligible	Sites or features with no significant value or interest	Avoidance unnecessary

Table 3: Criteria used to determine Importance of Sites

7. CONCLUSION

7.1 DISCUSSION

- 7.1.1 The main focus of the assessment has been the goods station, comprising a shed and office or station house (Site **25**), in an attempt to understand its contribution to the sub-area of the Carlisle to Settle Railway Conservation Area, known as *London Road Goods Station and Petteril Terrace*. This information is intended for use in an assessment of how the structure would sit or otherwise within redevelopment proposals for the outlined site (Fig 1). The site, as a whole, has been considered for any statutory and non-statutory constraints, which have included HER sites and listed buildings, in order to provide a context for the Conservation Area and Site **25**. As a result, a potential for below ground archaeological remains has been highlighted, potentially of Roman and medieval date (**01** and **07**), but detailed analysis of this is beyond the requirements and objectives of this study.
- 7.1.2 More specifically, Site **14**, the site of the passenger station, lies beneath the current goods station (Site **25**) and is significant given its construction in the very early stages of locomotive railways. It is not known if any of elements of this building would be found below ground. Site **19** is the site of the coal and lime depot, a building shown on the tithe map of 1848 and, therefore, one of the original buildings on the railway site. Map regression showed this building to have been heavily altered before it was finally demolished, and it is not known if any below ground elements of the building survive. However, it would appear that elements of the platform have survived in the north elevation of Site **25** (Plate 3), although how this is represented inside the goods shed (i.e. as a platform, for instance) could not be ascertained during the site visit.
- 7.1.3 The cartographic sources demonstrated the change in use of the station from transporting passengers to goods, reflected in the construction of the large goods shed (Site **25**). How this building functioned is unknown at present, but it was not possible to grasp from the maps just how decorative the shed is for such a utilitarian building. This was only elucidated through the site visit, as was the fact that the small apparent outbuilding on its western end is actually a separate office or station house. In addition, the datestone of 1881 was also noted. The building now stands alone and is currently unused, and without the associated workshops and sheds it dominates the proposed redevelopment area.
- 7.1.4 Both of the station buildings are constructed of brick laid in English bond which, although widespread, is difficult to lay and more expensive than many other bonds (Brunskill 1990, 87). This suggests that there was some relative importance of these buildings. Given that the sub-area of the Conservation Area is named in part after the goods station, these buildings are considered to contribute significantly to the Settle to Carlisle Conservation Area.

7.2 IMPACT

- 7.2.1 Five of the sites in the gazetteer (Sites **01**, **07**, **14**, **19** and **25**) would potentially be impacted on by the proposed redevelopment. Redevelopment of the site may have a direct negative impact on any buried remains that survive *in-situ* in the area, involving their damage or destruction as a result of ground-reduction works. The extent of any negative impact can only be established once the nature and depth of the sub-surface archaeological resource has been physically investigated and assessed. Any Roman remains will comprise buried deposits and artefacts that may be associated with the use of this area as a cemetery (Site **01**), and the mill race (Site **07**) may be associated with other such remains contemporary to its date of construction. Similarly, the impact on any surviving remains of the industrial period structures (Sites **14** and **19**) needs to be considered in an adoption of an appropriate mitigation strategy in advance of redevelopment.
- 7.2.2 The significance of the impact on the extant goods station buildings (Site **25**) impact is based on an assumption that it will be demolished or renovated. Obviously, this constitutes a substantial impact and would require a suitable mitigation strategy.

7.3 RECOMMENDATIONS

- 7.3.1 Of the five sites that may be impacted by any redevelopment, Sites **01**, **07**, **14** and **19** are considered to be of at least regional significance due to their HER status. Such sites are usually preserved by record as opposed to *in situ*. In the first instance, it is recommended that the survival and extent of any archaeological remains associated with Sites **01** and **07** is assessed by means of an archaeological evaluation, which may include a more detailed desk study considering the redevelopment of the site and its impact as a whole, and should be carried out in consultation with Cumbria County Council's Historic Environment Service (CCCHES).
- 7.3.2 The site visit discovered that Site **25** (comprising the shed and the associated office or station house) is quite decorative in nature, given its intended function. Therefore, an historic building survey of an appropriate level, in accordance with English Heritage guidelines (2006), is recommended. This should also include detailed research on the ownership, patron, and architect, as informed by a detailed analysis of the architectural merit of the buildings of both the interior and exterior, together with the significance of other such examples. It may also benefit from additional research on the railways in Carlisle. This information would be required by the local planning authority, to understand, and thereby assess, its significance and position within the Conservation Area, before any decision would be made on the outcome of the planning application.
- 7.3.3 During the site visit it was also noted that there were a number of surviving features of the former railway site across the proposed redevelopment area. These are also likely to require a detailed survey to record any surviving elements of the historic fabric, such as railway lines and platforms, in mitigation of their removal. The site should also be investigated further prior

to any ground works to establish the nature, extent and level of survival of any below ground remains associated with Site **14**, should Site **25** be demolished, and Site **19** and any other below ground archaeological remains.

- 7.3.4 These recommendations are based on the current understanding of the proposed redevelopment. Should the proposals change, advice should be sought from the CCCHES as to any required mitigation.

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ILLUSTRATIONS

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Figure 3: Extract from Greenwood's map, 1822

Figure 4: Tithe Map of Botchergate Township in the Parish of St Cuthbert's, 1848

Figure 5: Ordnance Survey 2nd Edition Map, 1865

Figure 6: Ordnance Survey 2nd Edition Map, 1901

Figure 7: Ordnance Survey Popular Edition Map, 1926

PLATES

Plate 1: The shed and station house (Site **25**), looking north-east

Plate 2: Example of a bay on the south elevation of the shed

Plate 3: Stone fabric from Site **19** at the base of the north-facing elevation of the shed

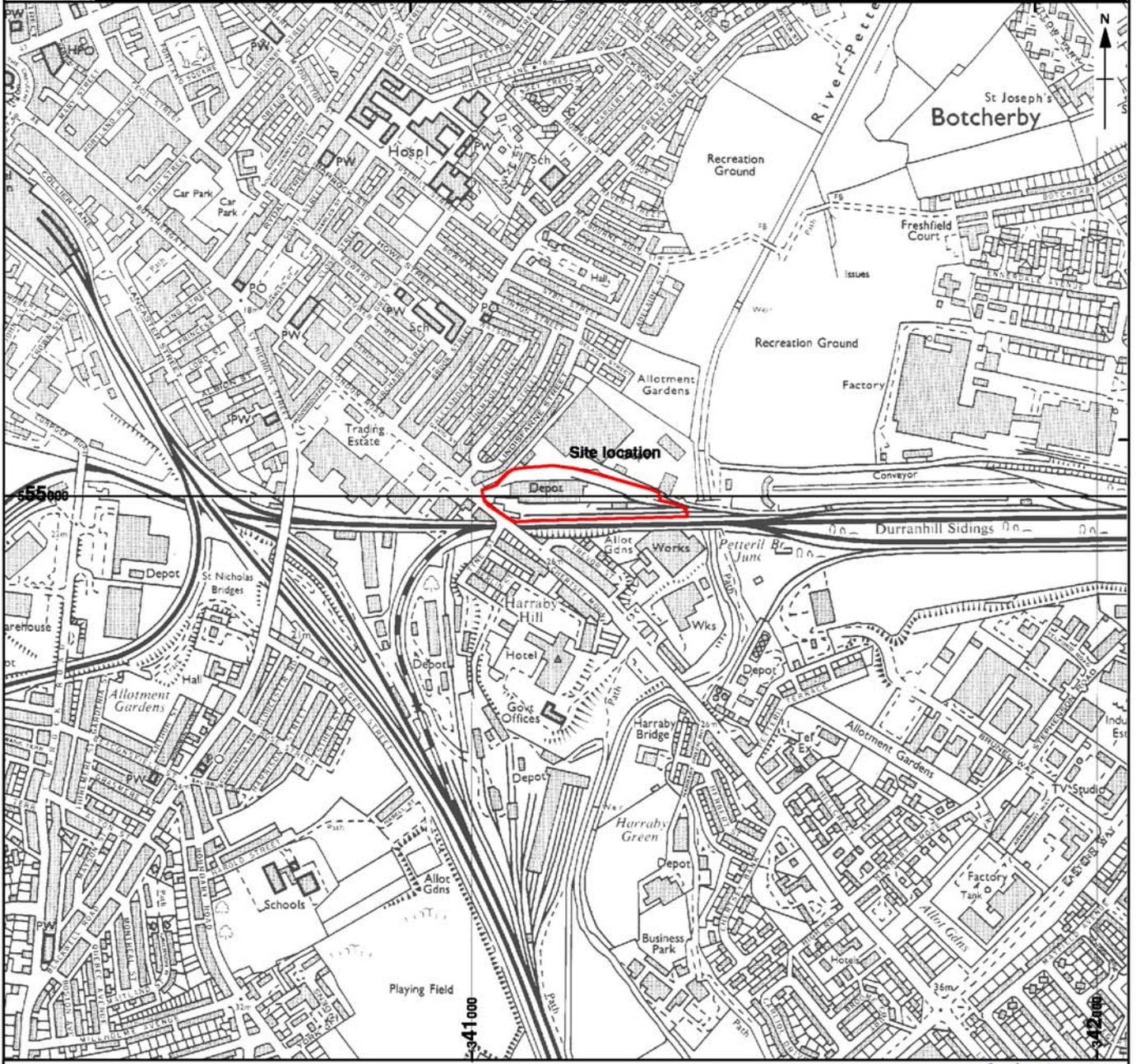
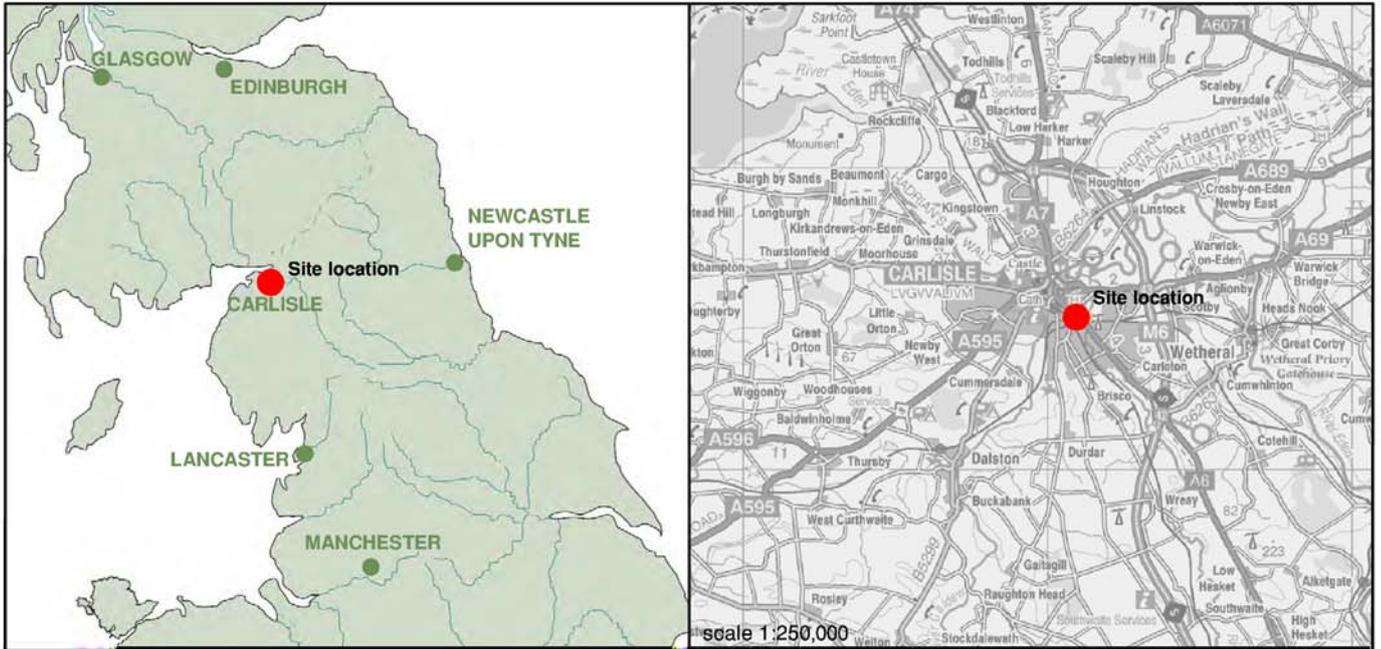
Plate 4: East elevation of the shed showing double pile construction, looking north-west

Plate 5: Front, west-facing elevation of the station house

Plate 6: Decorative iron lintels above the apertures on the west elevation

Plate 7: Neo-Byzantine windows on the upper floor of the station house

Plate 8: Datestone on the south elevation of the station house



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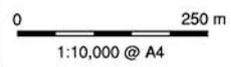


Figure 1: Site location

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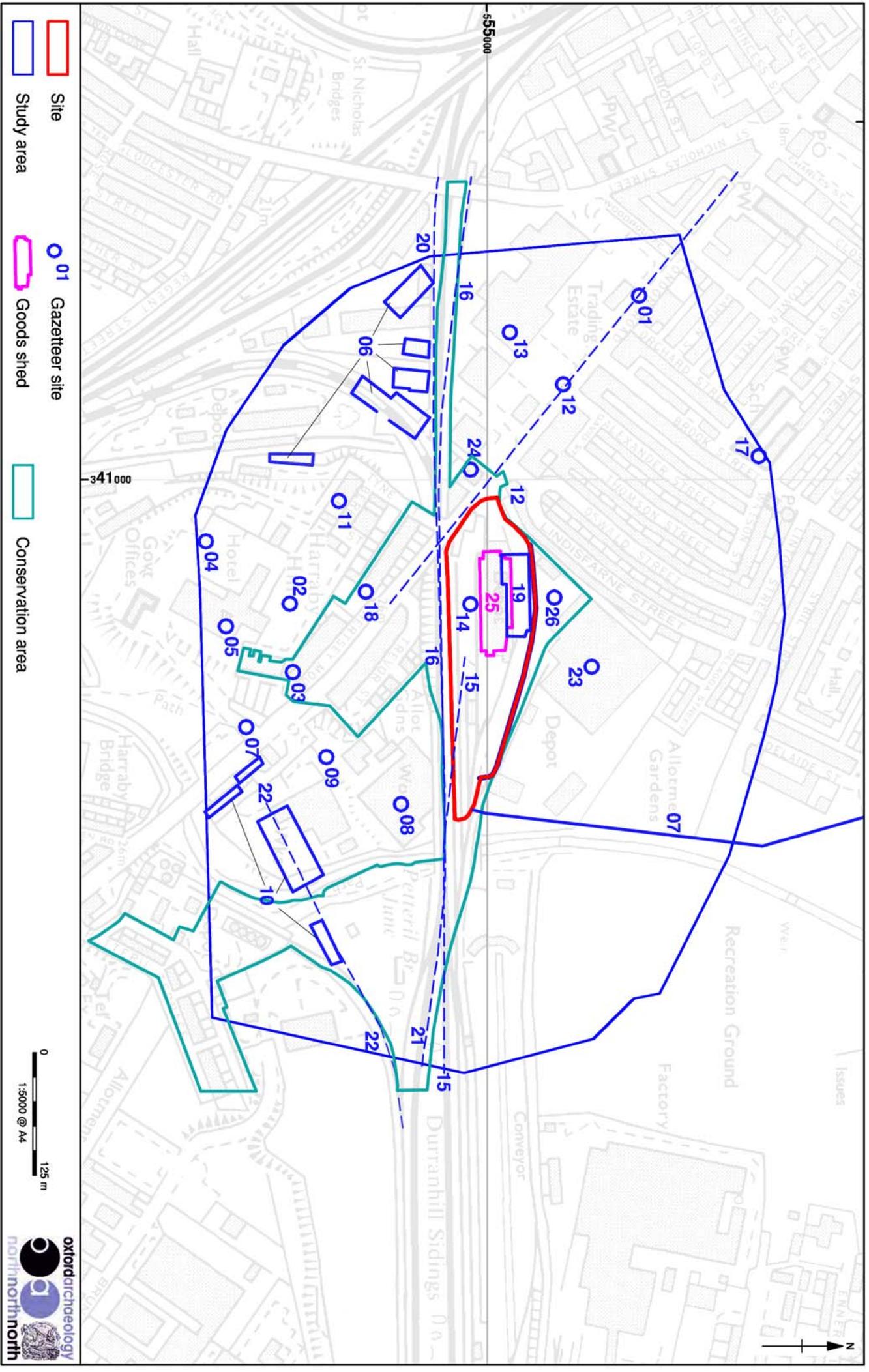
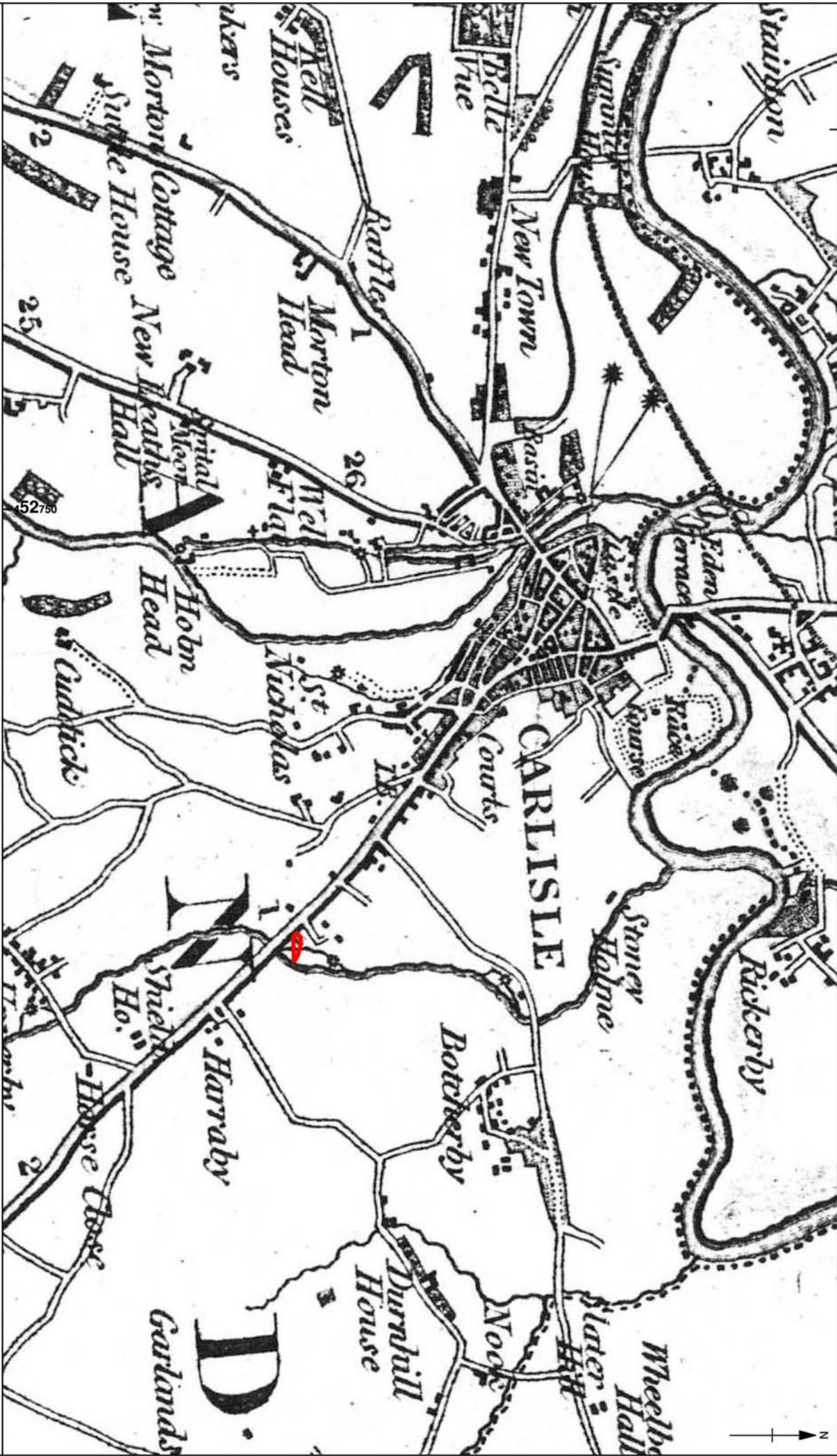


Figure 2: Gazetteer of sites



Site

Not to scale

Figure 3: Extract from Greenwood's Map, 1822

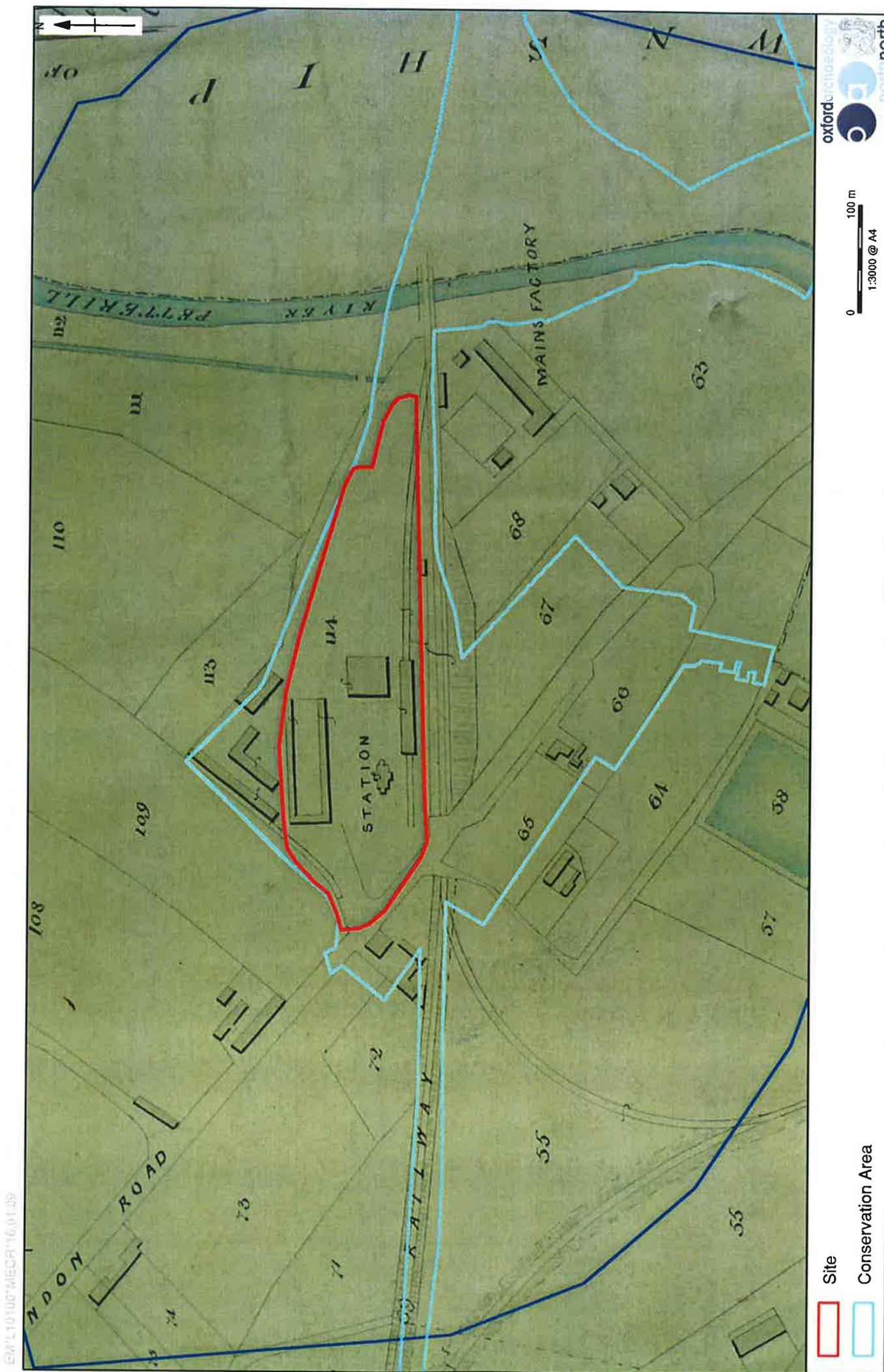


Figure 4: Tithe map of Botchergate Township in the Parish of St Cuthbert's, 1848

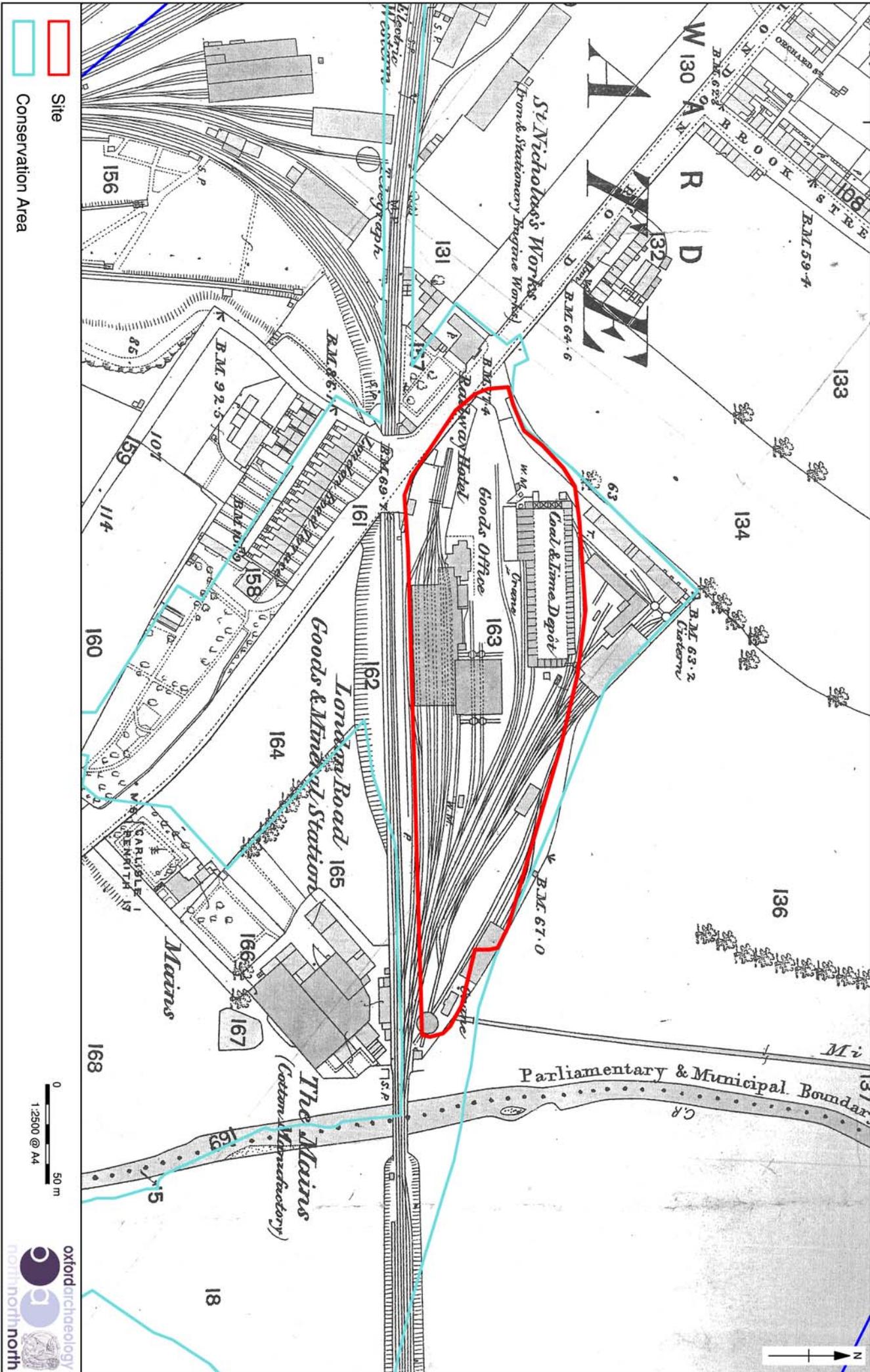


Figure 5: Ordnance Survey 1st Edition Map, 1876

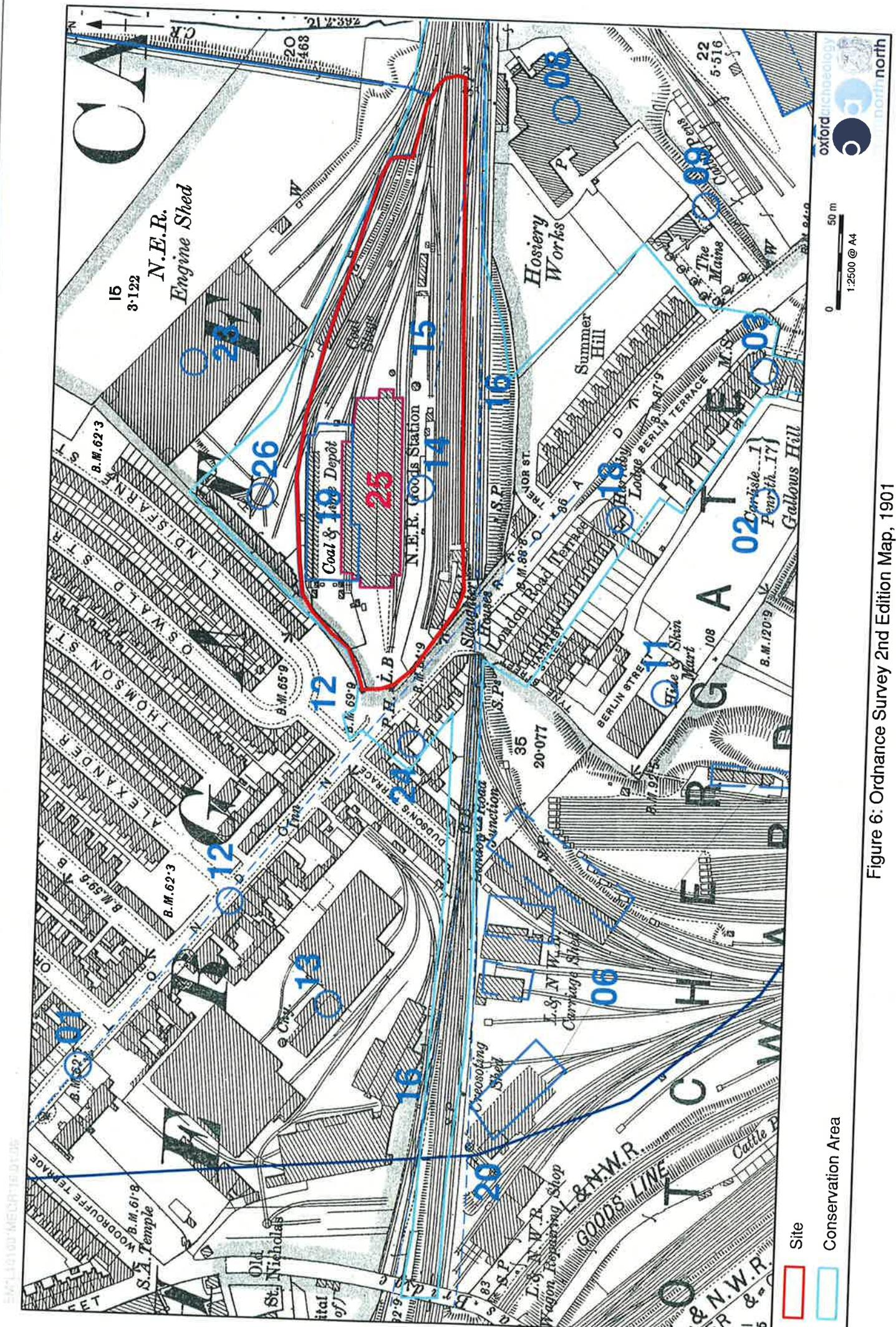
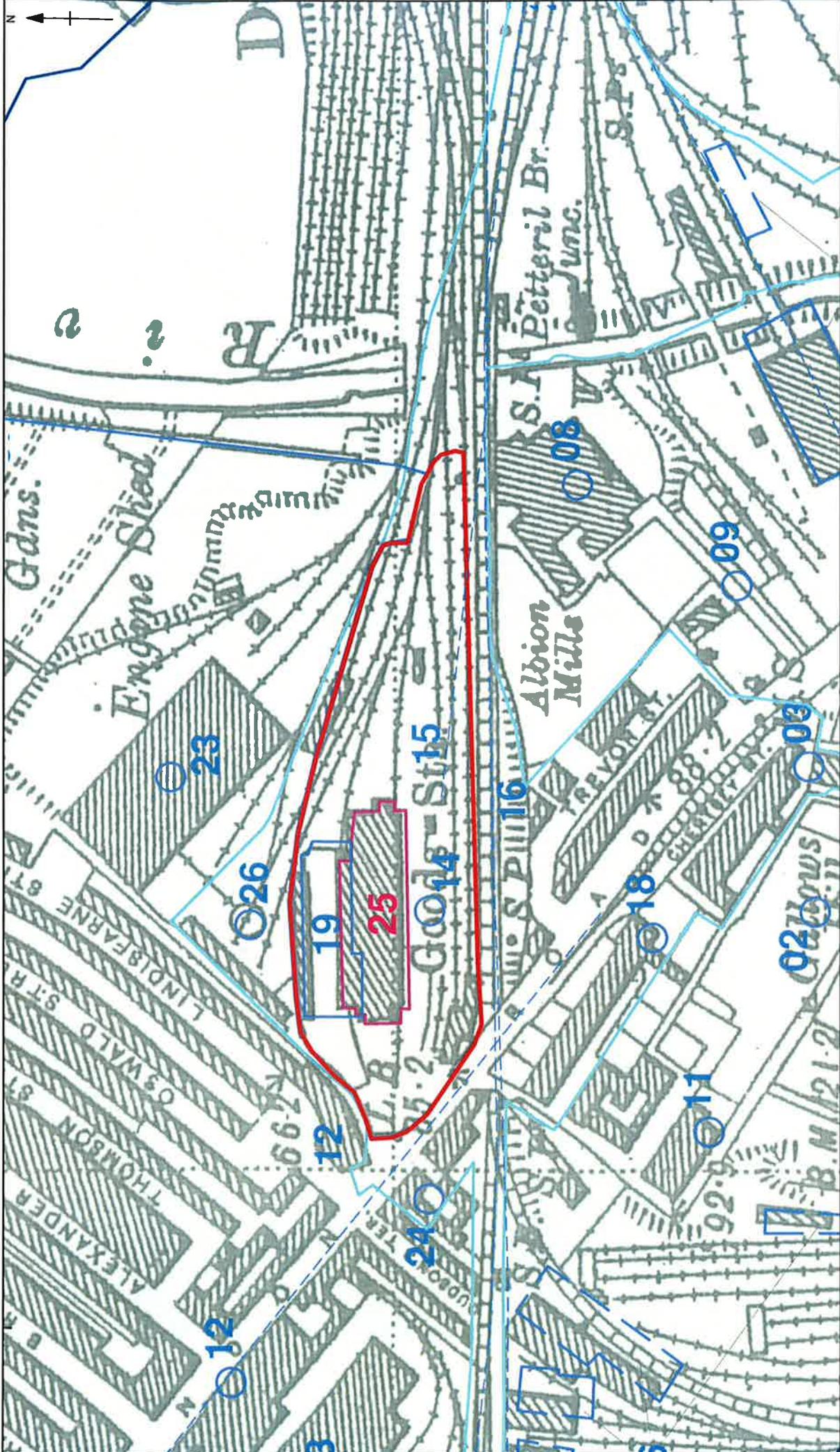


Figure 6: Ordnance Survey 2nd Edition Map, 1901

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Site
Conservation Area

0 50 m
1:2500 @ A4

oxford
britain
north

Figure 7: Ordnance Survey Popular Edition Map, 1926



Plate 1: The shed and station house (Site 25), looking north-east



Plate 2: Example of a bay on the south elevation of the shed



Plate 3: Stone fabric from Site **19** at the base of the north-facing elevation of the shed



Plate 4: East elevation of the shed showing double pile construction, looking north-west

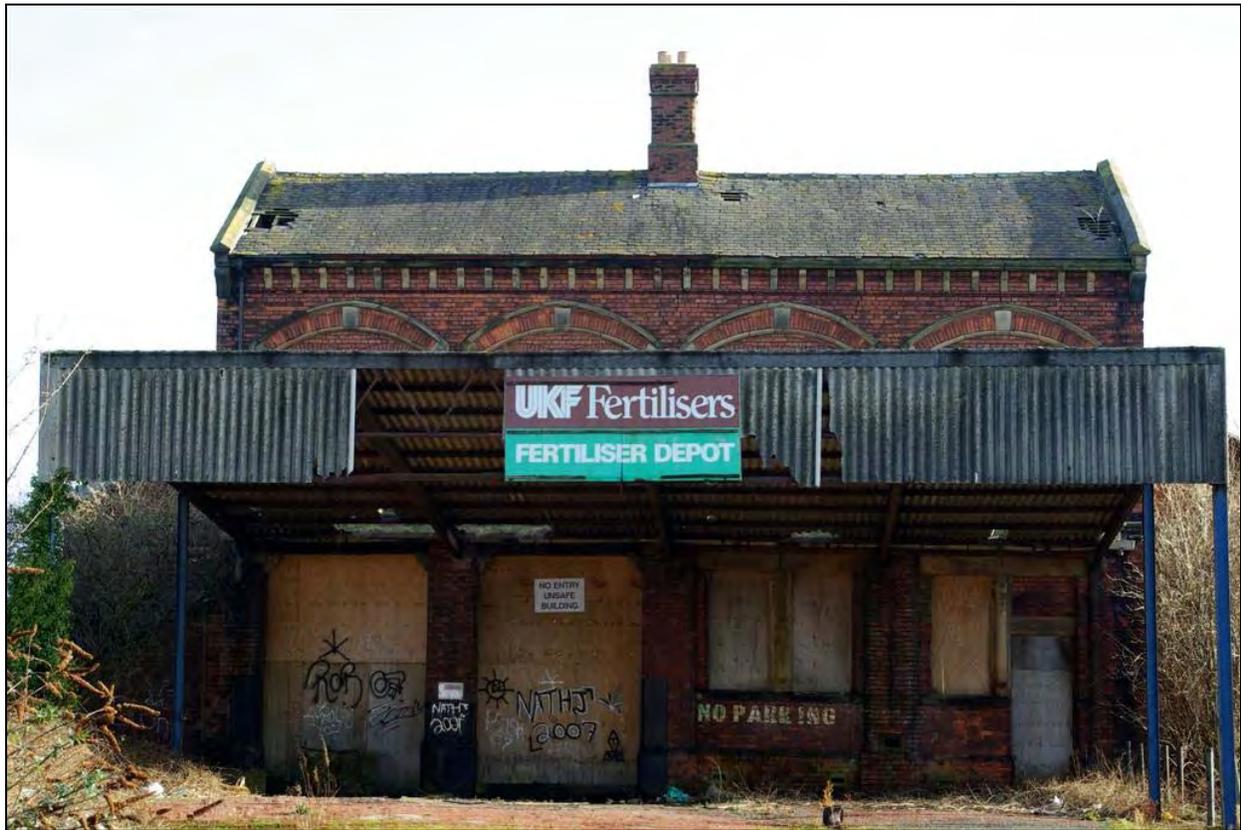


Plate 5: Front, west-facing elevation of the station house



Plate 6: Decorative iron lintels above the apertures on the west elevation



Plate 7: Neo-Byzantine windows on the upper floor of the station house



Plate 8: Datestone on the south elevation of the station house

APPENDIX 1: PROJECT DESIGN

1. INTRODUCTION

1.1 PROJECT BACKGROUND

1.1.1 Lambert Smith Hampton (hereafter the 'client') has requested, on behalf of their client BRB (Residuary) Ltd, that Oxford Archaeology North (OA North) submit proposals for an archaeological assessment of a currently disused carriage shed centred within a site occupied by disused railway sidings at London Road, Carlisle, Cumbria (NGR centred NY 412 555). The client is collating information in order to advise their client on the suitability of the site for redevelopment. Included in this is the possibility of demolishing the carriage shed as part of the proposed redevelopment. However, it lies within a sub-area of the Carlisle to Settle Railway Conservation Area, known as the London Road Goods Station and Petteiril Terrace. Therefore, it is considered that an assessment of the contribution of the shed to the conservation area is required at this early stage. The information will be used to determine whether this could be an option for consideration and inform any pre-application discussions with the Council.

1.2 HISTORICAL BACKGROUND

1.2.1 The post-medieval period is intrinsically linked with the Industrial Revolution, and Carlisle is no exception. The location of the site outside the city centre, but situated on a main thoroughfare, meant that it was ideal for developing industries. The London and North Western Railway Goods Depot was situated immediately to the south-west of the proposed development site. In 1819, an act of Parliament was obtained for the formation of a Gas and Coke company on the proposed development site (OA North 2004). In 1830 a bridge of three semi-circular arches was built over the River Petteiril (Petteiril Bridge Junction). In 1847, the use of the land changed when the Newcastle and Carlisle Railway Company bought the land and erected the first of the railway buildings. During this time, local landowners, the Rothwells, built Mains Factory to the south of the railway tracks, further enforcing the industrial landscape which is still visible on the site (*ibid*).

1.2.2 By the middle of the nineteenth century census records indicate the population of the city of Carlisle had increased seven or eightfold in little more than 50 years, and the size of the built-up area increased accordingly. Within the former medieval walled area (most of the city walls, together with the gates, were demolished in the early 19th century), land to the rear of the street frontages, much of which had been occupied by gardens or other open spaces for centuries, was infilled with new housing, workshops, and light industrial buildings.

1.2.3 By 1901 a large engine shed had been constructed to the north of the site, with a goods stations and Coal and Lime Depot occupying the current site, and the levels in the south-east corner were raised. By 1926 map evidence shows the levels to the north of the site were also raised (*ibid*). Between 1971 and 1976 some of the railway sidings were removed and replaced by warehouse buildings (*ibid*).

1.3 OXFORD ARCHAEOLOGY NORTH

1.3.1 Oxford Archaeology North has considerable experience of sites of all periods, having undertaken a great number of small and large scale projects throughout Northern England during the past 30 years. Evaluations, assessments, watching briefs and excavations have taken place within the planning process, to fulfil the requirements of clients and planning authorities, to very rigorous timetables.

1.3.2 The company, either as OA North or under the former guise of the Lancaster University Archaeology Unit (LUAU), has vast experience of undertaking archaeological investigations and assessments in and around Carlisle. OA North has recently been involved with the

English Heritage-funded Carlisle Archives Project, and the Carlisle Urban Archaeological Database (UAD). The Archives Project provided a detailed assessment of the archaeological archives generated by the former Carlisle Archaeological Unit before its demise, whilst the UAD provides a comprehensive overview of Carlisle's historic resource from earliest times to 1750. OA North also has a number of staff involved in the preparation of the publication of the results of a number of major Carlisle excavations, including the Millennium and Rickergate projects, a large, nationally important site at the northern Lanes, situated within the area of the Roman town and the medieval city, and a Roman industrial and cemetery site on Botchergate.

- 1.3.3 OA North has the professional expertise and resources to undertake the project detailed below to a high level of quality and efficiency. OA North is an Institute of Field Archaeologists (IFA) **registered organisation, registration number 17**, and all its members of staff operate subject to the IFA Code of Conduct.

2. OBJECTIVES

- 2.1 The following programme has been designed to assess the contribution of the carriage shed to the Conservation Area and the impact of the proposed demolition on the historic environment. The required stages to achieve these ends are as follows:
- 2.2 **Desk-based assessment:** to provide a desk-based assessment for the site, particularly focusing on the shed proposed for possible demolition, to identify the archaeological and historical context and the building's contribution to the Conservation Area.
- 2.3 **Site Visit:** to conduct a walkover of the proposed development site and surrounding area in order to assess the building and its significance to within its environs.
- 2.4 **Report:** a written report will assess the significance of the data generated by this programme within a local and regional context. It will present the results and would make an assessment of the archaeological significance of the building, and any recommendations for further work.

3. METHOD STATEMENT

3.1 DESK-BASED ASSESSMENT

- 3.1.2 **Introduction:** a desk-based assessment is usually undertaken as the first stage of a programme of archaeological recording. It will provide an appraisal of archaeological constraints and potential impact of the development and a guide to any requirement for further archaeological work.
- 3.1.3 The following will be undertaken as appropriate, depending on the availability of source material. The level of such work will be dictated by the time scale of the project.
- 3.1.4 **Documentary and cartographic material:** this work will include consultation of the Cumbria Historic Environment Record (CHER, formerly the Sites and Monuments Record (SMR)) in Kendal, as well as the County Record Office (CRO) in Carlisle and the Carlisle Urban Archaeological Database (UAD), as appropriate. Data from these sources will inform a review of all known and available resources of information relating to the site, and in particular the carriage shed, within the context of the Conservation Area. The aim of this is to give consideration not only to the application site, but also its setting in terms of historical and archaeological contexts. These include:
- published and unpublished documentary sources
 - data held in local and national archaeological databases

- printed and manuscript maps
- aerial photographs, and other photographic/illustrative evidence

3.1.5 **Cumbria HER, Kendal:** the CHER is a database of known archaeological sites within the County, and a search of the database for existing sites in the study area will provide data on sites both with and without a statutory designation. It also holds an extensive library of published materials and aerial photographs for consultation.

3.1.6 **Cumbria County Record Office, Carlisle:** the office in Carlisle holds the main source of primary documentation; both maps and documents for Carlisle and its immediate surroundings.

3.1.7 **Carlisle UAD:** the Carlisle UAD comprises a synthesis of the known archaeological sites within Carlisle and historical documentation to provide an accurate appraisal of the condition of, and potential for, archaeological remains within the city.

3.1.8 **Map regression analysis:** a cartographic analysis will be undertaken as it will inform the development of the site through to its modern-day or most recent use. This provides one method of highlighting areas of archaeological or historical significance. Particular emphasis will be on the Ordnance Survey maps, through to present mapping, where possible.

3.2 SITE VISIT

3.2.1 The site will be visited in order to relate the existing land use and features to research findings, and assess evidence not available through documentary sources. It will also provide a more thorough understanding of the carriage shed; a rapid assessment of the architectural significance will be made in order to understand its status within the Conservation Area and recommendations for further investigative or mitigative work that may be required as part of the planning application process.

3.3 REPORT

3.3.1 A copy of the draft version of the report will be submitted to the client within four weeks of completion of the research for comment prior to finalising the report.

3.3.2 One bound version and a digital copy of the final report will be provided to the client. The report will include:

- a site location plan related to the national grid
- a front cover to include the NGR
- the dates on which the programme of work was undertaken
- a concise, non-technical summary of the results
- a description of the methodology employed, work undertaken and results obtained
- an interpretation of the desk-based assessment results and significance, using the 'Secretary of State's criteria for scheduling ancient monuments' included as Annex 4 of PPG 16 (DoE 1990)
- plans at an appropriate scale showing the location and position of the site identified during the desk-based assessment
- monochrome and colour photographs as appropriate

- a summary of the impact of the proposals and recommendations concerning any subsequent mitigation strategies and/or further archaeological work
- a copy of this project design, and indications of any agreed departure from that design
- the report will also include a complete bibliography of sources from which data has been derived.

3.3.3 This report will be in the same basic format as this project design.

3.3.4 **Confidentiality:** all internal reports to the client are designed as documents for the specific use of the client, for the particular purpose as defined in the project brief and project design, and should be treated as such. They are not suitable for publication as academic documents or otherwise without amendment or revision.

4. OTHER MATTERS

4.1 HEALTH AND SAFETY

4.1.1 OA North provides a Health and Safety Statement for all projects and maintains a Unit Safety policy. All site procedures are in accordance with the guidance set out in the Health and Safety Manual compiled by the Standing Conference of Archaeological Unit Managers (1997). A written risk assessment for the site visit will be undertaken in advance of project commencement and copies will be made available on request to all interested parties.

4.2 WORK TIMETABLE

4.2.1 **Desk-Based Assessment and Site Visit:** approximately five days will be required.

4.2.2 **Report:** copies of the draft report will be issued to the client within four weeks of the completion of the research, unless otherwise agreed prior to the commencement of fieldwork. Following any required amendments, the final version will be submitted within two weeks of revision details be received.

4.3 STAFFING

4.3.1 The project will be under the direct management of **Emily Mercer** (OA North Project Manager) to whom all correspondence should be addressed.

4.3.2 The desk-based assessment will be undertaken by **Kathryn Blythe** (OA North Heritage Management Services Project Officers), and the rapid assessment of the building will be carried out by **Karl Taylor** (OA North Historic Buildings Archaeologist Project Officer) both of whom are very experienced in this type of work.

REFERENCES

English Heritage, 1991 *Management of Archaeological Projects*, second edition, London

OA North, 2004 *Land of Lindisfarne Street/London Road, Carlisle, Cumbria: Archaeological Desk-based Assessment*, unpubl

SCAUM (Standing Conference of Archaeological Unit Managers), 1997 *Health and Safety Manual*, Poole

UKIC, 1990 *Guidelines for the Preparation of Archives for Long-Term Storage*, London