



DB Schenker Rail

Currock Yard, Carlisle

Archaeology and Cultural Heritage Desk Based Assessment

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Arndale Court, Otley Road, Headingley, Leeds, LS6 2UJ

Tel: 0113 219 7109

Email: kirsten.holland@wyg.com



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Prepared by:	Kirsten Holland Senior Archaeologist	Signed:	
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Checked by:	Guy Kendall Principal Archaeologist	Signed:	
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Verified by:	Chris Thomas Regional Director	Signed:	
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1.0 Introduction

This Archaeological and Cultural Heritage Desk Based Assessment has been prepared by Kirsten Holland, Senior Archaeologist, WYG on behalf of DB Schenker Rail to accompany an outline planning application for development at the Currock Yard site, Carlisle.

The exact form of development will not be determined until the reserved matters stage, however an indicative masterplan of the development is included in Appendix B.

1.1 Aims and Objectives

This study examines the cultural heritage potential of the proposed development site and the surrounding area. The aim of the study is to:

- Identify recorded cultural heritage sites within the site boundary;
- Identify the potential for previously unrecorded sites to be present within the site;
- Identify potential impacts and mitigation strategies where appropriate; and
- Make recommendations for further work where required.

Cultural heritage within this context includes all buried and upstanding archaeological remains, built heritage sites, historic landscapes and any other features that contribute to the archaeological and historic interest of the area.

In accordance with the IfA Standard definition of a Desk-Based Assessment (IfA 1994 rev 2008), this report seeks to identify and assess the known and potential historic resource within a specified area ('the site'), collating existing written and graphic information and taking full account of the likely nature and extent of previous impacts on the site, in order to identify the likely character, extent, quantity and worth of that resource in a local, regional and national context as appropriate.

The purpose of the desk-based assessment is to enable the cultural heritage resource to be assessed within its context and allow the formulation of one or more of the following:

- Formulation of a strategy to ensure the recording, preservation or management of the resource;



- Formulation of a strategy for further investigation to permit a mitigation strategy or other response to be devised, where existing evidence is insufficient; and
- Formulation of proposals for further assessment work within a framework of research.

This desk-based assessment considers the cultural heritage potential within the site itself and the surrounding area. This assessment does not attempt to plot and review every archaeological find and monument; rather it aims to examine the distribution of evidence and to use this to predict the archaeological potential of the study area and the likely significance of the development proposals on those remains.

2.0 Methodology

2.1 Assessment Methodology

Impact assessment has been carried out through the consideration of baseline conditions in relation to the elements of the scheme that could cause cultural heritage impacts. Baseline conditions are defined as the existing environmental conditions and in applicable cases, the conditions that would develop in the future without the scheme. In accordance with best practice this report assumes that the scheme will be constructed, although the use of the word 'will' in the text should not be taken to mean that implementation of the scheme is certain.

No standard method of evaluation and assessment is provided for the assessment of impact significance upon cultural heritage, therefore a set of evaluation and assessment criteria have been developed using a combination of the Secretary of State's criteria for Scheduling Monuments (PPG16, Annex 3), Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07 and Transport Analysis Guidance (TAG Unit 3.3.9, Heritage of Historic Resources Sub-Objective). Professional judgment is used in conjunction with these criteria to undertake the impact assessment. The full assessment methodology can be seen in Appendix A.

The principles of the impact assessment methodology rest upon independently evaluating the value of the cultural heritage resource and the predicted magnitude of impact (both positive and negative) upon the resource. By combining the value of the cultural heritage resource with the predicted magnitude of impact, the significance of the impact can be determined. The impact significance can be beneficial or adverse. The



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evaluation of magnitude of impact and impact significance is undertaken both before and after mitigation measures are proposed.

2.2 Sources Consulted

A study area of approximately 750m radius from the approximate centre of the site (NY 4005 5455) has been examined to assess the nature of the surrounding cultural heritage sites and place the recorded sites within their context.

This study has been undertaken taking into consideration the historical and archaeological background of the proposed development area. The sources consulted were:

- Cumbria Historic Environment Record (HER);
- National Monuments Record (NMR);
- Carlisle Council and English Heritage for designated sites;
- Carlisle Archives Service;
- Historic mapping including relevant Ordnance Survey Maps; and
- Appropriate documentary sources and archaeological journals, where available.

In addition to the above a site walkover survey was undertaken on 22nd September 2009.

As the area was developed by the turn of the century aerial photographs were considered unlikely to yield information not visible from Ordnance Survey mapping and therefore were not examined. No intrusive geotechnical site investigations have been undertaken on the development site and therefore borehole and test pit logs could not be examined.

The northern-most part of the study area is covered by the former Carlisle Urban Archaeological Database, however this can only be viewed at the HER offices in Carlisle. Given that Cumbria HER records overlap with this area and it is sufficiently distant from the development site that sites within this area won't be affected the records have not been examined for this assessment.



3.0 Site and Development Description

The proposed development site is located on the southern outskirts of Carlisle between the suburbs of Denton Holme and Currock and extends to 3.14ha. The site is centred on NY 4005 5455 (E:340050 , N:554550) and is approximately 25m above Ordnance Datum. The site is accessed from South Western Terrace on the eastern boundary. A site location plan can be seen in Appendix B (WYG Figure 01). Photographs of the site can be seen in Appendix C.

The proposed development site comprises predominantly railway sidings and associated railway sheds. Almost the entirety of the site is hard standing and there is some machinery, old railway wagons and storage of materials on site. The site is bounded to the south and east by the rear of residential and industrial properties. The active railway line bounds the site to the north and west. The surrounding area is largely composed of residential settlement to the south and industrial development to the north, west and east.

There are no firm design plans for proposed development on the site, however an indicative masterplan identifying the proposed layout has been produced. This plan can be seen Appendix B. The planning application will be for a 100% residential development consisting of 99 units and associated green infrastructure.

4.0 Legislation and Planning Policy Context

4.1 Ancient Monuments and Archaeological Areas Act 1979

Scheduled Monuments are designated by the Secretary of State for Culture, Media and Sport on the advice of English Heritage as selective examples of nationally important archaeological remains. Under the terms of Part 1 Section 2 of the Ancient Monuments and Archaeological Areas Act 1979 it is an offence to damage, disturb or alter a Scheduled Monument either above or below ground without first obtaining permission from the Secretary of State. This Act does not allow for the protection of the setting of Scheduled Monuments.

4.2 Planning (Listed Buildings and Conservation Areas) Act 1990

The Act outlines the provisions for designation, control of works and enforcement measures relating to Listed Buildings and Conservation Areas. Section 66 of the Act states that the planning authority must have



special regard to the desirability of preserving the setting of any Listed Building that may be affected by the grant of planning permission. Section 72 of the Act states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas.

4.3 Planning Policy Guidance 16: Planning and Archaeology - 1990

PPG16 sets out the government's policy with respect to archaeology and planning. If development is likely to impact upon archaeological remains the guidance stresses the need for early consultation between developers and planning authorities plus the need for an archaeological assessment to be carried out early on in the process. Where nationally important remains, whether scheduled or not, and their setting are adversely affected by proposed development there should be a presumption in favour of their preservation. Where important archaeological remains may exist, field evaluation can help to define the character and extent of the remains and so assist in identifying potential options for minimising or avoiding damage. In cases involving archaeological remains of lesser importance the planning authority will need to weigh the relative importance of the archaeology against other factors, including the need for the proposed development. Where it is not feasible to preserve remains, an acceptable alternative may be to arrange prior excavation and recording of archaeological remains and the publication of the results by means of granting planning permission subject to a negative condition.

4.4 Planning Policy Guidance 15: Planning and the Historic Environment – 1994

PPG15 emphasises the importance that the Government gives to preserving and enhancing Conservation Areas, Listed Buildings and their settings and other aspects of the historic environment including Registered Parks and Gardens, World Heritage Sites and the wider historic landscape.

4.5 Regional and Policy Guidance

The Regional Spatial Strategy for the North West of England (2008) contains one policy relevant to heritage. The full text of the policy can be seen in Appendix D. the policy is:

- Policy EM1 (C) Historic Environment



4.6 Local Policy and Guidance

The Carlisle District Local Plan 2001-2016 (adopted September 2008) sets out the development strategy for the area. Saved policies in local plans will continue to influence development decisions until a Local Development Framework has been adopted for the area to replace them.

A total of eighteen saved policies are relevant to archaeology and cultural heritage. Eight of the policies have been identified as potentially relevant to these proposals. The full text of the relevant policies can be seen in Appendix D. These policies relate to:

- Policy LE6 Scheduled/Nationally Important Archaeological Remains;
- Policy LE8 Archaeology on Other Sites;
- Policy LE9 Other Known Sites and Monuments of Archaeological Significance;
- Policy LE10 Archaeological Field Evaluation;
- Policy LE12 Proposals Affecting Listed Buildings;
- Policy LE13 Historic Structures and Local Listings;
- LE19 Conservation Areas;
- LE22 Historic Parks, Gardens and Battlefields.

In addition to the above, there ten saved policies which are not considered further as they are not relevant to the proposals under consideration. These are policies LE5 and LE7 (World Heritage Site and Buffer Zone), LE11 (Enhancement of Archaeological Sites), LE13-15 (Alterations, Demolition and Change of Use of Listed Buildings), LE17 (Demolition in Conservation Areas), LE18 (Buildings at Risk), LE20 and LE21 (Cathedral Precinct and Townscape Improvement Areas).

4.7 Analysis

The proposals will not directly affect any Scheduled Monuments, Listed Buildings, Conservation Areas, and Registered Parks and Gardens therefore these policies will not be affected. There are not anticipated to be any indirect effects upon the setting of designated heritage features as the designated sites are sufficiently distant from the proposed development site that it is not included within their setting.



The development may affect archaeological remains and undesignated built heritage, however it is considered most likely that these will be of low value. It is therefore considered that this desk-based assessment prior to the submission of the planning application will allow a robust assessment of the potential impact to be undertaken and appropriate mitigation measures devised. It is not anticipated that the residential development within the site would be in direct conflict with any identified and current planning policies.

5.0 Consultation

Consultation was undertaken with the Cumbria Historic Environment Record, English Heritage, Carlisle Archives for the provision of data for this report.

Consultation was undertaken Cumbria County Council Archaeologist (Jeremy Parsons, 09/10/09) in his role as advisor to the local planning authority. The results of this consultation are incorporated into the report.

6.0 Baseline Data

6.1 Designated Sites

There are no World Heritage Sites, Scheduled Monuments, Registered Battlefields or Registered Common Land within the study area.

There are eight Listed Buildings within the study area. Further details of the Listed Buildings and their location can be seen on Figure 02, Appendix E. They are primarily industrial and residential buildings and are all Grade II Listed.

The Registered Park and Garden of Dalston Road Cemetery lies on the extreme west of the study area. Further details and its location can be seen on Figure 02 and Appendix E.

There are three Conservation Areas within the study area. These are the Settle-Carlisle Railway, Botchergate and Holme Head. The location of the Conservation Areas can be seen on Figure 02, Appendix E.



6.2 Archaeological and Historic Background

The Cumbria Historic Environment Record holds details for 61 sites within the study area. The National Monuments Record holds details for a further two sites within the study area. Further details of these sites can be seen in Appendix E and on WYG Figure 03. The bracketed site numbers within the text refer to the site reference on the figure and in the table.

6.2.1 Prehistoric (up to 43AD)

There is little evidence for early prehistoric activity within the vicinity of the development site. It is probable that the retreat of the ice sheets at the end of the last glaciation 10,000 to 11,000BC meant that only at this time did the environment become hospitable enough to allow hunter-gatherers to move north hunting herds of animals such as woolly rhinoceros, mammoth and reindeer within a tundra landscape (Winchester 2006). Evidence of human activity within the area of Carlisle has been recorded, however it is limited in scope (McCarthy, 1993). Several Neolithic axes have been recorded within the area of Carlisle, the majority of which have been provenanced to the Langdale axe factory of the Lake District. Evidence of ard marks and early agricultural ploughing has been recorded at Lowther Street and beneath Tullie House in Blackfriars Street (McCarthy, 1993). The polished axe found in 1979 (Site 16926) may date from this period, however its original findspot is unknown as it is anticipated to have been transported with spoil from another location.

The weather conditions within the region are anticipated to have deteriorated during the late Bronze Ages. This is anticipated to have pushed people to look for more favourable climatic areas and hence there are relatively few recorded sites as archaeological occupation decreased. The development site lies within the Caldew Valley and this was likely to have been alder and willow carr which generally indicates a wetter environment. Settlement is anticipated to therefore have been located on higher ground (McCarthy, 1993). The plain on which Carlisle sits would have formed a natural focus of the surrounding area bounded by sea and fells, with the added attraction of the confluence of the Rivers Caldew and Eden (Winchester, 2006). There is the potential that later prehistoric settlement may have been established here prior to the arrival of the Romans. Within the study area the only sites of late prehistoric date are two Bronze Age socketed celts (axes) (Sites 518, 517), however their exact findspots are uncertain.



6.2.2 Roman/Romano-British (43AD to c.450AD)

Carlisle was a significant settlement and administrative centre in the Roman period. The fort of Luguvalium was first established at the confluence of the Rivers Caldew and Eden. The importance of the fort grew over time as Hadrian's Wall was established and a large civilian settlement or *vicus* grew up around it. Carlisle became a walled town during this period and some aspects of the street layout remain reflected in the modern city (Winchester, 2006). Several Roman roads originated or passed through the town including those to Papcastle and Penrith to the south, Netherby to the north and the roads running east-west to service Hadrian's Wall. The development site would have lain outside of the main settlement area for this period which is focussed upon the modern city area. It is anticipated that the study area may have been utilised for agriculture to help supply the town and fort and therefore some settlement evidence would be anticipated within the wider area. The only recorded site of Roman date from the study area is the findspot of a denarius (coin) of Trajan (Site 10796).

6.2.3 The Early Medieval Period (c.450AD to 1066AD)

After the departure of the Romans the town of Carlisle fell into decline and much of the town was abandoned. There is evidence for a relatively widespread decline in population in northern Cumbria supported by evidence of woodland regeneration from pollen records during the 6th century. It is possible (however the evidence is not certain) that the region formed part of the British kingdom of Rheged which was absorbed into Anglian Northumbria in the 7th century. It is probable that Carlisle would have had a settlement or been the main focus for this kingdom (Winchester, 2006). St Cuthbert founded a monastery in the town in 685AD.

The origins of the name Carlisle are anticipated to date to this period. First recorded in 1106 as "Carleol" it is an old Celtic name meaning place belonging to a man called Luguvalos (derived from the Roman name for the town Luguvalium) to which the Celtic 'cair' meaning fortified town was added after the Roman period (Mills, 2003).

The main focus of the settlement in this period is anticipated to still have been focussed on the area around the modern city and the development site and study area would have remained in the hinterland. Only two sites of early medieval date have been recorded within the study area. The first is the findspot of an un-inscribed coin which has been attributed to Ecgbeht, Archbishop of Carlisle although the precise findspot is unknown (Site 517). The other site is a find spot of a Viking axehead recovered from allotments in the 1980s. At the time it was the only piece of Viking weaponry recovered from the city (Site 19526).



6.2.4 Medieval Period (1066AD to c. 1540AD)

The medieval town of Carlisle witnessed significant growth focussed around the previous settlement centres and located within the modern city. In 1122 it was made the seat of a bishop and the town received its first charter in 1158. The industries in the town included wool and leather (Lambert, n.d.). The study area and development site would still have been located in the hinterland of the town and therefore extensive remains are not anticipated. There are no records of villages or settlements in the study area dating to this period and it is likely that villages were located further away from the main town.

The River Caldew was beginning to be utilised during the medieval period as a water and power source for industries which were required to help support the town. A corn mill was built in 1347 to the north of the development site on the site which became the Long Island Works (Site 41061). Corporation Dam (Site 41072) was the mill leat which supplied the town's corn mills with water. Evaluations on the dam have indicated a medieval date from pottery remains. It is also anticipated therefore that Corporation Weir (Site 41758) and Holme Head Weir (Site 41759) will be of medieval date. The Little Caldew mill race is also of medieval date and was constructed to provide the corn mill at Denton with water (Site 41077). The focus of the medieval industry appears to have been located to the north of the development site and to the west near Denton Holme.

A potential medieval hospital has been identified close to the cemetery (Site 408). The remains of wells are located in this area and tradition reports that there was an ancient chapel here. Carlisle was home to both Dominican and Franciscan friaries and therefore a hospital associated with these would not be unfeasible. Two medieval coins have also been recorded although their exact find spot locations are not precise, these were a sterling penny (Site 6125) and a silver groat (Site 19176).

6.2.5 Post-Medieval Period (c.1540AD to 1900AD) and Modern (1900AD to present)

The post-medieval period is when Carlisle witnessed significant growth. The town centre itself grew and initially within the study area there was greater industrial development. Residential expansion moved southwards out of the city centre in the early 20th century. A comprehensive review of Carlisle's industrial heritage has been undertaken and the results from this survey have been incorporated into the historic environment record. A full list of sites within the study area can be seen within the table in Appendix E, however because not all of the sites have direct relevance to the assessment of these proposals they are not discussed in detail.



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The area to the south of Carlisle was home to a broad range of industries including hat works (Site 40951), saw mill (Site 40953), iron works (Sites 40960, 50952), brewery (Site 41065), ropery (Site 41099) and pottery (Site 10137). The textile industry continued to be important and dye works (Site 40961), cotton and woollen mills (Sites 41022, 40957, 40965, 40966) are recorded. Printing and stamping works were also a feature of the area and print fields for drying of material are recorded at some sites (Sites 41058, 41061, 40966, 42094).

The railways are an important feature of Carlisle and of importance to the context of the development site. Several different railway companies were initially operating different lines within and through Carlisle. These railways and branch lines criss-crossed the north of the study area into the city with diversionary routes for goods traffic (Sites 42036, 42030-1, 42027-8, 42032, 41003-5, 42025). Each of these operating companies were maintaining their own goods, service and maintenance depots to support their activities. The development site at Currock Yard was the Glasgow and South-Western railway engine shed original built in 1896 (Site 42035). The HER records the Midland railway engine shed at Durrhill junction in the same location (Site 42044), however this is believed to be an incorrect grid reference as Durrhill is located to the east of the study area. Several other goods and maintenance sheds are recorded in the area (Sites 42033, 42034, 42005).

Over the late 19th century and early 20th century the importance of industrial processes within the study area declined and the area gradually altered in character with a greater emphasis on residential building and commercial outputs. The dominance of the railways also decreased with a reduction in the number of depots and closure of some of the branch lines servicing industrial bases.

7.0 Historic Mapping Survey

Extracts of selected historic maps can be seen in Appendix F with the location of the proposed development site indicated. Early mapping for Carlisle was examined that the Carlisle archives, however the majority if the mapping is focussed on the city to the north and does not extend far enough south. The development site appears to have been located in the rural hinterland for the city and was described as "Low Meadows" on a map dated 1746 (Smith, 1973). The earliest mapping examined which covered the development site was the tithe mapping for Botchergate township in St Cuthbert's parish (1848). The development site was formed of three fields which were similar in layout to the first edition OS mapping. The field names did not yield additional information regarding potential historical uses of the site and they were under a mix of pasture and arable cultivation. The southern boundary of the development site lies on the parish of



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Upperby and therefore the title map for this area was also examined, however aside from some differences in the field sub-division there were no major changes.

The development site was undeveloped at the time of the first edition OS mapping (1868). The orientation of the field pattern was at odds with the later development in the area and therefore there were several field boundaries within the development site, however they were located close to the development site boundary. An area of trees were located in the north-east area of the development site. Within the wider area the Maryport and Carlisle railway (42032) had been built to the west of the development site, Currock House (386779) had been built to the south. A complex of industrial buildings at Holme Head on the River Caldew were also depicted by this date.

By the time of the second edition Ordnance Survey mapping 1901 the development site had taken on the form which it has largely retained until present. The branch line of the Maryport and Carlisle railway was constructed along the western boundary of the site and railway sidings covered approximately 75% of the development site. A large engine shed was located in the central area of the site, a turn table to the south of this and several smaller buildings are also within the site boundary. One of these buildings correlates with the pump house which remains at the north-east entrance. Two other buildings are located within areas which are now hard standing storage areas. The eastern area of the site was less developed and was probably used for transferring goods and short term storage. Within the wider area there had been a significant increase in urbanisation to the north in the area of Denton Holme and east of the development site.

There were almost no changes visible on the 1926 edition mapping. By 1938 the layout of streets to the south of the development site within Currock had been laid out, however the houses had not been constructed. There was also evidence of further urbanisation within the wider area.

By 1952 minor alterations within the development site to smaller ancillary rail buildings had been made. This included the demolition of buildings within areas now used for storage and the construction of buildings in the location of the current office buildings and wood store. Subsequent to this mapping there were very few changes to the development site or the surrounding area.

8.0 Site Walkover Survey

A site walkover survey was undertaken on 22nd September 2009. The weather was overcast with occasional light rain. Kirsten Holland was accompanied by a member of former depot staff who was able to provide



useful information regarding the former activities on the site. Photographs of the site can be seen in Appendix C.

The site is currently in a state of semi-dereliction and has suffered from attacks of vandalism. Around the site vegetation growth has increased and is beginning to encroach into areas which would previously have been kept clear.

The majority of the southern and western area of the site is covered by several rail lines forming the main area of sidings used for storing wagons and engines brought in for maintenance. Within the northern area there is a greater area of hard standing without rails previously used for storage. The rails are largely intact within the site, although some have been removed by vandals, and are infilled with aggregate material.

Several levers for switching points remain across the site. Several capstans are also remaining particularly around the main depot shed and along the north-western rail line. These capstans were electrically powered and used for winding towing ropes/chains to pull engines and wagons in and out of the main shed without the requirement for shunting engines. A weighbridge to the north-west of the main depot building is still visible and the scales associated with this can be seen inside the building. An area to the immediate southwest of the depot building contains a number of rails still visible which were used for storage of wheels. At right angles to the rails are a set of parallel rails which were used for running a trolley to move the wheels from the storage area into the depot.

Within the eastern area of the site is an area of tarmac hard standing previously used for car parking. This area is currently being used for storage of rails and sleepers. This car park area is accessed by a short ramp and sits at a higher level than the majority of the depot.

Several buildings remain standing within the development site. Close to the entrance in the north-east corner of the site is the former pump house. This building is contemporary with the first phase of development of the site. The interior of the building could not be inspected, however it was subsequently converted to a joiners workshop and therefore it is anticipated that much of the original equipment will have been removed. The building is brick built with a flat roof, decorative brickwork around the arched openings and limited evidence of alterations to openings.

Modern brick built offices and welfare facilities are located within the central eastern area of the site. These offices are of mid 20th century date are one storey with a small two storey power house to service them at the southern end. The offices are not considered to be of heritage interest.



A wood store of timber construction is present in the central area of the development site. This wood store is considered to be of mid 20th century construction when compared to the historic mapping layout of the site. The store was used for drying out wood prior to use in laying flooring in wagons and is currently used for wood storage.

The centre of the site is dominated by the main depot building and workshop. The footprint of the building is largely as it was built when the depot was established with the exception of a 20th century extension to the south-east. The building is built predominantly of brick and has a glass roof. Internally there are pillars supporting the roof structure. At the western end of the building are large steel roller doors and at the eastern end of the building are large double wooden doors. Internal inspection of the building was limited due to the health and safety risk of falling glass from the roof. The building has suffered from recent vandalism, including the removal of cabling. Much of the original equipment was either removed at the time of decommissioning or has subsequently been stolen.

The railway tracks continue into the building to allow wagons and engines to be brought in for maintenance. The north-west area of the building was predominantly used for working on engines and undertaking welding in an area protected by a plastic sheeting screen. A raised platform is also present on this side of the depot to enable engines to be accessed from above. The remaining tracks were predominantly used for maintenance of wagons. Within the main workshop area some machinery remains such as pillar drills and scales, however most of it has been removed. The more recent extension to the south of the main depot building has a pit below the rails to allow access to the under carriage of rolling stock brought in for maintenance. This area also previously had a gantry crane, however this has been dismantled.

Several small rooms are located off the main workshop area. These include several store rooms and a foreman's office which are of limited interest. The former blacksmiths and foundry area contains limited machinery relevant to the original use, however the small furnace remains. Within the former bearing room the wheel press is still present within the floor. Within the wheel lathe room the wheel lathe remains. The maintenance of wheels formed a significant part of the workload at the depot.

9.0 Archaeological Potential and Impact Assessment

The only recorded cultural heritage site within the development boundary is the former railway engine shed and depot (Site 452035). Associated with this building are the railway sidings, other buildings and storage areas of the development site. The site has lost much of its industrial heritage interest since its closure, as the key characteristics of significance were related to its industrial functions. The loss of much of the



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machinery associated with this is has resulted in a decrease in the potential significance and interest and the continued vandalism to the site and decay of the built structure itself is hastening this loss. A number of features do however remain. The site is considered to be of local interest, particularly in relation to the railway heritage of Carlisle. The site is considered to be of low heritage value overall. The unmitigated magnitude of impact on the site will be substantial negative and therefore the unmitigated significance of effect will be intermediate-minor adverse.

The potential for buried archaeological remains of pre-railway depot age is considered to be relatively low. The development site is located within the hinterland area of Carlisle and it is anticipated that the focus of settlement has been to the north from the Roman period onwards. There does however remain a potential that previously unrecorded remains of prehistoric date may be present within the development site associated with the River Caldew valley. The historic mapping evidence indicates that the development site was within agricultural use during the post-medieval period prior to development and there is no evidence to suggest that it was intensively used prior to this.

In addition to the low potential for archaeological remains, the previous development of the site is likely to have impacted upon the potential for archaeological remains. The topography of the area generally slopes down to the west and therefore it is anticipated that some levelling of the site occurred when the depot was constructed. A break of slope between the two levels of the former car park and main depot site lends credence to this. The construction of the depot, including the laying of railway sidings and construction of the depot buildings and their subsequent demolition and construction of the extant buildings will also have affected the potential for archaeological remains to remain undisturbed. If remains were to be present it is considered that they are likely to have already been partially truncated. The extent of this truncation has not at this stage however been confirmed through on-site geotechnical or archaeological investigations. Should previously unrecorded archaeological remains be recorded they are considered most likely to be of medium to low value and may be subject to a substantial negative unmitigated impact. The unmitigated significance of effect will be intermediate or intermediate-minor adverse.

It is considered that no impacts will occur to the setting of Listed Buildings or Registered Parks and Gardens as these are sufficiently distant from the site that it does not fall within their setting. The Conservation Area is located closer to the development site, however the development site is screened from the Conservation Area by existing vegetation. The active Carlisle and Maryport line is also between the two sites. The development is considered unlikely to represent a significant departure from the existing baseline conditions in relation to the setting of the Conservation Area. There are not anticipated to be any impacts on cultural heritage as a result of operation of the development.



10.0 Recommended Evaluation and Mitigation Measures

It is recommended that the remains of the Currock Yard engine shed and pump house is recorded prior to its demolition. It is recommended that a Level 3 survey as defined by the English Heritage guidance *Understanding Historic Buildings* (2006) is undertaken on the built heritage remains of the engine shed, pump house and associated railway features. A Level 3 survey is an analytical record and comprises an introductory description followed by a systematic account of the buildings origins, development and use. It will include an account of the evidence on which the analysis has been based. It will also include drawn and photographic records that may be required to illustrate the buildings appearance and structure and support historical analysis.

Due to the relatively limited intrinsic value of the building it is recommended that the recording focuses on analysis of the relationship between the built heritage and the industrial processes and associated fixtures and fittings still present on the site. The recording of the modern office building and welfare facilities may be undertaken to a Level 2 survey standard (descriptive record) if they are deemed to be of limited heritage interest during the survey.

Geotechnical and geoenvironmental site investigations are planned to be undertaken at the reserved matters stage following the granting of outline consent. It is recommended that these site investigations are archaeologically monitored to determine the extent of truncation and disturbance across the development site. The monitoring of site investigations will also enable the test pits to be examined for archaeological remains pre-dating the 19th century railway yard.

The results of the site investigations will be used to identify whether the potential to discover previously unrecorded archaeological remains within the development site is still viable, or whether the effect of truncation and previous development has reduced this to negligible potential. The results of this assessment will be used to determine the mitigation strategy for the development site. This mitigation strategy may include, but not be limited to preservation of remains *in situ*, evaluation excavations, excavation of selected areas in advance of development or a watching brief during construction.

All further assessment work and mitigation measures should be undertaken in accordance with a Written Scheme of Investigation agreed in advance with the County Archaeologist for Cumbria County Council. All further work should be undertaken in accordance with the Standards and Guidance from the Institute for Archaeologists and English Heritage.



11.0 Residual Impacts and Conclusions

The implementation of a programme of built heritage recording will reduce the magnitude of impact on the site from substantial negative to slight negative as the context and remaining key characteristics of the site will be recorded prior to demolition. The residual significance of effect will therefore be minor-neutral adverse.

The implementation of archaeological monitoring of the site investigation works will allow the potential impact on previously unrecorded archaeological remains to be determined with greater certainty. A mitigation strategy, appropriate to the archaeological value of the site, will then be identified to minimise the potential impact on archaeological remains. It is anticipated that the potential impact on archaeological remains can be reduced to slight negative resulting in a residual minor or minor-neutral significance of effect.



Residual Cultural Heritage Effects

Environmental Effects	Sensitivity Of Receptor	Impact Magnitude	Nature of the Impact	Significance	Mitigation	Residual Impact Magnitude	Residual Significance of Effects	Confidence Level
Demolition of Currock Yard railway shed and associated railway structures	Low	Substantial negative	Direct, Irreversible, Permanent, Long term,	Intermediate-minor adverse	Level 3 recording survey	Slight negative	Minor-neutral adverse	High
Potential to discover previously unrecorded archaeological remains	Anticipated to be medium or low	Substantial negative	Direct, Irreversible, Permanent, Long term	Intermediate adverse or intermediate-minor adverse	Archaeological monitoring of site investigation works to enable final mitigation strategy to be designed	Slight negative	Minor adverse or Minor-neutral adverse	Low



12.0 References

- Carlisle District Council (2008) Carlisle District Local Plan 2001-2016
- DoE (1990) Planning Policy Guidance Note 16 Archaeology and Planning.
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Historic Mapping

- Upperby tithe map: Ref: DRC8/101
- Botchergate township tithe map, 1848 and apportionment, 1847. Ref: DRC8/22
- Plan of the City of Carlisle by John Wood, 1821.
- Ordnance Survey mapping 6" to 1 mile/1:10,560 1868, 1901, 1926, 1938, 1952
- Ordnance Survey mapping 1:10,000 1975, 1992, 1996, 2000, 2006, 2009
- Ordnance survey mapping 25" to 1mile/1:2500 1867, 1901, 1926, 1938, 1965
- Ordnance Survey mapping 1:1,250 1964, 1977, 1988, 1992

Currock Yard, Carlisle



Appendices



Appendix A – Assessment Methodology



Cultural Heritage Impact Assessment Methodology

No standard method of evaluation and assessment is provided for the assessment of significance of effects upon cultural heritage, therefore a set of evaluation and assessment criteria have been developed using a combination of the Secretary of State's criteria for Scheduling Monuments (PPG16, Annex 3), Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07 and Transport Analysis Guidance (TAG Unit 3.3.9, Heritage of Historic Resources Sub-Objective). Professional judgement is used in conjunction with these criteria to undertake the impact assessment.

Value

The table below provides guidance on the assessment of cultural heritage value on all archaeological sites and monuments, historic buildings, historic landscapes and other types of historical site such as battlefields, parks and gardens, not just those that are statutorily designated.

Value	Examples
Very High	World Heritage Sites, Scheduled Monuments of exceptional quality, or assets of acknowledged international importance or can contribute to international research objectives Grade I Listed Buildings and built heritage of exceptional quality Grade I Registered Parks and Gardens and historic landscapes and townscapes of international sensitivity, or extremely well preserved historic landscapes and townscapes with exceptional coherence, integrity, time-depth, or other critical factor(s)
High	Scheduled Monuments, or assets of national quality and importance or than can contribute to national research objectives Grade II* and Grade II Listed Buildings, Conservation Areas with very strong character and integrity, other built heritage that can be shown to have exceptional qualities in their fabric or historical association. Grade II* and II Registered Parks and Gardens, Registered Battlefields and historic landscapes and townscapes of outstanding interest, quality and importance, or well preserved and exhibiting considerable coherence, integrity time-depth or other critical factor(s)
Medium	Designated or undesignated assets of regional quality and importance that contribute to regional research objectives Locally Listed Buildings, other Conservation Areas, historic buildings that can be shown to have good qualities in their fabric or historical association Designated or undesignated special historic landscapes and townscapes with reasonable coherence, integrity, time-depth or other critical factor(s)



Value	Examples
	Assets that form an important resource within the community, for educational or recreational purposes.
Low	Undesignated assets of local importance Assets compromised by poor preservation and/or poor survival of contextual associations but with potential to contribute to local research objectives. Historic (unlisted) buildings of modest quality in their fabric or historical association Historic landscapes and townscapes with limited sensitivity or whose sensitivity is limited by poor preservation, historic integrity and/or poor survival of contextual associations. Assets that form a resource within the community with occasional utilisation for educational or recreational purposes.
Negligible	Assets with very little or no surviving cultural heritage interest. Buildings of no architectural or historical note. Landscapes and townscapes that are badly fragmented and the contextual associations are severely compromised or have little or no historical interest.

Magnitude

The magnitude of the potential impact is assessed for each site or feature independently of its archaeological or historical value. Magnitude is determined by considering the predicted deviation from baseline conditions. The magnitude of impact categories are adapted from the Transport Assessment Guidance (TAG Unit 3.3.9) and Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07.

Magnitude of Impact	Typical Criteria Descriptors
Substantial	Impacts will damage or destroy cultural heritage assets; result in the loss of the asset and/or quality and integrity; cause severe damage to key characteristic features or elements; almost complete loss of setting and/or context of the asset. The assets integrity or setting is almost wholly destroyed or is severely compromised, such that the resource can no longer be appreciated or understood. (Negative) The proposals would remove or successfully mitigate existing damaging and discordant impacts on assets; allow for the restoration or enhancement of characteristic features; allow the substantial re-establishment of the integrity, understanding and setting for an area or group of features; halt rapid degradation and/or erosion of the heritage resource, safeguarding substantial elements of the



Magnitude of Impact	Typical Criteria Descriptors
	heritage resource. (Positive)
Moderate	<p>Substantial impact on the asset, but only partially affecting the integrity; partial loss of, or damage to, key characteristics, features or elements; substantially intrusive into the setting and/or would adversely impact upon the context of the asset; loss of the asset for community appreciation. The assets integrity or setting is damaged but not destroyed so understanding and appreciation is compromised. (Negative)</p> <p>Benefit to, or restoration of, key characteristics, features or elements; improvement of asset quality; degradation of the asset would be halted; the setting and/or context of the asset would be enhanced and understanding and appreciation is substantially improved; the asset would be bought into community use. (Positive)</p>
Slight	<p>Some measurable change in assets quality or vulnerability; minor loss of or alteration to, one (or maybe more) key characteristics, features or elements; change to the setting would not be overly intrusive or overly diminish the context; community use or understanding would be reduced. The assets integrity or setting is damaged but understanding and appreciation would only be diminished not compromised. (Negative)</p> <p>Minor benefit to, or partial restoration of, one (maybe more) key characteristics, features or elements; some beneficial impact on asset or a stabilisation of negative impacts; slight improvements to the context or setting of the site; community use or understanding and appreciation would be enhanced. (Positive)</p>
Negligible / No Change	<p>Very minor loss or detrimental alteration to one or more characteristics, features or elements. Minor changes to the setting or context of the site. No discernible change in baseline conditions (Negative).</p> <p>Very minor benefit to or positive addition of one or more characteristics, features or elements. Minor changes to the setting or context of the site No discernible change in baseline conditions. (Positive).</p>

Magnitude (scale of change) is determined by considering the predicted deviation from baseline conditions. Quantifiable assessment of magnitude has been undertaken where possible. In cases where only qualitative assessment is possible, magnitude has been defined as fully as possible.

During the assessment any embedded mitigation has been considered in the impact assessment and this is clearly described in this section (cross referring the development description). Therefore, the magnitude of the impacts described herein will be stated before and after additional mitigation has been taken into consideration.



Impacts may be of the following nature and will be identified as such where relevant:

- Negative or Positive.
- Direct or indirect.
- Temporary or permanent.
- Short, medium or long term.
- Reversible or irreversible.
- Cumulative.

Significance

By combining the value of the cultural heritage resource with the predicted magnitude of impact, the significance of the effect can be determined. This is undertaken following the table below. The significance of effects can be beneficial or adverse.

Significance of Effects	Magnitude of Impact			
	Substantial	Moderate	Slight	Negligible / no Change
Very High	Major	Major – Intermediate	Intermediate	Minor
High	Major – Intermediate	Intermediate	Intermediate – Minor	Neutral
Medium	Intermediate	Intermediate	Minor	Neutral
Low / Negligible	Intermediate – Minor or Minor-Neutral	Minor or Minor - Neutral	Minor – Neutral or Neutral	Neutral

Significance should always be qualified as in certain cases an effect of minor significance could be considered to be of great importance by local residents and deserves further consideration. To aid in the assignment of significance the following significance criteria have been developed to enable effective and transparent discrimination between categories.

The significance of effect is considered both before and after additional mitigation measures proposed have been taken into account.



Level of Confidence

Given that predictions can only be as accurate as the data they are based on it is important to attribute a level of confidence to which the significance of cultural heritage effects has been assessed. The table below defines the confidence levels referred to in this report.

Confidence Level	Description
High	The significance of the cultural heritage effect is an informed estimate likely to be based on reliable data or subjective judgement with reference to similar schemes. Further information would not result in any change to assessment of significance.
Low	The significance of the cultural heritage effect is a best estimate likely to be based on subjective judgement without reference to similar schemes. Further information would be needed to confirm assessment of significance.



Appendix B – Site Location Plan & Proposed Development Plan



Appendix C – Site Photographs



Photograph 1: Looking south-west to boundary of development site



Photograph 2: Looking north-east toward main depot building with railway sidings in foreground



Photograph 3: Looking north across area of former railway sidings. Capstons visible at end of rails.



Photograph 4: Looking north-east to northern boundary and main entrance.



Photograph 5: Looking south-west along southern boundary with former railway sidings.



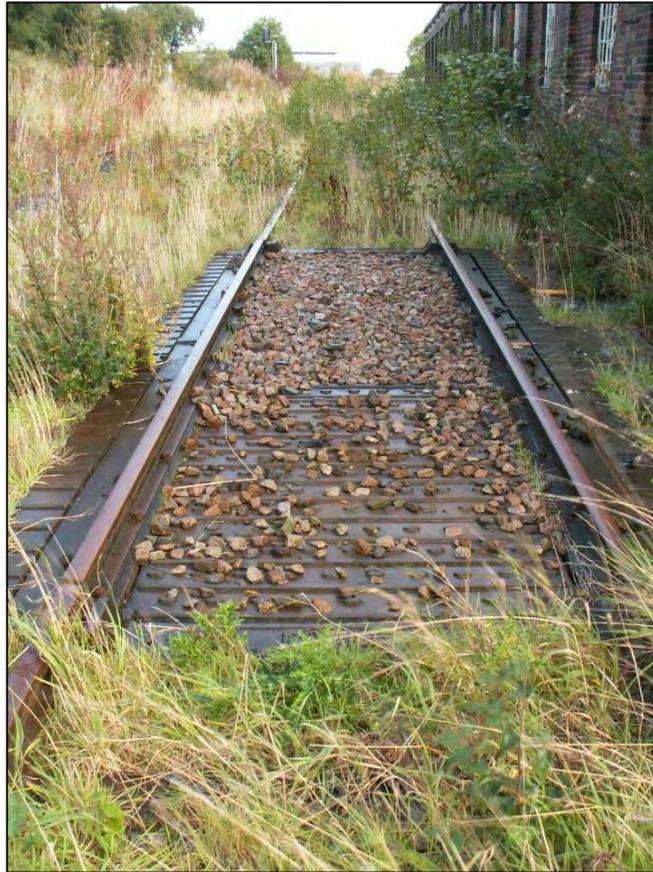
Photograph 6: Former points switching gear



Photograph 7: Former wheel storage area and parallel rails to move wheels into depot



Photograph 8: Capstons and electrical switching gear to west of the main depot building



Photograph 9: Weighbridge to north-west of main depot building.



Photograph 10: Scales associated with the weighbridge



Photograph 11: Modern office building and welfare facilities



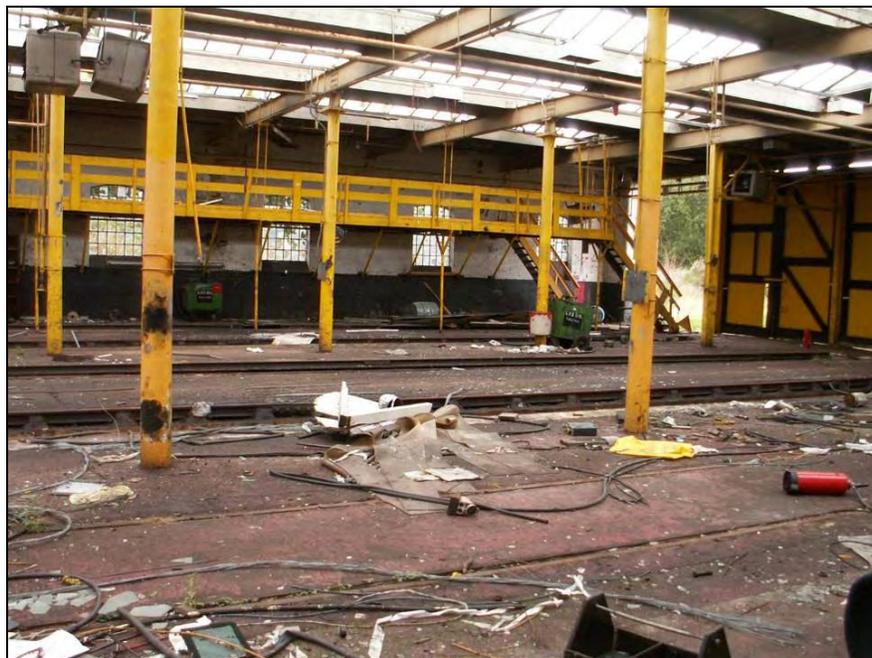
Photograph 12: Former wood store and drying area



Photograph 13: Original pump house, later converted to a joiners workshop



Photograph 14: Main depot workshop area



Photograph 15: main workshop area with raised platform for working on engines from above



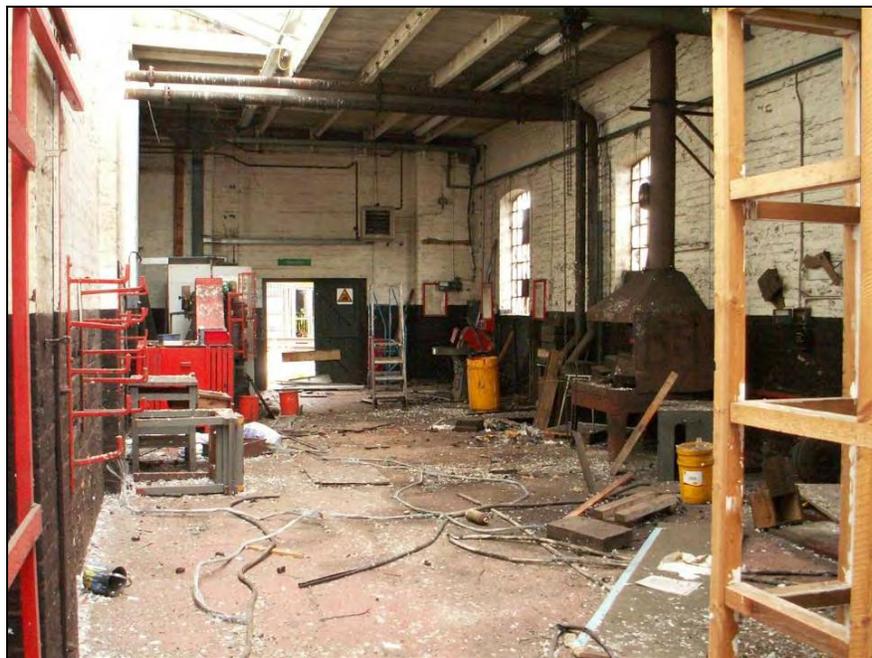
Photograph 16: Main depot extension with pit for working on undercarriage



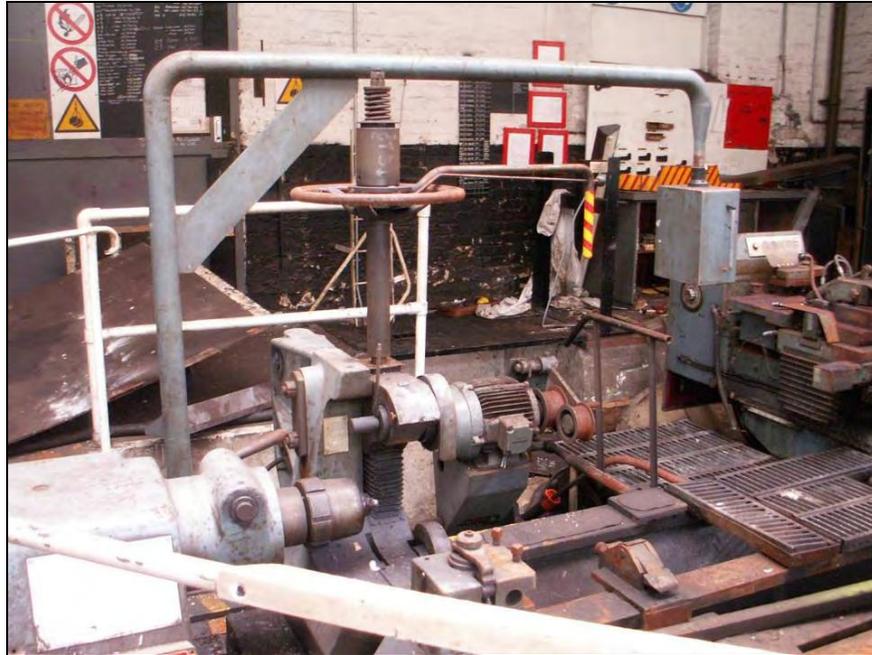
Photograph 17: Wheel press in bearing room



Photograph 18: Pillar drill and other remaining machinery within main depot workshop area



Photograph 19: Blacksmiths workshop and foundry area with furnace on right hand side



Photograph 20: Wheel lathe within main depot building



Photograph 21: Wheel lathe within main depot building



Appendix D – Planning Policies



Regional Spatial Strategy for the North West of England.

Policy EM1 (C): Historic Environment

Plans, strategies, proposals and schemes should protect, conserve and enhance the historic environment supporting conservation-led regeneration in areas rich in historic interest, and in particular exploiting the regeneration potential of:

- the maritime heritage of the North West coast including docks and waterspaces, and coastal resorts and piers;
- the Pennine textile mill-town heritage that exists in East Lancashire and Greater Manchester; and the textile mill-town heritage of East Cheshire;
- Victorian and Edwardian commercial developments in Liverpool and Manchester city centres;
- the traditional architecture of rural villages and market towns of Cumbria, Cheshire and Lancashire;
- the historic Cities of Carlisle, Chester and Lancaster; and
- the Lake District Cultural Landscape.

Carlisle District Local Plan 2001-2016 (adopted 2008)

POLICY LE6 Scheduled/ Nationally Important Ancient Monuments

Development will not be permitted where there is an unacceptable impact on scheduled and other nationally important ancient monuments and their settings.

POLICY LE8 Archaeology on Other Sites

On land for which there is no archaeological information, but where there are reasonable grounds for believing remains to be present, the City Council will ensure that the archaeological aspects of development proposals are examined and evaluated before planning applications are determined. Planning permission will not be granted without adequate assessment of the archaeological implications.

POLICY LE9 Other Known Sites and Monuments of Archaeological Significance

Elsewhere in the Plan area, on other known sites and monuments of archaeological significance, permission for development will be granted, provided the applicant can demonstrate that the site will be either satisfactorily preserved or appropriate arrangements for excavation and recording have been made. These cases will be judged against the following:

1. the importance of the archaeological features;
2. the effects of the proposal on the archaeological features;



3. the need to retain and where possible enhance the features which have a particular archaeological and/or landscape significance;
4. the applicant's arrangements for in situ preservation of the features.

On the other known sites of archaeological significance, the City Council will ensure that the archaeological aspects of development proposals are examined and evaluated before planning applications are determined.

POLICY LE10 Archaeological Field Evaluation

On all scheduled and other nationally important monuments, sites of archaeological significance and other sites of high archaeological potential, the City Council will ensure that the archaeological aspects of development proposals are examined and evaluated either before planning applications are determined or in exceptional circumstances by the use of condition. Planning permission will not be granted without adequate assessment of the archaeological implications.

POLICY LE12 Proposals Affecting Listed Buildings

Proposals for new development which adversely affects a listed building or its setting will not be permitted. Any new development within the setting of a listed building should preserve the building's character and its setting. The City Council will seek to encourage any new development to be sympathetic in scale, character and materials.

POLICY LE16 Historic Structures and Local Listings

Throughout the district there are buildings and structures of historic, architectural or landscape significance that help to create the locally distinctive character of the area. The Council recognises the positive contribution these structures make to Carlisle's townscape and landscape and there will be a presumption in favour of their retention when considering development proposals.

POLICY LE19 Conservation Areas

The City Council will continue to review existing and designate new conservation areas.

Development proposals within and adjoining conservation areas will be granted planning permission provided they preserve or enhance their character and appearance. Any new development or alterations to existing buildings should harmonise with their surroundings and be in sympathy with the setting, scale, density and physical characteristics of conservation areas, and protect important views into or out of such areas. Applications for outline planning permission will not be accepted for proposals in conservation areas.



Proposals for new development and/or alterations to buildings in conservation areas will be judged against the following criteria:

1. the development should preserve or enhance all features which contribute positively to the area's character or appearance, in particular the design, massing and height of the building should closely relate to adjacent buildings and should not have an unacceptable impact on the townscape or landscape;
2. The development should not have an unacceptable impact on the historic street patterns and morphology, roofscape, skyline and setting of the conservation area, important open spaces or significant views into, out of and within the area;
3. development proposals should not result in the amalgamation or redrawing of boundaries between traditional buildings and plots, or demolition and redevelopment behind retained facades;
4. wherever practicable traditional local materials such as brick, stone and slate should be used and incongruous materials should be avoided;
5. individual features both on buildings and contributing to their setting, should be retained e.g. doorways, windows, shopfronts, garden walls, railings, cobbled or flagged forecourts, sandstone kerbs, trees and hedges, etc. Where features have deteriorated to the extent to which they have to be replaced, the replacement should match the original;
6. proposals which would generate a significant increase in traffic movements and heavy vehicles or excessive parking demands will not be permitted since these would be prejudicial to amenity;
7. proposals which would require substantial car parking and servicing areas which can not be provided without an adverse effect on the site and its surroundings will not be permitted.

POLICY LE22 Historic Parks, Gardens and Battlefields

Development will not be permitted where it is likely to damage or have an unacceptable impact on the character and setting of any historic park, garden or battlefield of special historic interest.



Appendix E – Recorded Cultural Heritage Sites



Listed Buildings (English Heritage)

Identifier	Easting	Northing	Description	Grade
25678	340143	555033	Gas holder in Rome Street. 1878-9 cast and wrought iron and concrete. Cylindrical rising vertical tank set in concrete pit. Iron cladding has been removed leaving exposed iron ribs.	II
25429	339710	554500	Holme Head House. Manager's house at Holme Head Works, built in the mid 19th century, now used as offices. Built of brick, the hipped roof is of slate. The house is of two storeys and has original ridge brick chimney stacks. Under the eaves of the roof are small mill wheels. Not shown on the 1865 OS map, but it is on the 1900 OS map.	II
25430	339670	554530	Offices of North West Water Limited. Cotton factory, including beetling and dampening rooms, built in the 1850s, now water company offices. The original building was of two storeys with 9 bays, it was increased to 13 bays and an additional storey in two phases. Shown on a drawing in 1863 with plans for repairs caused by flooding.	II
25432	339600	554530	The Mill at Holme Head Works. Textile Mill built in 1865 with extensions in 1907 and 1913. A large rectangular spinning mill of four storeys, with 14 bays and 5 bay returns and an angle tower. The tower was added in 1907 and housed a 7500 gallon water tank. Brick built with a slate roof on the tower.	II
25431	339600	554400	Offices of North West Water Limited. Built as an office block for the factory in the mid 19th century, with extensive alterations and additions in 1899. Built of snecked red sandstone with a hipped slate roof. Further offices extensions are not of interest.	II
25654	339778	554583	Holme Head Coffee Tavern was opened in 1882, provided by Ferguson for his workers at Holme Head. Now a meeting room. Built of brick with a red tile roof and decorative half timbered gables. Octagonal in plan and two storey.	II
25483	339755	554554	2-22 Bridge Terrace built 1852-3 for Ferguson Brothers. Brick built with slate roofs.	II
25619	340003	554209	Currock House Community Centre. Formerly a residential house dating to early 19th century. Built of sandstone with a green slate roof. A house was located here in 1823 and was called "Cuddick" the old name for Currock.	II



Recorded Cultural Heritage (National Monuments Record and Historic Environment Record)

Identifier	Easting	Northing	Period	Description
517	340000	555000	Early Medieval	Find spot of an uninscribed coin attributed to Ecgbehrt, Archbishop of Carlisle.
518	340000	555000	Bronze Age	A bronze socketed celt (axe) found near Carlisle.
523	340000	555000	Bronze Age	A bronze socketed celt (axe) found near Carlisle prior to 1888.
6125	340550	554610	Medieval	A sterling penny found at 8 Goodwin Close in topsoil bought to the site from Wood Street, Botcherby.
16926	339800	554900	Prehistoric	A polished axe found in the gutter at Dalston Street in 1979. Probably bought up in spoil in connection with drain laying in the street. The cutting edge was damaged.
19176	340000	554000	Medieval	A silver groat of Henry VII found in a garden in 1985. The exact location is unknown.
19526	339400	554670	Early Medieval	A Viking axehead found on allotments at Richardson Street in 1984. A rare survival it is the only piece of Viking weaponry recorded from the city.
40951	339555	554848	Post-Medieval	South Vale Hat Works built 1877 following relocation from an earlier site. The mill race was partially traced in 1995.
40953	339900	555200	Post-Medieval	Denton Street Saw Mill, extant by 1865 and which belonged to Anderson and Sons in 1901.
40960	339890	555081	Post-Medieval	Victoria Ironworks on Denton Street. Built in 1882.
40961	339570	554970	Post-Medieval	Holme Works, Norfolk Street. A dyeing and finishing works shown on historic mapping. The works were built between 1850 and 1866. In 1901 a dye works and beetlers were listed for the site.
41009	340202	554046	Post-Medieval	Gravel pit, Blackwell Road, shown on 2nd edition OS historic mapping.
41022	340194	555200	Post-Medieval	Currock Works, Currock Street. A cotton twist mill in existence by 1805. It became the Currock Works by 1865 making cotton and woollen goods with three reservoirs on the east side. It was demolished in 1875 and replaced by the High Brewery.

Currock Yard, Carlisle



Identifier	Easting	Northing	Period	Description
41058	339590	554830	Post-Medieval	Losh & Co Cotton Stampery / South Vale Corn Mill. In 1781 the site was occupied by a cotton stampery (printworks) recorded as old by 1852. The corn mill on 1865 is on a different orientation than the print works and therefore an earlier building.
41059	339612	554395	Post-Medieval	British School, Holme Head. A school on the OS map of 1865. Probably the Robert Ferguson School built following the purchase of the Home Head estate.
41061	340085	555225	Medieval, Post-Medieval	Long Island Works, Lamplugh Street. The mill on the site was a private corn mill built 1347. It was let as a print field in 1762 and a linen mill. Although permission was given for washing and scouring linen on the mill race by 1780 it was known as Brumwell's Stampery indicating that printing cloth was the main purpose. It moved through several textile processing methods in the early 19th century before becoming a foundry in 1848 and closing in 1863.
41098	340254	555203	Post-Medieval	Hamilton Pipe Works, South John Street. A tobacco clay pipe manufactory marked on the map of 1865. Described for sale in 1885 as including moulding, trimming shops, warehouse, kiln, chimney and storehouse.
41099	340253	555064	Post-Medieval	Ropery marked on OS map of 1865.
42022	340373	555034	Post-Medieval	Station on the Maryport and Carlisle railway opened in 1843. Opened at the junction of two railways it was convenient for the growing industrial suburb of Denton Holme. It was a short platform with a wooden shelter.
42033	340111	554738	Post-Medieval	Maryport and Carlisle Railway Carriage Shed at Currock Junction probably following the new line built in 1873 and shown on the 1901 second edition OS map.
42034	340084	554671	Post-Medieval	Maryport and Carlisle Railway Engine Shed built in 1876 following the new line construction. It replaced a previous stone shed.
42041	340148	554917	Post-Medieval	A chemical works off Rome Street in existence by 1900.
42044	340083	554565	Post-Medieval	Midland Railway Engine Shed at Durranshill Junction built in 1875.
42210	340380	555060	Post-Medieval	Currock Road timber yard marked on the first edition OS map of 1867 and not shown on later maps, probably because of the alignment of Currock Road.
42236	340600	554200	Post-Medieval	A silver shilling of William II 1697 found in 2005.

Currock Yard, Carlisle



Identifier	Easting	Northing	Period	Description
40978	339785	555002	Post-Medieval	A Primitive Methodist Chapel. A school chapel in Graham Street.
42209	339837	554548	Post-Medieval	A footbridge spanning the River Caldew at Holme Head and made from cast iron on sandstone abutments. It was recorded in 2008 prior to demolition.
41040	339777	554845	Post-Medieval	Denton Holme Schools, Denton Street. A Board School in existence by 1901.
41883	340324	554273	Modern	Currock Methodist Chapel, Currock Road. Built in the 1920s.
41760	339706	554418	Post-Medieval, Medieval?	Holme Head Weir. A substantial weir built 1770 possibly on the site of an earlier weir.
40998	340140	555292	Post-Medieval	St Stephen's Church, James Road. Shown on the first edition OS map in 1867 but rebuilt 1901.
408	339400	554953	Medieval	Hospital of St Sepulchre. North of the cemetery wall, not far distant are the remains of some ancient wells. Tradition reports that an ancient chapel was on or near this site.
10137	340432	554430	Post-Medieval	Carlisle Pottery / Bone Manure Works. Established 1854 and known as the Carlisle pottery. It produced utilitarian wares. 14 back to back cottages next to it were known as Pottery Cottages. It was converted to a bone manure works in 1861.
41065	340178	555160	Post-Medieval	High Brewery, Currock Street. The brewery moved here from Water Street in 1875. It closed in 1916 but remained as stores. It was subsequently let as a rifle range and decorators workshop before being demolished in 1975.
41073	340169	555337	Post-Medieval	Slater's Biscuit Mill, James Street. Shown on a map of 1853 built into the western bank of the Corporation Dam. By the end of the 19th century it was replaced by a large shed extension to Slaters Mill.
41026	339673	555088	Post-Medieval	Morley Street Schools, Denton Holme. Two schools shown on the OS second edition mapping.
42035	340082	554562	Post-Medieval	Glasgow and South Western Railway Engine Shed. An engine shed built in 1896 at Currock Junction.

Currock Yard, Carlisle



Identifier	Easting	Northing	Period	Description
40965	340045	555131	Post-Medieval	Lamplugh Works, Rome Street. A weaving mill extant in 1865 when it made cotton and woollen cloth. In 1884 it was described as a power loom weavers. In 1925 it still produced woollen and cotton cloth.
40957	339611	555138	Post-Medieval	Atlas Woollen Works, Nelson Street. A woollen works run by Robert Buck and Sons in 1901.
40964	339587	555055	Post-Medieval	Friggate Works / Penguin Confectionery / South Vale Confectionery Works. Originally used in 1824 as a dyeing and finishing works. The mill was on the site for a fulling mill marked on a late 18th century map. The site had become a confectionary works by 1861. The core of the 1824 building remained within the modern building.
40966	340077	555357	Post-Medieval	Hudson Scott Printing Works, James Street. The print works was transferred here from English Street in 1869 where it began stencil printing on tin boxes. This became a major industry in the area and expanded in to the adjacent Slaters Mill.
40952	339805	555322	Post-Medieval	Denton Iron Works founded in 1859. It was described as boiler makes and engineers in 1861 and described as an iron and brass foundry in 1865. The boiler makes appeared to have gone by 1884. The works appear to have been incorporated into later industrial buildings.
42094	339655	553641	Post-Medieval	Cummersdale Print Works identified from the first edition OS map of 1867. A group of associated print fields are shown to the east of the River Caldew.
19826	339067	554222	Post-Medieval	Dalston Road Cemetery laid out in 1855 with offices, chapels and lodges, A mixture of formal and informal planting contributes to the character of the site. Registered Park and Garden Grade II.
41759	339763	554447	Medieval or Post-Medieval	Holme Head Weir. Remains of an early weir or ford evident as a line of stones in the river bed when the river level is low.
41758	339959	554725	Late Medieval? Early Post-Medieval	Corporation Weir. Site of a weir which channelled water from the River Caldew into Corporation Dam. It went out of use in 1771 when the channel shifted westwards. It was reinstated by 1852 but removed by 1865.
42036	340445	555140	Post-Medieval	Maryport and Carlisle Railway branch line from Currock Junction to Citadel Station providing access to the goods station.

Currock Yard, Carlisle



Identifier	Easting	Northing	Period	Description
42005	340292	555069	Post-Medieval	Maryport and Carlisle Railway goods depot built in 1853. It included cells for coal and lime. The foods shed is now converted to commercial premises and railway sleepers survive to the rear.
42030	340564	555092	Post-Medieval	London and North Western Railway Goods Line, built 1873 servicing the goods station on Crown Street.
42031	340523	555129	Post-Medieval	North Eastern Railway Line realignment built 1873 from London Road Junction to Citadel Station, lowering it beneath other lines.
42028	340780	554775	Post-Medieval	London and North Western Railway Goods Line. A new line built 1873 diverging from the main line from Upperby Junction to Bog Junction.
42027	340560	555039	Post-Medieval	North Eastern Railway, a realignment of the canal branch railway to allow it to pass under other railways.
41077	339553	555397	Medieval	Little Caldew Mill Race. Cut from Holme Head to Willowhome original to supply the medieval corn mill at Denton. A number of water powered industries were established along the mill race.
42032	340325	554828	Post-Medieval	Maryport and Carlisle Railway Line. Built with local subscriptions and opened from Carlisle to Wigton in 1843. Built to provide transport from the West Cumberland its to the port at Maryport.
41003	339827	555449	Post-Medieval	Newcastle and Carlisle Railway, canal branch. A goods branch of the railway built from London Road Station to the canal basin. Realigned in 1873 to allow it to pass under other railways.
41005	341124	554171	Post-Medieval	Lancaster and Carlisle Railway and London and North Western Railway. Opened north from Oxenholme in 1846 and taken over by the London and North Western later that year.
41004	321383	545071	Post-Medieval	Maryport and Carlisle Railway
40968	340207	555566	Modern	Carlisle tram system and London Road depot was built in 1900 following the withdrawal of a horse drawn service and closed in 1931. It survives as a motor repair depot.
42025	339908	555506	Post-Medieval	Goods Traffic Committee Railway built from Willowholme to bog junction to allow goods retains to avoid Citadel Station.

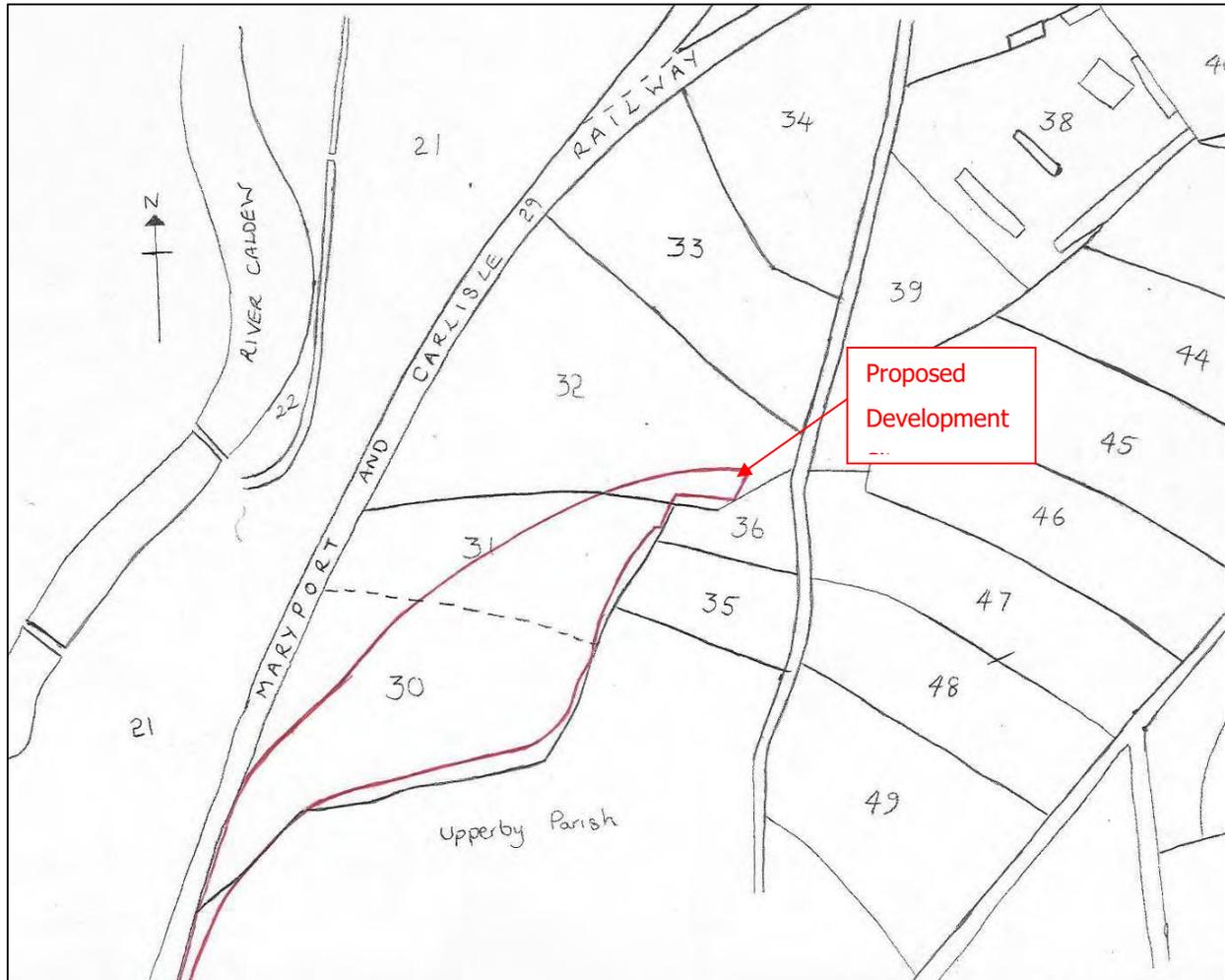
Currock Yard, Carlisle



Identifier	Easting	Northing	Period	Description
41072	339910	555254	Medieval, Post-Medieval	Corporation Dam. The mill leat supplying the towns corn mills with water. Evaluation in 1997 suggested that the leat had medieval origins due to 12th-13th century pottery remains. Dating evidence for the leat demonstrates 18th century establishment.
501176	340383	555245	Post-Medieval	Carlisle Crown Street Station. Site of railway station on the Maryport and Carlisle Railway, opened in 1843 and closed to passengers in 1849, although it remained open for goods traffic until 1870.
10796	339500	554500	Roman	Denarius of Trajan findspot.



Appendix F – Historic Mapping



Tracing of Part of the Botchergate Township Tithe Map, 1848

30	Bousteads Grassing (Arable)	35	Red Bank Head (Arable)
31	Bousteads Grassing (Arable)	36	Red Bank Head (Pasture)
32	Bousteads Grassing (Pasture and Meadow)	21	Cuddock Pool Field (Pasture)
33	No name (Meadow)	38	Timber Yard
34	No name (Meadow)		

Currock Yard, Carlisle



Appendix G – Report Conditions



Cultural Heritage Desk-Based Assessment, Currock Yard, Carlisle

This report is produced solely for the benefit of DB Schenker Rail and no liability is accepted for any reliance placed on it by any other party unless specifically agreed in writing otherwise.

This report is prepared for the proposed uses stated in the report and should not be used in a different context without reference to WYG. In time improved practices, fresh information or amended legislation may necessitate a re-assessment. Opinions and information provided in this report are on the basis of WYG using due skill and care in the preparation of the report.

This report refers, within the limitations stated, to the environment of the site in the context of the surrounding area at the time of the inspections. Environmental conditions can vary and no warranty is given as to the possibility of changes in the environment of the site and surrounding area at differing times.

This report is limited to those aspects reported on, within the scope and limits agreed with the client under our appointment. It is necessarily restricted and no liability is accepted for any other aspect. It is based on the information sources indicated in the report. Some of the opinions are based on unconfirmed data and information and are presented as the best obtained within the scope for this report.

Reliance has been placed on the documents and information supplied to WYG by others but no independent verification of these has been made and no warranty is given on them. No liability is accepted or warranty given in relation to the performance, reliability, standing etc of any products, services, organisations or companies referred to in this report.

Whilst skill and care have been used, no investigative method can eliminate the possibility of obtaining partially imprecise, incomplete or not fully representative information. Any monitoring or survey work undertaken as part of the commission will have been subject to limitations, including for example timescale, seasonal and weather related conditions.

Although care is taken to select monitoring and survey periods that are typical of the environmental conditions being measured, within the overall reporting programme constraints, measured conditions may not be fully representative of the actual conditions. Any predictive or modelling work, undertaken as part of the commission will be subject to limitations including the representativeness of data used by the model and the assumptions inherent within the approach used. Actual environmental conditions are typically more complex and variable than the investigative, predictive and modelling approaches indicate in practice, and the output of such approaches cannot be relied upon as a comprehensive or accurate indicator of future conditions.

The potential influence of our assessment and report on other aspects of any development or future planning requires evaluation by other involved parties.

The performance of environmental protection measures and of buildings and other structures in relation to acoustics, vibration, noise mitigation and other environmental issues is influenced to a large extent by the degree to which the relevant environmental considerations are incorporated into the final design and specifications and the quality of workmanship and compliance with the specifications on site during construction. WYG accept no liability for issues with performance arising from such factors

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WYG Environment Planning Transport Ltd