

BRUNSWICK ROAD, PENRITH, CUMBRIA

Archaeological Building Recording



Client: Booths (Penrith) Ltd

NGR: 351210 530230

Planning Application Refs:
09/0256 and 10/0447

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Non-Technical Summary

Following a planning application to demolish a group of buildings on Brunswick Road, Penrith prior to the construction of a new retail outlet, a desk-based assessment was carried out. This revealed that the remains of buildings corresponding to a former saw mill and carriage works were incorporated into the present buildings on site. As a result a requirement was made for further archaeological assessment, including the recording of the standing buildings and a watching brief on the subsequent ground works.

This report contains the results of the archaeological building recording. Additional desk-based research revealed that the saw mill had been constructed by at least 1861 although the entries in the local directories could only tentatively identify it from 1879 onwards. The carriage works was constructed by the 1890s, but only seems to have operated into the early 20th century. By the 1930s much of the site was being used as a bus depot, before becoming retail units in the late 20th century.

The building recording revealed that the two main phases of development of the saw mill had been incorporated into the present buildings, while much less of the fabric relating to the early phases of the carriage works remained after it was extensively remodelled on becoming a bus depot. Following this it was subject to further alterations and extensions in the late 20th century, although much of the earlier fabric had survived.

Acknowledgements

Greenlane Archaeology would like to thank Booths (Penrith) Ltd for commissioning the project and Tony Hills of Damson Design for providing the topographical survey of the site. Additional thanks are due to Jeremy Parsons, Historic Environment Officer at Cumbria County Council, for approving the project design. Special thanks are also due to Stephen White at Carlisle Library for providing copies of early maps of Penrith.

The desk-based assessment was carried out by Dan Elsworth who carried out the building recording with assistance from Tom Mace. The report was co-written by Dan Elsworth and Tom Mace and edited by Jo Dawson. The figures were produced by Tom Mace. Dan Elsworth managed the project.

1. Introduction

1.1 Circumstances of the Project

1.1.1 Following the submission of a planning application (Refs. 09/0256 and 10/0447) for the construction of new retail units, offices, storage, and associated parking at Brunswick Road, Penrith, Cumbria (NGR 351210 530230), a condition was placed on the application by Eden District Council, which was worded as follows:

13) Prior to the carrying out of any construction works the late 19th century/early 20th century structural remains that are incorporated into the existing buildings shall be recorded in accordance with a Level 3 survey as described by English Heritage's document *Understanding Historic Buildings - a Guide to Good Recording Practice*, 2006 and, following its completion, three copies of that survey report shall be furnished to the local planning authority. Reason - To ensure that a permanent record is made of the buildings of historic interest prior to their demolition as part of the proposed development.

1.2.1 The proposed development site has already been subject to an archaeological desk-based assessment (ASUD 2009), which revealed that it was open fields until the 19th century and during the later part of that century it used utilised first by a saw mill with associated timber yard and latterly by a carriage works. There is no evidence for earlier archaeological remains on the site, although the medieval Penrith Castle is situated a short distance to the south-east.

1.2.2 Greenlane Archaeology produced a project design for the archaeological recording (which also covered the watching brief due to be carried out following the demolition of the buildings; *Appendix 1*) and carried out the building recording on the 28th and 30th of September 2010. A separate condition, requiring an archaeological watching brief be carried out during the groundworks subsequent to the demolition of the standing buildings, was also placed on the planning application and the results the work from this phase will be presented in a separate report.

1.2 Location, Geology, and Topography

1.2.1 The site is located near the industrial and commercial centre of Penrith and lies at approximately 147m above sea level (Ordnance Survey 2002). The route of the Penrith North Lakes Railway line passes close by to the west side of the site.

1.2.2 The underlying solid geology comprises red sandstone of the Permian Penrith Sandstone group with Carboniferous Limestone of the Dinantian series to the west (Moseley 1978, plate 1). This is overlain by glacially derived boulder clay and drift geology, and while the local landscape is heavily influenced by the formation of these deposits (Countryside Commission 1998, 40), within Penrith itself this has inevitably been much altered by urban development.

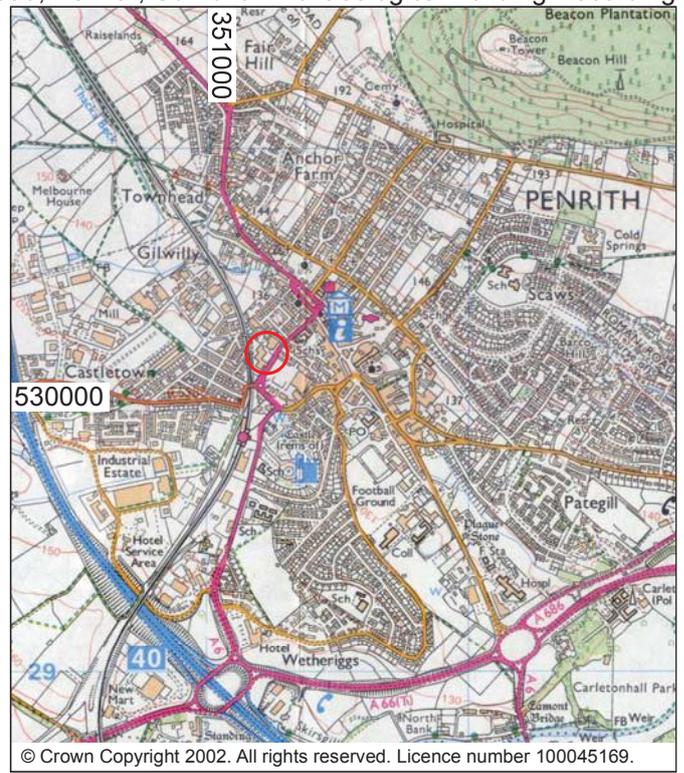
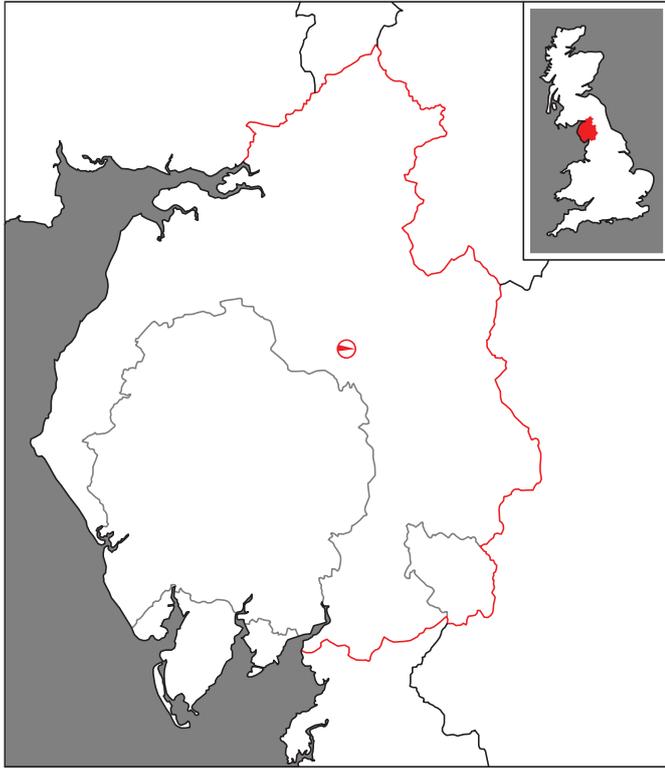


Figure 1: Site location

Client: Booths (Penrith) Ltd

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2. Methodology

2.1 Introduction

2.1.1 The building investigation comprised three separate elements intended to provide a suitable record of the structures in line with English Heritage standards (English Heritage 2006) and the guidelines of the Institute for Archaeologists (IfA 2008a). In addition, a desk-based assessment was carried out, in accordance with the project design and IfA guidelines (IfA 2008b), and a suitable archive was compiled to provide a permanent paper record of the project and its results in accordance with English Heritage and IfA guidelines (English Heritage 1991; Brown 2007).

2.2 Desk-Based Assessment

2.2.1 A number of sources of information were used during the desk-based assessment:

- **Carlisle Library, Local Studies:** copies of early maps, in addition to those included in the previous desk-based assessment (ASUD 2009), were obtained from Carlisle Library (due to the Cumbria Record Office in Carlise being currently closed) in order to better understand the development of the site;
- **Cumbria Record Offices, Kendal (CRO(K)) and Whitehaven (CRO(W)):** these were visited in order to examine early trade directories relating to the area and any other relevant primary and secondary sources;
- **Greenlane Archaeology library:** additional secondary sources were used to provide information for the site background.

2.3 Building Recording

2.3.1 The building recording examined various parts of a former retail complex to the north-west of Brunswick Road. Two areas were of historic interest: the south-west end, which was previously part of a saw mill and more recently formed Rickerby's, an agricultural machinery supplier, and the block to the north-east end of the site, formerly a coach and carriage works, which had most recently been occupied by Bowman's, a carpet and furniture retailer, although neither unit was in use any longer. The building recording was carried out to English Heritage Level-3 type standards on these two areas (English Heritage 2006), which is a largely descriptive investigation, with a more detailed level of interpretation of the phasing and use of the building, making use of the available documentary information. In addition, a Level-1 type descriptive record was produced of part of the west side of the central area of the complex, which incorporated some evidently early structural elements, but was evidently a relatively late construction. For each building the recording comprised several parts:

- **Written record:** descriptive records of all parts of the building were made using Greenlane Archaeology *pro forma* record sheets;
- **Photographs:** photographs in both 35mm colour print and colour digital format were taken of the main features of the building, its general surroundings, and any features of architectural or archaeological interest. A selection of the colour digital photographs is included in this report, and the remaining photographs are in the project archive and included on the *accompanying CD*;
- **Drawings:** drawings were produced by hand-annotating outlined 'as existing' drawings provided by the client. The drawings produced comprised:
 - i. floor plans of the building at 1:100;
 - ii. a site plan at 1:500;
 - iii. two cross-sections at a scale of 1:100.

2.4 Archive

2.4.1 A comprehensive archive of the project has been produced in accordance with the project design and current IfA and English Heritage guidelines (Brown 2007; English Heritage 1991). The paper and digital archive and a copy of this report will be deposited in the Cumbria Record Office in Carlisle on completion of the project. Three copies of this report will be provided for Cumbria County Council Historic Environment Service, one with the client, a digital copy with the client's agent, and one will be retained by Greenlane Archaeology. In addition a digital record of the project will be made on the *Online Access to the Index of Archaeological Investigations* (OASIS) scheme.

3. Desk-Based Assessment

3.1 Background History

3.1.1 The purpose of this building survey was to record structural elements of the late 19th century carriage works and 19th century saw mill that had been incorporated into current buildings on the site. This background history has been restricted to include information which is relevant to this period in the site's history only. Some of this background information is summarised from the desk-based assessment that was carried out by Archaeological Services Durham University (ASDU 2009), although there were a number of mistakes within this report with references to the early maps, which had to be corrected.

3.2 Owners and Occupiers

3.2.1 Several sources were examined in order to identify the occupiers of the site, although considerably fewer were available to identify the owners. Early trade directories were the primary source of material for identifying the occupiers of the site, although the first date at which the site can be identified with any certainty is only in the 1890s. A list of the businesses occupying the site is presented in Table 1 below:

Date	Occupier 1	Occupier 2	Source
1879		John D Dennison, saw mill	Slater 1879, 141
1894		John and Matthew Fidler, saw mill	Kelly and Co Ltd 1894, 413
1897		John and Matthew Fidler, saw mill	Kelly and Co Ltd 1897, 413
1906	John Kidd, coach and carriage builder		Kelly's Directories Ltd 1906, 349
1910	John Kidd, coach builder	John and Matthew Fidler, timber merchants	Kelly's Directories Ltd 1910, 235
1914	John Kidd, motor body builder	John and Matthew Fidler, timber merchants	Kelly's Directories Ltd 1914, 241-242
1921		J and M Fidler, timber merchants	Kelly's Directories Ltd 1921, 238
1925		John Richardson and Son, timber merchants	Kelly's Directories Ltd 1925, 440
1929		John Richardson and Son, timber merchants	Kelly's Directories Ltd 1929, 416
1934		John Richardson and Son, timber merchants	Kelly's Directories Ltd 1934, 423
1938		John Richardson and Son, timber merchant	Kelly's Directories Ltd 1938, 433
1954		Rickerby, agricultural engineers	County Publicity Ltd 1954, 5

Table 1: Occupiers of the site recorded in early trade directories

3.2.2 There are several difficulties with the sources in terms of identifying the businesses occupying the site. The earliest apparently relevant entry, from 1879, lists a saw mill at Station Mills, which is assumed to be the site on Brunswick Road, although this is not certain. In addition, as businesses clearly changed their activities over time they become more difficult to identify in the directories. Thirdly there is a distinct lack of regional directories covering the 1870s to early 1890s, which is when the site was most probably first occupied. It is also apparent from the map evidence (see *Section 3.3* below) that the saw mill was in existence by at least 1861.

3.2.3 The list of occupiers does provide some definite information, namely that the saw mill was constructed first, which is evident from the map evidence (see *Section 3.3* below), but also that it was in use for a much longer period than the coach works. It is also evident that during its lifetime the saw mill changed focus, from being described as simply a saw mill until the 1910s before becoming a timber merchants. Indeed, the full description from 1910 indicates that they were importing timber for sale as well as other materials, with the directory listing them as '*English and foreign timber merchants, slate and tile merchants, sawing mills & wood turners etc*' (Kelly's Directories Ltd 1910, 235).

3.2.4 By contrast, the coach and carriage works does not seem to have been established until at least the late 19th century, evidently converted to the building of bodies for motor vehicles during the early 20th century, and had apparently gone out of use by the 1920s, although this seems to be at odds to some extent with the map evidence (see *Section 3.3* below). Prior to operating on this site John Kidd is listed at 15 and 23 Little Dockray, Penrith (Kelly and Co Ltd 1894, 348; 1897, 347), which is only a short a distance away.

3.3 Map Regression

3.3.1 **Early maps:** Clark's map of 1787 shows that there were no buildings within the proposed development area to the north of the castle at this time (Plate 1). Similarly, Wood's map of 1821-1832 shows the proposed development area as open ground, owned by the Duke of Devonshire (ASDU 2009, 6).

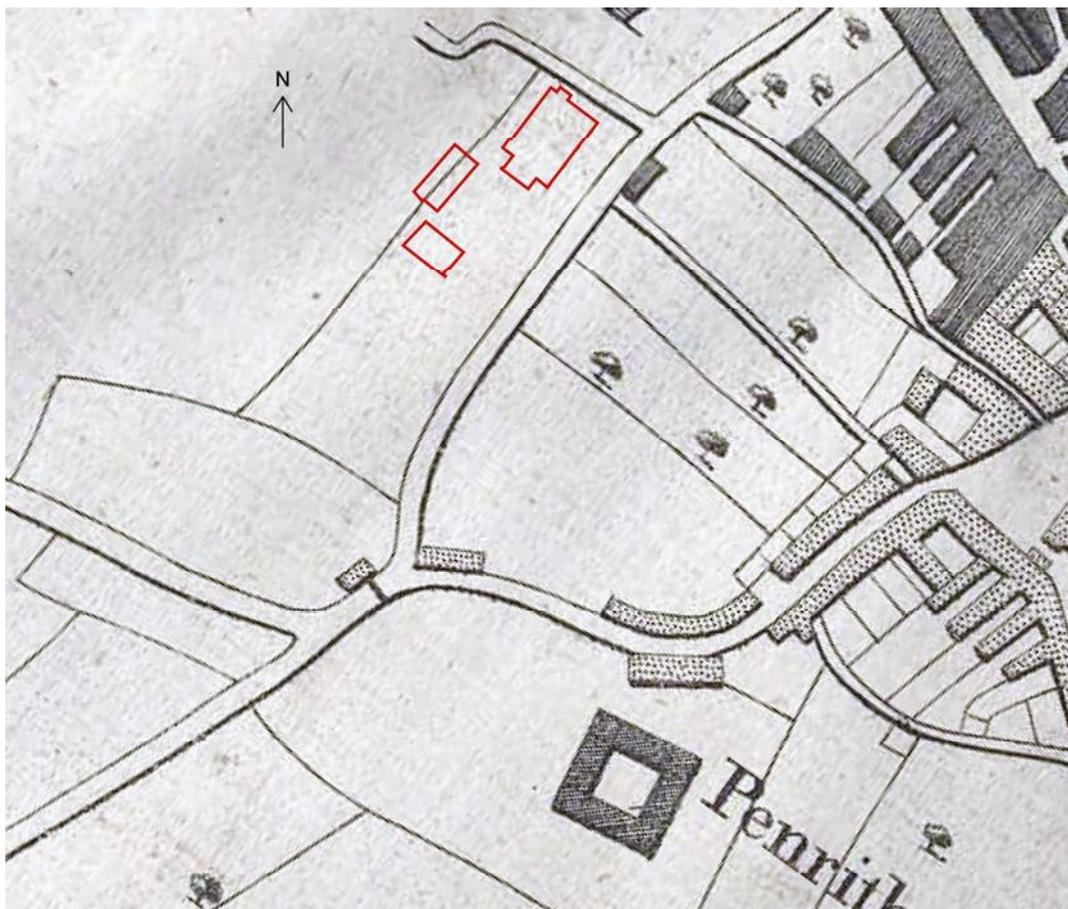


Plate 1: James Clarke's Map, 1787

3.3.2 **Tithe Map, 1845:** the tithe map shows the division of the area into plots (Plate 2). The fields in this area were named 'Clowers' in the apportionment and described as arable and meadow; the tithe barn shown to the south was owned by the Lancaster and Carlisle Railway Company (CRO(C) DRC/8/150 1845, cited in ASDU 2009, 5-6). The route of the railway is marked faintly on the map, although it is shown slightly further to the east than it is in reality.



Plate 2: Tithe Map, 1845

3.3.3 **Ordnance Survey, 1861:** remarkably there is a detailed, 1:500, Ordnance Survey map of Penrith from 1861, predating the subsequent standard 1:2,500 and 1:10,560 scale maps. This clearly shows the saw mill and associated timber yards with a number of associated smaller buildings. The saw mill has a series of small outshuts along the south-west side, including what appears to be a chimney and so presumably the larger of these extensions is an engine and/or boiler house, and there is a small extension on the south-east side.

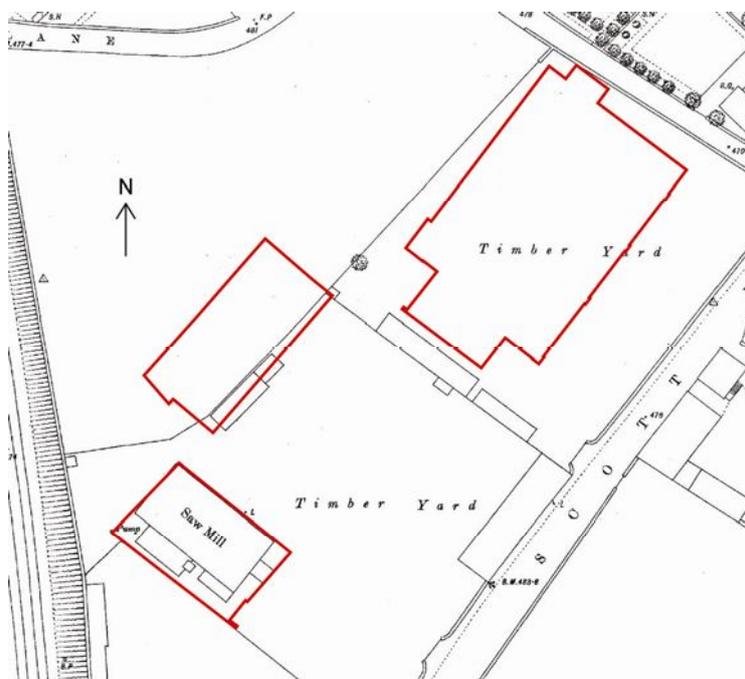


Plate 3: Extract from the Ordnance Survey map of 1861

3.3.4 **Ordnance Survey, 1867:** this is considerably less detailed than the preceding map, but it shows essentially the same information; the saw mill is shown and labelled but the timber yards are not specifically named.

3.3.5 **Ordnance Survey, 1891:** this shows essentially the same information at the previous maps, with the timber yards and a saw mill along Scott Lane clearly depicted (Plate 4). The saw mill is again shown as comprising four parts: a long north-west/south-east aligned section with two parts attached to the south-west and another to the south-east, although the chimney shown in 1861 is not apparent. The area around the saw mill was open ground at this point, apart from what appeared to be long sheds along the edges of the timber yards.



Plate 4: Ordnance Survey, 1891

3.3.6 **Ordnance Survey, 1900:** Scott Lane had been renamed Brunswick Road and the area both in and around the site had seen substantial development since 1867 (Plate 5; cf. Plate 4). The saw mill had been extended to the south-west and to the south-east and occupied its fullest extent. Several other buildings were also constructed within the timber yard next to the saw mill and the northern timber yard was then occupied by 'Northern Carriage Works'.

3.3.7 **Ordnance Survey, 1925:** the block to the south-east side of the saw mill had been removed by this point (Plate 6). The north-east elevation of the carriage works had also seen alteration; a building at this end of the building had apparently been foreshortened, and other buildings had been constructed to the west and east.

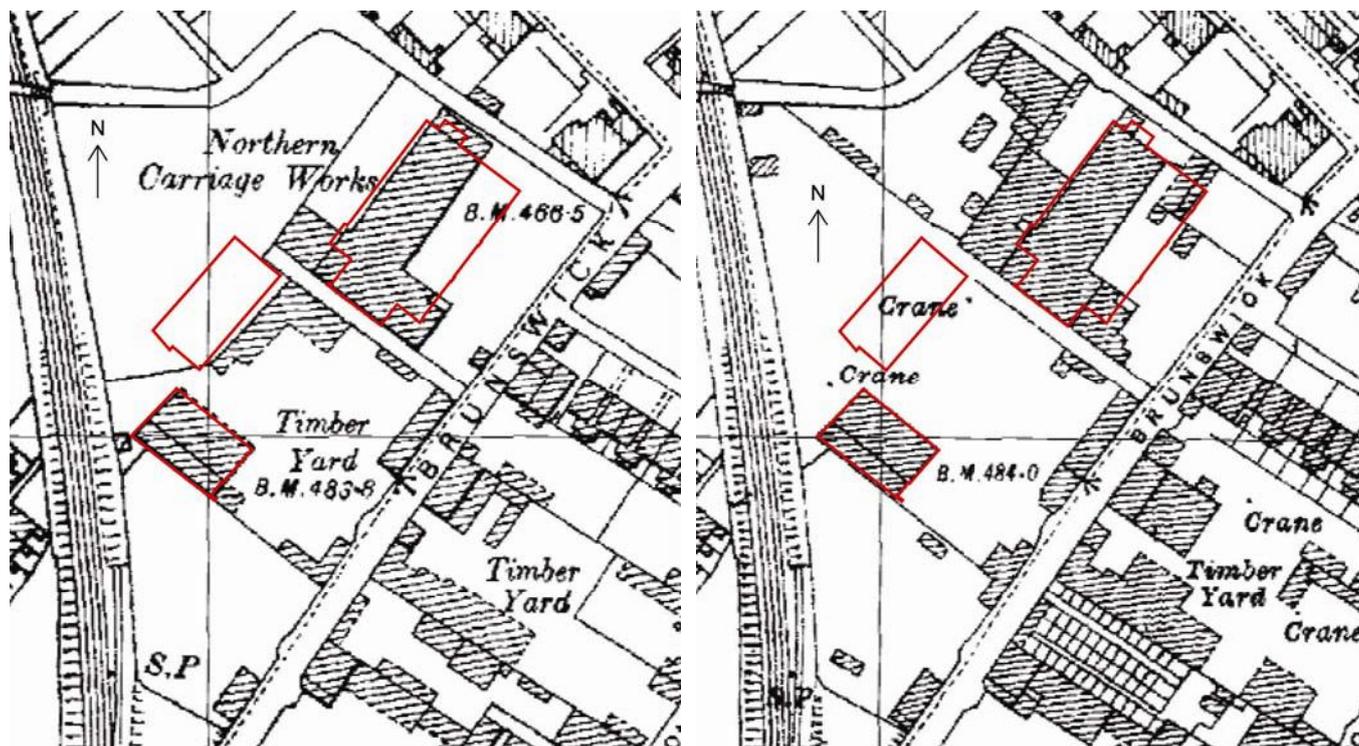


Plate 5 (left): Ordnance Survey, 1900

Plate 6 (right): Ordnance Survey, 1925

3.3.8 **Ordnance Survey, 1938:** although not detailed due to its scale, this map does show some development on the site since 1925. A large block of buildings and a smaller block have been constructed in the gap between the saw mill and the carriage works, although no detail of their use is given. Notably these, and the existing carriage works buildings to the north-east, which have also evidently been enlarged to the south-east, are shown as open blocks, although the reason for this is not certain.

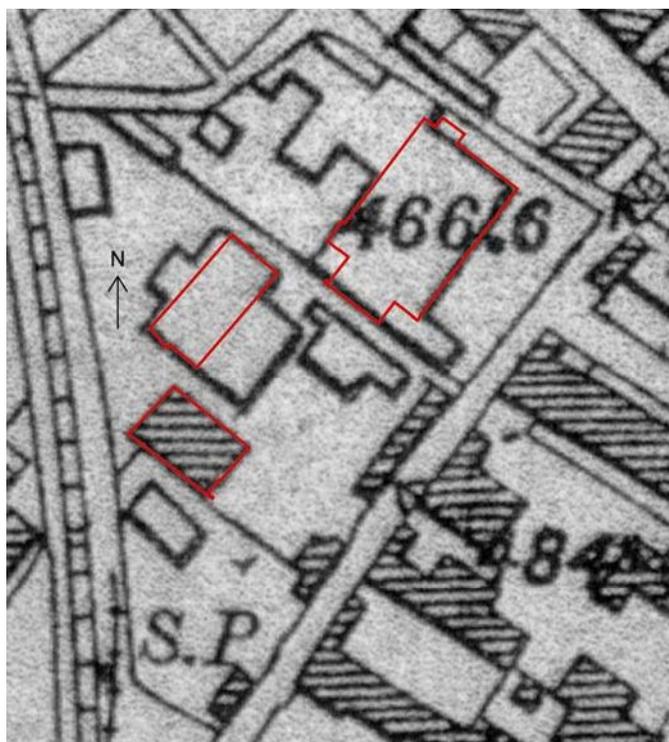


Plate 7: Extract from the Ordnance Survey map of 1938

3.3.9 **Ordnance Survey, 1971:** this edition shows that the building which previously formed the 'Northern Carriage Works' was extended on the north-east side and was being used as a bus depot while the buildings which had formed the saw mill were unchanged (Plate 8). The arrangement of buildings to the north-east of the bus depot had also been changed; there was a small building to the north-east side and another similar sized (possibly open-sided) structure to the south-east of this. The buildings to the west of the bus depot have been removed and replaced by an open-sided structure. The buildings to the south-east end of the site formed 'Engineering Works', which probably also included those buildings directly north of the saw mill.

3.3.10 **Ordnance Survey, 1988:** the arrangement of the buildings is unchanged from the previous edition, although some of the internal divisions are not shown (Plate 9). It is evident that by this date the site entire was being used as a depot, presumably a bus depot.

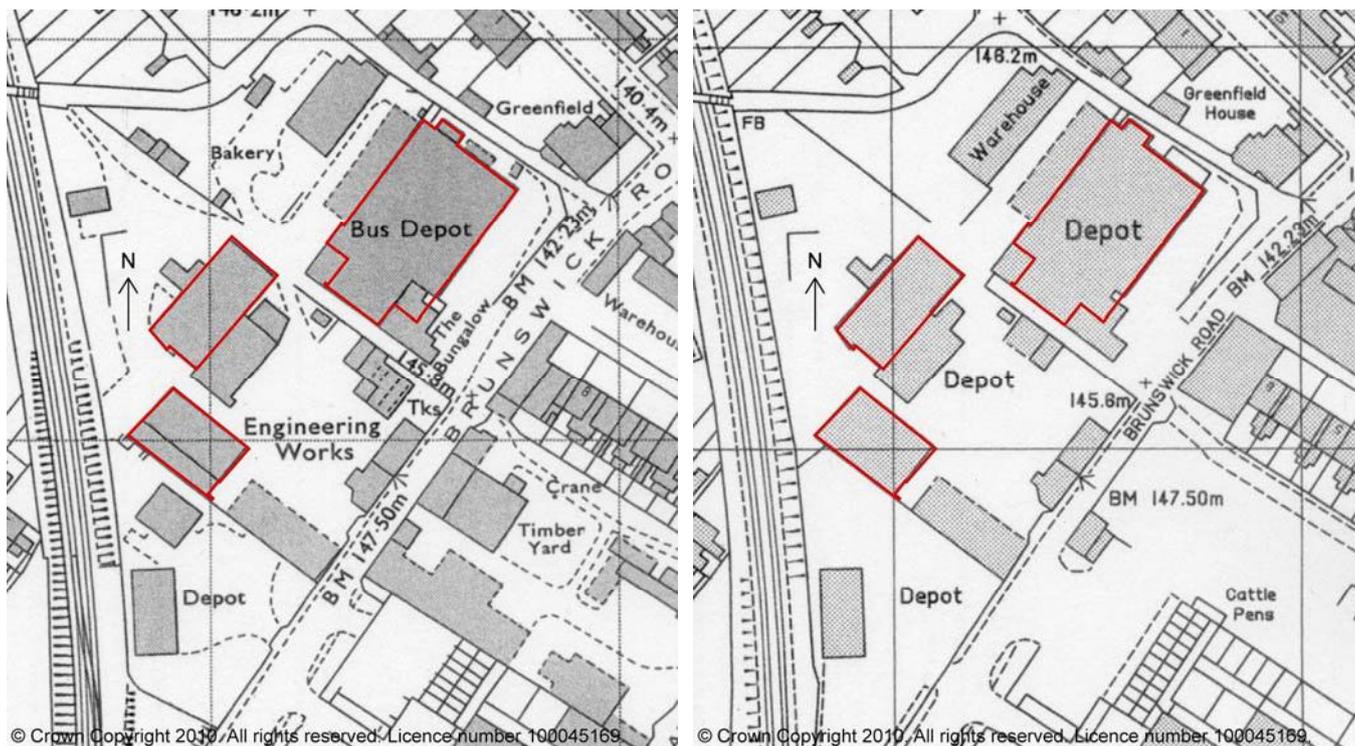


Plate 8 (left): Ordnance Survey, 1971

Plate 9 (right): Ordnance Survey, 1988

3.4 Conclusion

3.4.1 It is apparent that the saw mill was constructed some time between the publication of the Tithe map in 1845 and the surveying of the first Ordnance Survey maps in 1860; therefore within a period of c15 years. It remained much the same for the following 40 years, before being enlarged to the south by 1900, by which time the coach and carriage works had been constructed on the northern part of the site (between 1891 and 1900). These two original buildings saw relatively little alteration between 1900 and 1938, before the site was enlarged in several places with the addition of new buildings and additions to the carriage works. Subsequent to this the mapping indicates that the site saw relatively minimal alteration, although it is apparent that the former saw mill was massively enlarged after 1988.

3.4.2 The clearly quite early date of the saw mill, as shown in the early maps of the site, is in contrast with the available documentary sources, in which it can only be tentatively identified in 1879 and only with any certainty from 1894 onwards. The evidence for the carriage works is more consistent; it is apparent that it existed from at least 1894 and had gone out of use perhaps as early as the beginning of the 1920s.

4. Building Recording

4.1 Arrangement and Fabric

4.1.1 The buildings which formed part of the former retail complex at Brunswick Road were aligned approximately north-east/south-west and faced the main road to the south-east. Three main elements were recorded. The south-west building, which was made up of Rooms 1 to 4, had formerly comprised the saw mill and had most recently been used by Rickerby's as a sales outlet for agricultural machinery. A separate building to the north in the central area, forming a single large room (Room 5), also comprised some structural elements which were of historic interest and possibly relevant to the saw mill, although the map evidence shows that this building was a relatively late addition. The block on the north-east side of the site had originally been the carriage works but was most recently occupied by Bowman's as a carpet and furniture retailer. It comprised a total of three main rooms with associated elements. None of the buildings were in use at the time of the survey.

4.1.2 **Bowman's**: this formed a large block orientated approximately north-east/south-west on the north-west end of the site, comprising two large rooms on the ground floor, which were occupied formerly by a sales room, and a small modern office to the north-east side and a toilet block to the south-west side. A large centrally situated room on the south-west side of this block of buildings had recently been used as a garage. There was further office space and a storage area divided over two floors to the south-east side of the garage but this was not recorded in detail as it was evidently quite modern (see *Section 1.1.1*). The main walls were constructed with randomly coursed sandstone blocks, with later additions in brick. The roof was finished with corrugated concrete sheets and internally it had concrete floors and modern stud partition walls. The roof trusses at the south-west end were sawn timber while the remainder of the roof was supported by steel girder trusses (although these could not be accessed).

4.1.3 **Rickerby's**: the saw mill formed the south-west corner of a block of buildings which was orientated north-west/south-east at the south-west end of the site and which had most recently been occupied by Rickerby's. The section of Rickerby's which occupied the footing of the saw mill was subdivided internally into four rooms, with a modern addition to the north-east. The original sections were sandstone, with rough blocks in rough courses, and modern brick and concrete blocks were used elsewhere. There was a concrete floor internally and the original sawn timber trusses supported the roof. The roof was grey slate on the north-east half, with ceramic bonnet ridge tiles and some timber cladding externally, and corrugated concrete sheeting was used on the south-west (and slightly lower) section.

4.2 External Detail

4.2.1 **Bowman's – north-east elevation**: the north-east elevation was constructed from irregular courses of exposed and rough cut sandstone blocks with an orange to buff coloured cement and red brick was used for blocking and for some areas of rebuild. There was a concrete skim over the lower section of the wall, to a height of 1.06m, which covered several small blocked vents which were visible only on the inside of the building. There were neatly dressed sandstone quoins at the south-east corner and plastic rainwater goods (Plate 10). There was clear rebuild around a fire door, below a concrete lintel, which had been inserted, and which was accessed by a low concrete step (Plate 11). There was a doorway to the north-west of this, which was blocked with sandstone but which had a machine-made red brick surround. There was a roughcast rendered outshut attached to the north-west end of the elevation, which had three purlins visible in the south-east side, with a corrugated sheet roof with skylights and plastic rainwater goods. There were quoins to the north-west end of the elevation, which were the same as the ones at the south-east corner of the building. There was a modern lean-to with a canopy cover to the north-west of the main building constructed from round metal beams supports and I-beam trusses, which currently housed various vehicles including a forklift truck. This had a corrugated sheet roof, the same as the main building.



Plate 10 (left): South-east end of the north-east elevation

Plate 11 (right): North-west end of the north-east elevation

4.2.2 **Bowman's – south-east elevation:** the south-east elevation was the main entrance to the building and fronted onto a car park to the north-west of Brunswick Road (Plate 12). The elevation was largely smooth-rendered and painted white, with corrugated sheet roofing and plastic rainwater goods. This side of the building was dominated by two large expanses of windows between slightly jutting out 'columns', which were smooth-rendered and painted white. The north-east corner had neatly dressed sandstone quoins (the same as the north-east elevation) and the wall was roughcast rendered to the first column at the north-east end of the elevation. The large set of windows to the north-east housed nine curve-headed windows along the base of the elevation, with decorated timber surrounds and panelling below, above which were three larger windows. The timber surrounds were painted a dark bluish-green and were not opening. The set of windows to the south-west were similar in style and arrangement except that the central three panes had been replaced with similar curve-headed lights to form splayed jambs, one either side of a central double door. The doors also had a curved head, with a single light above and a timber panel below, and were accessed via a small tiled step. There was a large 'BOWMANS' sign above the top set of three lights, centred above the door. The large columns either side of the large windows were smooth rendered with concrete and each had a slight decorative plinth near the top. There was another large 'BOWMANS' sign on the wall to the south-west side of these windows. There was an area of roughcast render where the sign was located, below the level of the plinth near the top of the columns, which continued some distance to the south-west. The remaining part of the elevation to the south-west was smooth-rendered and painted white, although some sections of the paint were peeling off to reveal the concrete render underneath. Towards the south-west end of the elevation there was a four-light window with a timber frame and a painted over lintel. The end two panes were hinge-opening to the outside edge. A similar set of windows was located directly above this one on the first floor. The elevation was stepped back behind the column at the south-west end and appeared to butt against a building which had recently been used as a garage. There was a large rolling metal door to the south-west side of the gable end, below a heavy concrete lintel. The gable end of the garage formed a continuation of the main elevation and was also smooth-rendered and painted white.



Plate 12: South-east elevation of Bowman's

4.2.3 **Bowman's – south-west elevation:** the central section of the elevation is stepped out to the south-west by a structure which had recently been used as a garage, which was smooth-rendered and painted white and had a slate roof (Plate 13). The south-east end of the elevation was a continuation of the smooth-rendered and white-painted façade of the south-east elevation, culminating in one of the columns at the south-east corner, and had plastic rainwater goods. There was one three-light window on both the first and second floor in this section, which were similar to those on the south-east elevation (see Section 4.2.2) with the outside two lights hinge-opening. To the north-west of these windows on the ground floor there was a plain door with timber surrounds below an electric light and with a letterbox. Towards the south-east end of the jutting garage wall there was a set of two six-light sliding sash windows with timber surrounds and a timber frame (Plate 14). To the north-west of this there was a plain timber door with a wood frame at ground floor level, above which was a 12-light metal casement window with four rows of three-lights (the upper six lights possibly once slid down to open). There were two more sets of two six-light timber framed sliding sash windows to the north-west on the first floor level. There was a lean-to against the north-west side of the return wall of the garage (Plate 15). The lean-to was smooth-rendered and painted white with a plain fire door and slight return in the wall. The lean-to had a slate roof and plastic rainwater goods and partially obscured the sandstone block and red brick 'quoins' of the structure to the north-east. The far north-west end of the elevation comprised a canopied area, which was supported by several I-beam trusses atop round metal columns (Plate 16). The side of the canopied area was enclosed by large timber boards (Plate 15).



Plate 13 (left): Garage against the south-west side of Bowman's

Plate 14 (right): South-west side of the garage

4.2.4 Bowman's – north-west elevation: the south-west end of this elevation formed the back end of the garage which had a sliding door opposite a similar one on the south-east elevation (Plate 15; see Section 4.2.2). This side of the garage was also smooth-rendered and painted white and had a blocked window with a timber frame below the apex of the gable. There was one purlin visible in the elevation. The lower part of the gable of the garage was obscured by a lean-to against the garage to the north-east. The orange sandstone construction of the lean-to was exposed on this side, below a large machine-cut timber beam. The three gable ends of the Bowman's, Room 2 and 3 were visible at the back of the canopied area and above the sloping roof of the canopy (Plate 16). The gable ends were of a red brick construction, with an English garden wall bond (at four to one). The canopy was corrugated sheet metal above iron I-beams and round metal column supports. It was mainly open but there was a closed timber-boarded area to the south-west with a plain single and plain double door with strap hinges. The lower section of the gable end was concrete (possibly rendered?). The north-east corner was quoined to the north-east with neat sandstone blocks and butted by the boundary wall.



Plate 15 (above): South-east end of the north-west elevation



Plate 16 (above): North-east end of the north-west elevation

4.2.5 Rickerby's – south-east elevation: a stub of the south-west wall extended to the south-east along the boundary wall at the end of this elevation and indicates that the external wall of what was the saw mill originally extended further in this direction. This wall stub was mostly sandstone blocks but incorporated some yellow firebrick and the sloping top to the south-east was finished with concrete (Plate 17). The stub wall was extended by a lower level concrete wall to the south-east (Plate 18). The

gable at the south-west end of the elevation was modern brick and there was a large seven-light window to the north-east end of the elevation.



Plate 17 (left): South-west end of the south-east elevation

Plate 18 (right): Stub of the south-west wall of the saw mill and boundary wall showing rebuilt section

4.2.6 *Rickerby's – south-west elevation*: there was an iron down pipe attached and the remains of a concrete skim from a former outshut at the north-west end of the south-west elevation (Plate 19). There was a barge board attached at the top of this elevation with plastic rainwater goods attached. The elevation was constructed from neatly dressed sandstone blocks and was plain (Plate 20), although the stub at the south-east end had been rebuilt (see Plate 18).



Plate 19 (left): North-west end of the south-west elevation of the saw mill

Plate 20 (right): South-east end of the south-west elevation of the saw mill

4.2.7 *Rickerby's – north-west elevation*: the north-west elevation formed two gable ends, the north-east one being slightly taller and having a slate roof whereas corrugated sheets were used on the roof of the south-west section (Plate 21). There was a slight return at the north-east end of the elevation where there was a window blocked with modern bricks. The wall of a modern building butted against this part of the building to the north-east. The window had a sandstone sill and had dressed quoins and the lintel was covered by modern plywood that extended round the corner. The top part of the north-east gable

was covered by timber tongue and groove planks, below which was a large original door, with quoined jambs. The lintel was obscured and part blocked with modern red brick and incorporated a sliding doorway. The north-east jamb was slightly projecting. The south-west gable was all stone built and had a large doorway with an iron I-beam lintel and large quoins on the north-east side (which formed the original end of the building) and smaller quoins to the south-west. This end was a later extension. There was a piece of timber bolted to the wall here, but its function was uncertain, and there was evidence of a blocked window above that. Only the south-west side was visible and the lintel, but the north-east side was not apparent. There was some rebuild and re-pointing along the roof line. There were quoins at the south-west corner of the building and concrete scars from a formerly attached outshut, the footings of which were still visible.



Plate 21: North-west elevation of the saw mill

4.3 Internal Detail

4.3.1 **Bowman's, Room 1:** this room had clearly recently been used as a garage but was now derelict. The room was open to the roof and had three elaborate trusses, each comprising a tie-beam and principals with a king post truss and a pair of angled braces (Plate 22). There were additional braces below the tie-beam which were attached to the principals. The principals extended beyond the end of the tie-beams and sat atop scrolled corbels in the north-east and south-west walls. These also had tie rods, which were fixed between the base of the king post and the corbel ends. The ceiling above the trusses was formed by tongue and groove boards. There were large skylights extending the full length of the room on both sides. All the walls were exposed painted stone. There were two filled in inspection pits in the concrete floor which were aligned north-east/south-west and corresponded to the two large doors which dominated the north-east elevation (Plate 23). The two large doorways were probably inserted or at least enlarged as the south-east one was cut through a doorway on either side and the south-west doorway had brick re-build in the jambs. The doorways had sliding doors of a large plank and batten construction with eight lights over the south-east door but the space above the north-west door was boarded up, the top rail marked with an 'H' insignia. The former doorway which was cut through to the south-east had a bull-nosed brick jamb and what was probably a timber lintel and the one to the north-west had rougher jambs and a sawn timber lintel. There was a further line of bull-nosed brick jambs to the south-east of the north-west door. The south-east elevation was stone built with some timber levelling courses in the centre and was perhaps re-built on the north-east side and had an inserted ground floor doorway and window to the north-east of its centre (Plate 24). Brick was used in the jambs and sawn timber was used for lintels. The window still had a four-light sash and moulded surround, but was bricked up on the other side. The door was raised from floor level and had a concrete step and had been partially blocked to leave a single-light window. There was a hole cut in the wall to the south-west for a gas valve. The south-west end of the elevation had been substantially re-built to accommodate a large roller door, and concrete block had been used around this insertion. There was a blocked window

below the eaves which was mirrored on the north-west elevation. The south-west elevation was built from stone courses with timber levelling and had a row of three first floor level windows (which had possibly been inserted) with bull-nosed brick jambs (Plate 25). The doorway (hidden behind the rolls in Plate 25) had a small concrete step and had a window above it which extended to the top of the wall. Brick was used in the jambs, but not bull-nosed brick. All of the windows had timber lintels. The north-west elevation had a large inserted roller shutter door to the south-west of centre (Plate 22). Concrete blocks were used in the jambs. The build was the same as described above for the south-east elevation with timber levelling, except for the north-east end, which was evidently re-built. There was a high-level single-light window below the apex with a sloping sill, which might have been inserted. The window had brick jambs and there were scars from fixings to the north-east for a water tank or something similar.



Plate 22 (top left): View of the truss, looking north-west in Bowman's, Room 1 – the derelict garage

Plate 23 (top right): North-east elevation of Bowman's, Room 1 – the derelict garage

Plate 24 (bottom left): South-east elevation of Bowman's, Room 1 – the derelict garage

Plate 25 (bottom right): South-west elevation of Bowman's, Room 1 – the derelict garage

4.3.2 Bowman's, Room 2: this room had presumably been used as a showroom when it had been occupied by Bowman's after it had been used as a bus depot in the 1970s (see *Section 3.3.9*). It had a laminate floor with a slight ramp to the large doorway to the south-east side on the south-east elevation and a raised area constructed from concrete blocks in front of the other doorway on this side of the room (Plate 26). There was a desk in the south corner of the room and the whole room had a suspended polystyrene ceiling with iron trusses above, which were visible through gaps in the tiles (Plate 27). The north-east elevation was a modern stud wall with double doors on the north-west and south-east side (Plate 28). The south-east elevation was filled mostly by a large glazed frontage, which comprised eight-

lights, including two which were canted to form an entrance with a double door. There were three larger lights over all of this, and there was a slight step in the wall to the south-east. The south-east side of the south-west elevation had a modern finish and a single door to the rooms beyond (which were not recorded). The rest of the elevation was painted rough stone. There were two large sliding doors to the north-west of this door; the south-west doorway had bull-nosed brick jambs, the one to the north-west had square brick jambs, but both looked original. Between the two sliding doors there was a blocked doorway with a stone lintel, with bull-nosed brick used in the jamb on the south-east side. There was a further bull-nosed jamb to the north-west but this did not correspond to the other side of the doorway as it was in effect the wrong way round. This appeared to correspond to a similar jamb to the north-west. Both of the large doors had iron I-beam lintels and the door handles were labelled 'THE HENDERSON' and '[illegible] BARKING LONDON'. There was a further pedestrian doorway at the north-west end of the elevation, which had a concrete lintel and a c. 1930s door with a moulded rail above and an automatic closing hinge labelled 'THE BRITON PATENT No. 621457747'. The door led through into a block of toilets and stores (see Section 4.3.3 below). The north-west elevation had a stone plinth with two brick pillars, the south-west one extending beyond the plinth (Plate 29). There were downpipes coming into internal drains against this wall. The upper part of the top of the plinth was brick in English garden bond (at 4:1).



Plate 26 (top left): South-west elevation of Bowman's, Room 2 – derelict showroom to the south-west
Plate 27 (top right): South-east elevation of Bowman's, Room 2 – derelict showroom to the south-west
Plate 28 (bottom left): North-east elevation of Bowman's, Room 2 – derelict showroom to the south-west
Plate 29 (bottom right): North-west elevation of Bowman's, Room 2 – derelict showroom to the south-west

4.3.3 **Bowman's, Room 2a:** this area was accessed from through a doorway in the west corner of Bowman's, Room 2 and was subdivided into two toilet blocks and a storage room, which were accessed via a small corridor. The rooms were on the north-west side from a corridor which ran along the south-east. There was a tiled floor throughout and a plaster ceiling, and there was a north-west/south-east beam across the centre. Where the structure was visible it was brick built in a stretcher bond. The door at the south-west end of the corridor led outside. The rooms had a generally modern finish and were unremarkable; the area was of interest because of the roof-space. The south-east wall was stone (visible to the right hand side in Plate 31), and probably original, and the others were brick. The door to the south-west extended much higher and a single half-truss, with an angled brace, supported the roof (Plate 30). There were four purlins. The east corner of the roof was angled and finished with tongue and groove boards (Plate 31).



Plate 30 (left): Angled brace supporting the half-truss above Bowman's, Room 2a – the toilet block

Plate 31 (right): Corner of the roof space above Bowman's, Room 2a – the toilet block

4.3.4 **Bowman's, Room 3:** carpet covered what was probably a concrete floor and there were two lines, possibly of earlier walls, running north-east/south-west across the room. There was a suspended polystyrene tile ceiling below the iron trusses, which were visible through gaps in the tiles. The north-east elevation was exposed painted stonework and some dressed blocks appeared to have been re-used (Plate 32). The doorway to the north-west was possibly original and had a concrete lintel and a sliding door. The runner was marked 'COBURN N^o 1'. There was a blocked doorway to the south-east which had brick in the jambs but no lintel remained (Plate 33). The doorway to the south-east of that was inserted and had projecting concrete surrounds. The south-east elevation had a brick build to the north-east end in English garden bond (in a ratio of 4:1), with an off-centre projecting pillar and a large window to the south-west (Plate 34). There were nine lights in the window and three lights above. The south-west elevation was a modern partition and formed the north-west elevation to Bowman's, Room 2 (Plate 35; see Section 4.3.2). The north-west elevation was also like that for Bowman's, Room 2 and had a stone plinth and a brick top between two columns and a drain.



Plate 32 (top left): North-east elevation of Bowman's, Room 3 – derelict showroom to the north-east

Plate 33 (top right): Blocked doorway in the north-east elevation of Bowman's, Room 3 – derelict showroom to the north-east

Plate 34 (middle left): South-east elevation of Bowman's, Room 3 – derelict showroom to the north-east

Plate 35 (middle right): South-west elevation of Bowman's, Room 3 – derelict showroom to the north-east

Plate 36 (bottom): North-west elevation of Bowman's, Room 3 – derelict showroom to the north-east

4.3.5 **Bowman's, Room 3a:** this room had a typical modern finish and was carpeted. It had a monopitch roof with two skylights and two buttresses against the north-east elevation. There was a door in the south-west elevation.

4.3.6 **Bowman's:** this was entirely modern and so not recorded in detail.

4.3.7 **Rickerby's, Room 1:** this room had a concrete floor and was open to the roof (Plate 37). The roof structure comprised four machine-cut timber trusses, each a very simple tie-beam type, with the principals overlapping, south-west on north-east, with an additional beam between the two central ones on the south-west side, strapped in place with iron rods in the same position on either side (but not at the north-west end). There were three purlins on the north-east side and two much closer together on the south-west side, and a double ridge purlin. There were four skylights in the south-west side, made from clear corrugated sheets. There was a galvanised steel or aluminium gutter on the north-east side, at a junction with the section to the north-east. The north-east elevation had exposed stone in rough courses, which had been whitewashed. The south-east end of the elevation was plain. There was possibly the line of an aperture near the centre and part of a quoined edge (visible to the right on Plate 38). There was nothing corresponding to it to the north-west, but there was a slight plinth beyond it. At ground level there was an opening to the north-west, which was possibly a hearth, with roughly quoined jambs and a timber lintel and a brick-built back in a stretcher bond (Plate 38). There was some evidence for it having been inserted or possibly rebuilt to the north-west of this and there was a smaller blocked aperture above it with a timber lintel below the wall plate, which was the full length of the wall top. The wall plate was jointed in the middle and at the south-east end with small timber brackets for the gutter all the way along. There were two iron straps attached across the wall plate and bolted off centre to the wall. There was a doorway with a heavy machine-cut timber lintel at the north-west end which possibly had the original quoin jambs, but the quoins were smaller and less regular to the north-west side of the aperture (Plate 39). The doorway housed a modern double door, with infill evident at the edges of the aperture, and there was a single light in each door. The north-west elevation was plain except for the doorway on the north-east side which was blocked with concrete blocks to leave an alcove (Plate 37). The doorway had an iron I-beam lintel and there was evidence for another blocked window over this as per the exterior (see Section 4.2.7). A tie rod or water pipe ran above the lintel. The south-west elevation was plain (Plate 40). There was a crack at the north-west end and a row of low-level small holes for vents, which were blocked. The wall top was lowered and the trusses were on blocks. There were some scars for walls or possibly fittings at the south-east end (towards the left-hand side of Plate 40). The south-east elevation was a modern stud partition wall with a double door, with a single light in each (see Plate 45).



Plate 37 (left): General view of Rickerby's, Room 1, looking north-west

Plate 38 (right): Doorway in the north-east elevation



Plate 39 (left): Possible hearth in the north-east elevation



Plate 40 (right): South-west elevation

4.3.8 **Rickerby's, Room 2:** this room was open to the roof, with two trusses which were the same as those in Rickerby's, Room 1, of which this room was effectively a continuation. It had a concrete floor at the same level as Rickerby's, Room 1, which was c. 0.05m lower than Rickerby's, Room 4. There was a pipe along the south-west side of the room, connecting to a gas valve in the south corner. There was a doorway on the north-west side of the north-east elevation which housed modern double doors and had quoins evident in the lower part of the north-west jamb; the top section was rebuilt (Plate 41). The south-east jamb was rebuilt in brick and the timber lintel was formed from the continuous beam / wall plate with boxing below and some infill. The wall plate supported the trusses in this room and the ends of the trusses from Rickerby's, Room 4. There was more timber above with small timber brackets supporting what appeared to be the original lintel. There was a modern aluminium gutter beyond. The rest of the wall was largely plain apart from a blocked window at the south-east end where the quoins were evident but there was no lintel or sill (Plate 42). To the north-west there was a circular section cut in stone with two nails inserted (visible immediately to the right of the scale bar in Plate 41). The south-east elevation was a modern concrete block construction and had metal brackets attached (Plate 43). The south-west elevation was plain apart from a row of low level apertures, all but one of which were blocked (Plate 44). The north-west elevation was a modern partition with a modern double door (Plate 45).



Plate 41 (left): Doorway in the north-east elevation of Rickerby's, Room 2



Plate 42 (right): Blocked window at the south-east end of the north-east elevation



Plate 43 (left): South-east elevation of Rickerby's, Room 2

Plate 44 (right): South-west elevation of Rickerby's, Room 2



Plate 45: North-west elevation of Rickerby's, Room 2

4.3.9 **Rickerby's, Room 3:** there was a manhole cover in the north-west corner of the concrete floor and a boiler in the north corner of the room. There were two tie-beam trusses in the roof, with a collar and queen braces bolted on and additional parallel braces on the north-east side with iron brackets for principals, which just overlapped at the junction, and an additional north-west/south-east beam. There

were three purlins per pitch and a plank ridge purlin. There was a timber beam / wall plate in both the north-east and south-west elevations. The north-east elevation was relatively plain but had two large openings, with stone sills and a lintel formed by the wall plate, essentially taking up the entire wall apart from the column in between (Plate 46). The north-west end lintel projected over the south-east lintel and was slightly chamfered and cut away on the south-east end. The south-east elevation was a modern partition with a central double door. The south-west elevation had some evidence for a butt joint on the south-east side, with bolts for straps above it in extending into Room 1. There was a blocked low-level aperture to the north-west side (Plate 47), with a timber lintel, which had been filled with brick corresponding to the 'hearth' in Room 1 (see *Section 4.3.7*). There was a slight return at the north-west end before the doorway, which had a machine-cut lintel and a modern door. The wall did not extend to the roof and the tie-beams sat atop the wall plate. The north-west elevation was stone on the south-west side, with quoined jambs for the door (Plate 48). The doorway housed a large sliding plank and batten door that incorporated a smaller pedestrian door as well. There was a block work wall beyond the door to the quoined return of the original wall. A timber construction formed the upper part of the wall, which was effectively another truss with modern timber coverings attached and incorporating a pair of 24-light windows with iron frames.



Plate 46 (top left): North-east elevation of Rickerby's, Room 3

Plate 47 (top right): South-west elevation of Rickerby's, Room 3

Plate 48 (bottom): North-west elevation of Rickerby's, Room 3

4.3.10 Rickerby's, Room 4: the concrete floor of this room had been painted and the room had a suspended polystyrene tile ceiling. Some of the original trusses projected through this suspended tile

roof but the roof structure was inaccessible; it was presumably the same as those in Rickerby's, Room 3, although without the additional queen braces on the north-east side. All the tie-beams had extensive Baltic timber marks, mostly on the north-west face. The walls were all modern and had a plaster and paint finish. The north-east elevation was plain and had some modern electrical fittings (Plate 49). The central doorway had an access ramp with flanking walls and metal hand rails. The original timber lintel was covered by boxing. The south-east elevation had a large seven-light modern window with a timber lintel (Plate 50). The lintel was in two pieces which had been strapped together with iron plates and perhaps were re-used pieces of a truss. The wall was slightly angled below this on the south-west side. The south-west elevation was plain apart from the doorway in the centre, which had a recessed modern panel infill and a modern double door (Plate 51). The north-west elevation had some electrical fittings and a central double door (Plate 52).



Plate 49 (top left): North-east elevation of Rickerby's, Room 4

Plate 50 (top right): South-east elevation of Rickerby's, Room 4

Plate 51 (bottom left): South-west elevation of Rickerby's, Room 4

Plate 52 (bottom right): North-west elevation of Rickerby's, Room 4

4.3.11 **Rickerby's, Room 5:** this part of the site contained early structural elements that perhaps related to the original form of the saw mill. It was located between Rickerby's to the south and what was Bowman's to the north and appeared to have been used as a vehicle workshop most recently. It had a concrete floor with a raised section on the south-east side with steps to the rooms beyond (Plate 53). The room was open to the roof which was structured with 10 trusses, each with angled braces resting on an angled block, with the rod running between the block and the plate which fixed the ends of the principals to form a king post (Plate 54). The ends of the tie-beam were fixed to upright I-beams and

additional tie rods were used below the braces. The girders were marked 'DORMAN LONG & Co MIDDLESBOROUGH ENGLAND'. Additional timbers extended the space to the north-west on smaller girders. All of the walls were formed by a low wall of concrete blocks built between upright girders and the upper part was finished with corrugated sheets. There were large roller doors in the south-west elevation and a sliding timber plank and batten in the north-east side. There were small 'rooms' formed by stud partitions to the north-west and timber stud extensions to this side through two doorways. There were windows in the north-east end of the south-east elevation and three pedestrian doorways to the south-west. There was a large wooden bench with three heavy drawers in the east corner of the room against the south-east elevation, with an iron superstructure which was fixed to the girder in the wall (Plate 55).



Plate 53 (top left): General view of Rickerby's, Room 5

Plate 54 (top right): Truss in Rickerby's, Room 5

Plate 55 (bottom): Large bench against the south-east elevation of Rickerby's, Room 5

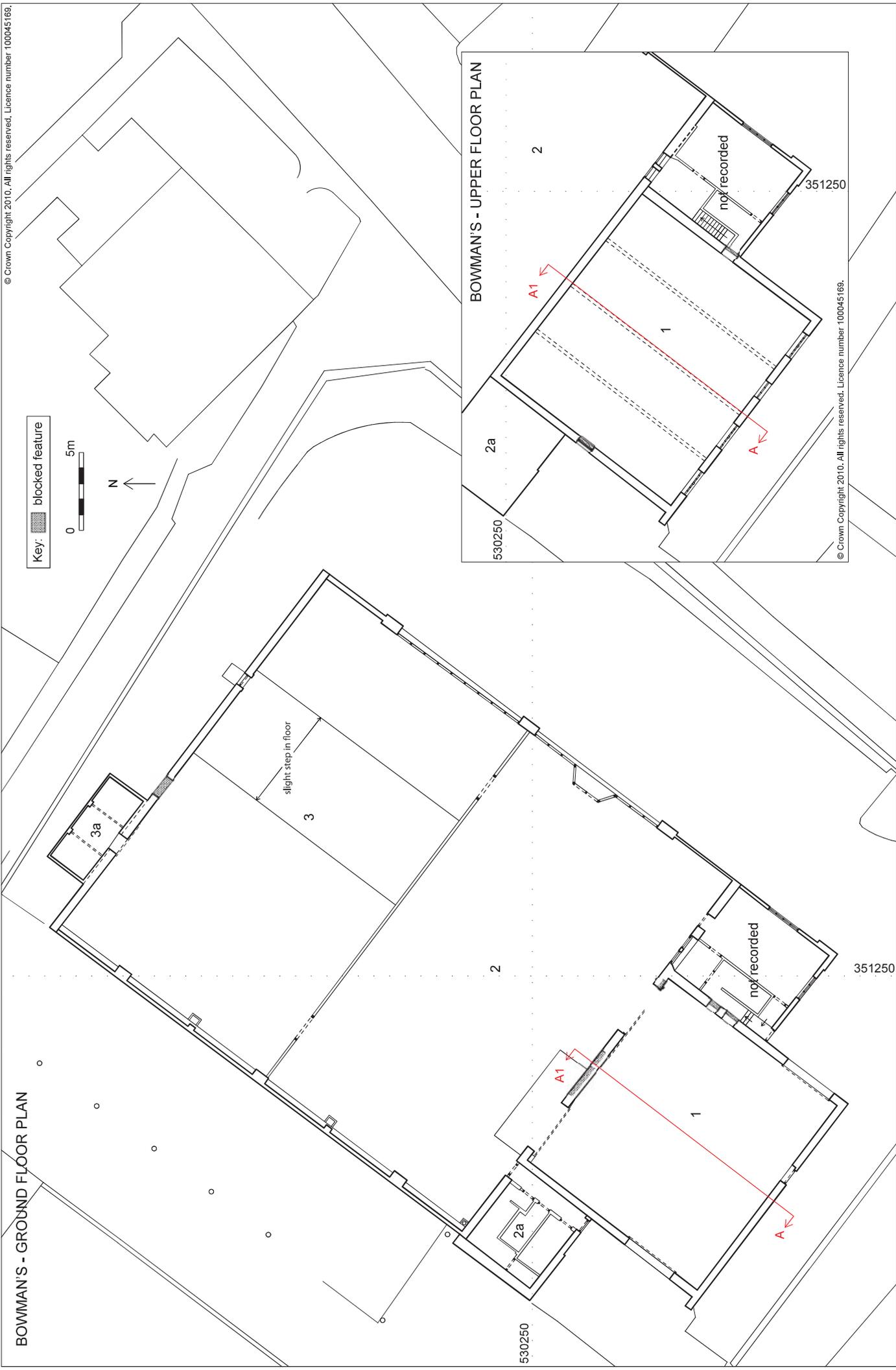


Figure 2: Ground floor and upper floor plan of Bowman's

RICKERBY'S - GROUND FLOOR PLAN

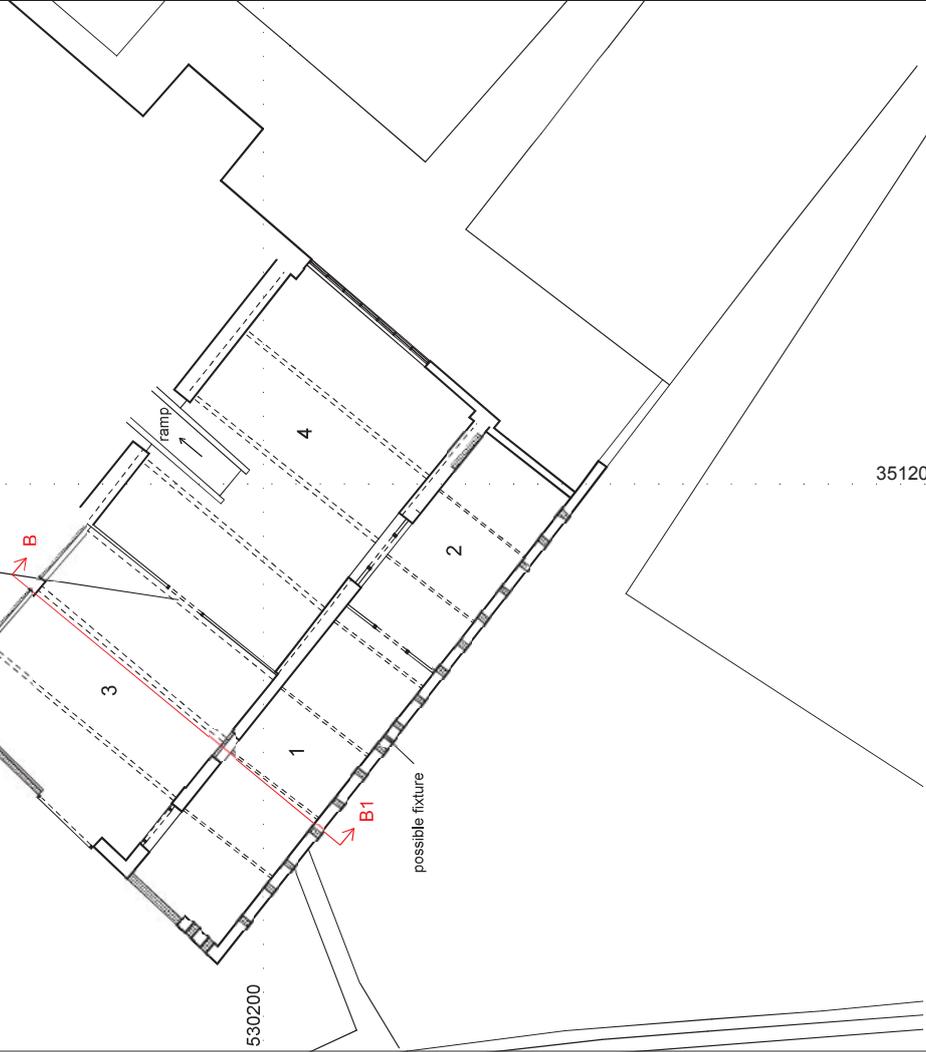
Key: blocked feature

0 5m

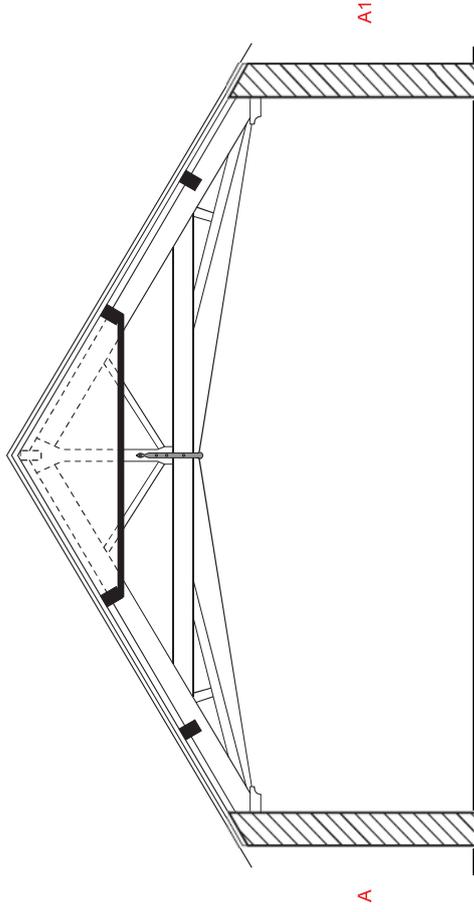


area not surveyed

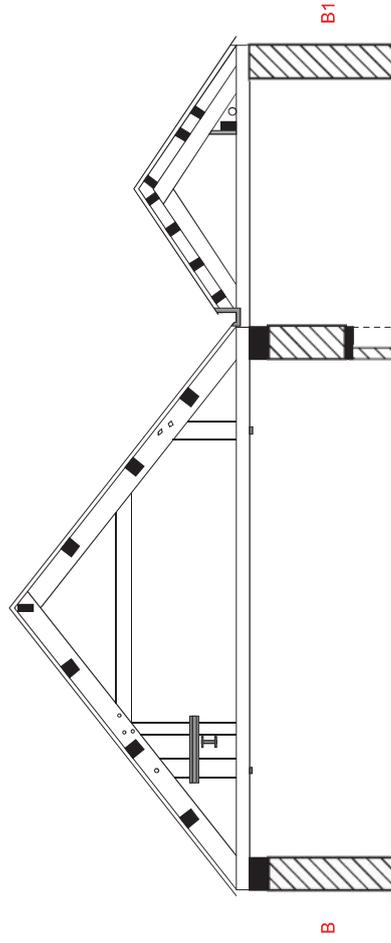
wall gable possibly above beam?



SOUTH-EAST FACING SECTION A-A1 THROUGH BOWMAN'S, ROOM 1



NORTH-WEST FACING SECTION B-B1 THROUGH RICKERBY'S, ROOMS 1 AND 3



0 5m

Key: iron cross-sectional timber cross-sectional wall

Figure 3: Ground floor plan of Rickerby's and cross-sections through Bowman's and Rickerby's

5. Discussion

5.1 Phasing

5.1.1 **Phase 1 – pre-1860:** the saw mill is shown on the Ordnance Survey maps of 1861 and 1867 (surveyed in 1860) and at that time the structure incorporated Rickerby's, Room 3 and most of Rickerby's, Room 4. The larger extension shown to the south-west side of the mill in 1861 (Plate 3) may have housed an engine house, and it is possible that the low-level aperture, which was apparent in the wall shared by Rickerby's Room 1 and Room 3 (see *Section 4.3.6*), related to this. It is apparent from the early maps that the northern part of the site, now occupied by the Bowman's building, was essentially empty at this point.

5.1.2 **Phase 2 – 1891 to 1900:** the saw mill was extended between 1891 and 1900, by which time it occupied the full footprint of Rickerby's, Rooms 1 to 4. The south-west external wall of the old saw mill became the dividing wall between Rickerby's, Rooms 3 and 4, to the north-east, and 1 and 2, to the south-west. The newly constructed south-west wall appeared to have been a single build. During the same period the carriage works on the north side of the site (Bowman's) was constructed, although by 1900 this formed a large and evidently well developed complex of buildings with extensions to the north-west and south-east. It is clear that only a small part of the remaining fabric relates to this, however, comprising Room 1 and the north-west wall of Room 2 and Room 3, although this has been essentially rebuilt. Room 2a evidently existed by the time the Ordnance Survey map of 1900 was produced, but is clearly slightly later than the rest of the building as it butts against it.

5.1.3 **Phase 3 – 1925 to 1938:** the Ordnance Survey maps show that there were relatively few alterations to the site between 1900 and 1925, although a small extension to the south-east end of the saw mill was removed, leaving the stub of the south-west elevation which was incorporated into the boundary wall (see *Section 4.2.5*). The north-east end of the carriage works was also evidently foreshortened between 1900 and 1925. By 1938 the carriage works was massively altered to form a bus depot, and it is this period that essentially gives it its present form. The south-east elevation with its façade was created by taking down the original wall and moving it to the south-east and it is likely that the roof structure was rebuilt at this time leaving the current steel framed construction. The building to the north of Rickerby's (Room 5) was evidently constructed during this period; the steel girders marked 'Dorman Long & Co' cannot provide an accurate date as this company operated from the 19th into the 20th century although they became major steel manufacturers in the 1920 (Frey 1929). The king post trusses may have been re-used from the carriage works to the north.

5.1.4 **Phase 4 – 1938 to present:** many of the buildings that were attached to the north-west side of the carriage works were removed between 1938 and 1971, as was the building to the north-east side, which was replaced with a small office (Rickerby's, Room 3a). The carriage works was also extended to the south-east at this time and used as a bus depot during this phase. It is possible that the slight steps in the floor relate to the location of earlier divisions of this building or the original position of the south-east external elevation. The saw mill became an engineering works and is later described as a 'depot'. Rickerby's, Room 5 was constructed at this time. Various other internal divisions of what were the saw mill and the carriage works were probably also made during this phase. Many of the interior walls of what was the saw mill had been boxed or plastered by the time of the current survey, and the south-east elevation in particular had been rebuilt more recently with red brick. The south-west corner of the block of buildings that comprised the bus depot was removed after 1988; the stub of a wall projected beyond the north-west elevation of the garage (Bowman's, Room 1) in this direction, and the external wall of the garage might have originally extended further in this direction. There was some rebuild in this elevation of the garage. The buildings to the south of the carriage works, labelled 'The Bungalow' on the Ordnance Survey of 1971, were also substantially removed after 1988 and replaced with offices.

5.2 Conclusion

5.2.1 It was clear that much of the original fabric of the 19th century saw mill and late 19th century carriage works was incorporated into the present buildings on site, although some elements had been extensively modified or even removed. Several phases of alteration to the saw mill and carriage works

were determined during the course of the desk-based assessment and building survey and it was possible to date many of these phases of alteration quite closely due to the detailed mapping available for the site. However, the lack of suitable directories for the period prior to the 1890s and more detailed documents, in part due to the current closure of the Cumbria Record Office in Carlisle, makes the understanding of the origins of the saw mill difficult to determine.

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Appendix 1: Project Design

BRUNSWICK ROAD, PENRITH, CUMBRIA

Archaeological Building Recording and Watching Brief Project Design



Client: Booths (Penrith) Ltd

Planning Application Refs: 09/0256 and 10/0447

NGR: 351210 530230

September 2010

1. Introduction

1.1 Project Background

1.1.1 Following the submission of a planning application (Refs. 09/0256 and 10/0447) for the construction of new retail units, offices, storage, and associated parking at Brunswick Road, Penrith, Cumbria (NGR 351210 530230), a request was made by Eden District Council that a level 3-type archaeological building recording (English Heritage 2006) of the remains of a former saw mill and railway carriage works of late 19th to early 20th century be carried out prior to any on-site works commencing. In addition, a watching brief was to be carried out on ground works associated with the development following demolition. These conditions were worded as follows:

13) Prior to the carrying out of any construction works the late 19th century/early 20th century structural remains that are incorporated into the existing buildings shall be recorded in accordance with a Level 3 survey as described by English Heritage's document Understanding Historic Buildings - a Guide to Good Recording Practice, 2006 and, following its completion, three copies of that survey report shall be furnished to the local planning authority. Reason - To ensure that a permanent record is made of the buildings of historic interest prior to their demolition as part of the proposed development.

14) An archaeological watching brief shall be undertaken by a qualified archaeologist during the course of the ground works of the proposed development, in accordance with a written scheme of investigation which has been submitted to and approved by the local planning authority. Following its completion three copies of the report shall be furnished to the local planning authority. Reason - To afford reasonable opportunity for an examination to be made to determine the existence of any remains of archaeological interest within the site and the investigation and recording of those remains.

1.1.2 The proposed development site has already been subject to an archaeological desk-based assessment (ASUD 2009), which revealed that it was open fields until the 19th century and during the later part of that century it used utilised first by a saw mill with associated timber yard and latterly by a railway carriage works. There is no evidence for earlier archaeological remains on the site, although the medieval Penrith Castle is situated a short distance to the south-east.

1.2 Greenlane Archaeology

1.2.1 Greenlane Archaeology is a private limited company based in Ulverston, Cumbria, and was established in 2005 (Company No. 05580819). Its directors, Jo Dawson and Daniel Elsworth, have a combined total of over 18 years continuous professional experience working in commercial archaeology, principally in the north of England and Scotland. Greenlane Archaeology is committed to a high standard of work, and abides by the Institute for Archaeologists' (IfA) Code of Conduct. The desk-based assessment and building recording will be carried out according to the Standards and Guidance of the Institute for Archaeologists (IfA 2008a; 2008b).

1.3 Project Staffing

1.3.1 The project will be managed and carried out by **Dan Elsworth (MA (Hons)), Alfa**. Daniel graduated from the University of Edinburgh in 1998 with an honours degree in Archaeology, and began working for the Lancaster University Archaeological Unit, which became Oxford Archaeology North (OA North) in 2001. Daniel ultimately became a project officer, and for over six and a half years worked on excavations and surveys, building investigations, desk-based assessments, and conservation and management plans. These have principally taken place in the North West, and Daniel has a particular interest in the archaeology of the area. He has managed and carried out a number of recent projects in Cumbria and Lancashire including several archaeological building recordings. Recent projects include the recording of farm buildings at Sowerby Lodge (Greenlane Archaeology 2007a) and Sowerby Hall (Greenlane Archaeology 2007b), but also larger buildings and complexes such as a Georgian mansion at Galgate (Greenlane Archaeology 2008), and groups of industrial buildings in Barrow-in-Furness (Greenlane Archaeology 2007c), most recently a group of former railway engineering buildings (Greenlane Archaeology 2010).

2. Objectives

2.1 Rapid Desk-Based Assessment

2.1.1 To examine additional secondary and primary sources in order to further elucidate the form and function of buildings recorded on the site in the previous desk-based assessment and also place the results of the building recording and watching brief in their historic context.

2.2 Building Recording

2.2.1 To undertake a programme of archaeological building recording to a level 3-type standard (English Heritage 2006). This will provide an adequate record of the structures, as well as providing outline information about their development, form, and function.

2.3 Watching Brief

2.3.1 To identify any surviving archaeological remains and to investigate and record any revealed archaeological remains or deposits.

2.4 Report

2.4.1 To produce a report detailing the results of the building recording which will outline the character, form, and development of the historic fabric, and provide a permanent record of the structure.

2.5 Archive

2.5.1 Produce a full archive of the results of the building recording.

3. Methodology

3.1 Rapid Desk-Based Assessment

3.1.1 A rapid examination of easily available sources, particularly maps, relating to the site will be carried out. These will include:

- **Cumbria Record Office (Carlisle):** the majority of original and secondary sources relating to the site are deposited in the Cumbria Record Office in Carlisle, although as this is currently closed during relocation records may need to be accessed elsewhere or may not be available. Of principal importance are early trade directories and original documents that might elucidate the form and function of the buildings being recorded. In addition, any details of the buildings' architect(s), patrons, owners, and occupiers will be acquired where available, and additional information relating to the site will be obtained as necessary to place the results on the project in their local context;
- **Greenlane Archaeology:** a number of copies relevant secondary sources are held by Greenlane Archaeology. These will be consulted in order to provide information about the site and the local history as well as details from comparable buildings.

3.2 Archaeological Building Recording

3.2.1 A programme of archaeological building recording to level 3-type standards is required (English Heritage 2006). This is a medium level of investigation intended to record the form, function, and basic phasing of the buildings with the discussion incorporating the evidence obtained during the desk-based assessment. It will comprise three types of recording for each building:

- **Drawn Record:** plans of all of the principal floors will be produced, indicating alterations to the building and the location of each photographed feature of architectural or historic interest. These are compiled through hand measured survey techniques utilising 'as existing' architect's plans provided by the client's architect. These are then drawn up in an industry standard CAD package to produce the final illustrations. In addition, a plan showing the location of the building in relation to other nearby buildings, structures, and landscape features will also be produced;
- **Written Record:** descriptive records of all of the elements of the building will be made on Greenlane Archaeology standard *pro forma* record sheets. These records will describe the building's plan, form, function, age, and construction materials. They will then be used to provide an account of the development

of the building. In addition, the landscape and historic setting of the building will be described, in particular its relationship with other nearby buildings, field systems, settlements, and other structures;

- **Photographic Record:** photographs in colour print film and colour digital format will be taken. These will cover both general and detailed shots of the external elevations, individual rooms, and circulation areas, but also scaled photographs of specific features of architectural or archaeological interest. In addition, a record of the associated landscape and nearby buildings will also be made. The digital photographs will be used for illustrative purposes within the report, and a written record will be kept of all of the photographs that are taken.

3.3 Watching Brief

3.3.1 Any groundworks under undertaken within the development area shall be monitored, with one archaeologist on site.

3.3.2 The watching brief methodology will be as follows:

- Groundworks such as foundation trenches or trenches for services will be excavated by machine under supervision by staff from Greenlane Archaeology;
- All deposits of archaeological significance will be examined by hand if possible in a stratigraphic manner, using shovels, mattocks, or trowels as appropriate for the scale;
- The position of any features, such as ditches, pits, or walls, will be recorded and where necessary these will be investigated in order to establish their full extent, date, and relationship to any other features. If possible, negative features such as ditches or pits will be examined by sample excavation, typically half of a pit or similar feature and approximately 10% of a linear feature;
- All recording of features will include detailed plans and sections at a scale of 1:20 or 1:10 where practicable or sketches where it is not, and photographs in both colour print and colour digital format;
- All deposits, drawings and photographs will be recorded on Greenlane Archaeology *pro forma* record sheets;
- All finds will be recovered during the watching brief for further assessment as far as is practically and safely possible. Should significant amounts of finds be encountered an appropriate sampling strategy will be devised;
- All faunal remains will also be recovered by hand during the watching brief as far as is practically and safely possible, but where it is considered likely that there is potential for the bones of fish or small mammals to be present appropriate volumes of samples will be taken for sieving;
- Deposits that are considered likely to have preserved environmental remains will be sampled. Bulk samples of between 10 and 40 litres in volume, depending on the size and potential of the deposit, will be collected from stratified undisturbed deposits and will particularly target negative features (gullies, pits and ditches) and occupation deposits such as hearths and floors. An assessment of the environmental potential of the site will be undertaken through the examination of samples of suitable deposits by specialist sub-contractors (see *Section 1.3.4* above), who will examine the potential for further analysis. All samples will be processed using methods appropriate to the preservation conditions and the remains present;
- Any human remains discovered during the watching brief will be left *in situ*, and, if possible, covered. Cumbria CHES will be immediately informed as will the local coroner. Should it be considered necessary to remove the remains this will require a Home Office licence, under Section 25 of the Burial Act of 1857, which will be applied for should the need arise;
- Any objects defined as 'treasure' by the Treasure Act of 1996 (HMSO 1996) will be immediately reported to the local coroner and secured stored off-site, or covered and protected on site if immediate removal is not possible;
- Should any significant archaeological deposits be encountered during the watching brief these will immediately be brought to the attention of the Cumbria CHES so that the need for further work can be confirmed. Any additional work and ensuing costs will be agreed with the client and according to the requirements of the Cumbria CHES, and subject to a variation to this project design.

3.4 Report

3.4.1 The results of the building investigation will be compiled into a report, which will provide a summary and details of any sources consulted. It will include the following sections:

- A front cover including the appropriate national grid reference (NGR);
- A concise non-technical summary of results, including the date the project was undertaken and by whom;
- Acknowledgements;
- Project Background;
- Methodology, including a description of the work undertaken;
- Results, including an historical background describing the development of the site;
- Discussion of the results including phasing information, and a consideration of the development of the building;
- Bibliography;
- Illustrations at appropriate scales including:
 - a site location plan related to the national grid;
 - extracts from historical maps of the site as appropriate;
 - a plan showing the location of the buildings in relation to nearby structures and the local landscape;
 - plans of all of the principal floors of the buildings showing the location of each photographed feature of architectural or archaeological interest;
 - cross-sections through the buildings as appropriate;
 - photographs of the building, features of architectural/historic interest, and the surrounding landscape, accompanied by appropriate descriptions;
 - plan showing areas monitored during the watching brief;
 - plans and sections of any features encountered during the watching brief;
 - photographs of features encountered during the watching brief.

3.4.2 If necessary a separate draft report detailing the results of the building recording will be produced prior to demolition.

3.5 Archive

3.5.1 The archive, comprising the drawn, written, and photographic record of the building, formed during the project, will be stored by Greenlane Archaeology until it is completed. Upon completion it will be deposited with the Cumbria Record Office in Barrow-in-Furness. The archive will be compiled according to the standards and guidelines of the IFA (Brown 2007), and in accordance with English Heritage guidelines (English Heritage 1991). In addition details will be submitted to the Online AccesS to the Index of archaeological investigationS (OASIS) scheme. This is an internet-based project intended to improve the flow of information between contractors, local authority heritage managers and the general public.

3.5.2 A copy of the report will be supplied to the client, a digital copy will be supplied to the client's agent, and within two months of the completion of fieldwork, three copies will be provided for Cumbria County Council Historic Environment Service. In addition, Greenlane Archaeology Ltd will retain one copy.

4. Work timetable

4.1 Greenlane Archaeology will be available to commence the project on 27th September 2010, or at another date convenient to the client. It is envisaged that the project will comprise tasks in the following order:

- Task 1: rapid desk-based assessment;
- Task 2: on-site building recording including compilation of written, photographic, and drawn record;

- Task 3: production of draft building recording report including illustrations as necessary;
- Task 4: watching brief;
- Task 5: production of final report incorporating results of building recording and watching brief;
- Task 6: feedback, editing, and production of final report;
- Task 7: finalisation and deposition of archive.

5. Other matters

5.1 Access and clearance

5.1.1 Access to the site will be organised through co-ordination with the client and/or their agent(s). In addition, the buildings will be cleared by the client in order to allow internal photographs to be taken without obstructions. Greenlane Archaeology reserves the right to increase the price if the buildings have not been cleared at the time of recording, if this results in additional trips to photograph the buildings' interiors once they have been cleared. Similarly, the client will ensure that the exterior of the buildings is free from obstruction as far as is practicable to allow photography and recording to take place. Greenlane Archaeology reserves the right to increase the price if the exterior of the buildings is obstructed at the time of recording if this results in additional trips to photograph the buildings' exterior once it has been made fully visible.

5.2 Health and Safety

5.3.1 Greenlane Archaeology carries out risk assessments for all of its projects and abides by its internal health and safety policy and relevant legislation. Health and safety is always the foremost consideration in any decision-making process.

5.3 Insurance

5.3.1 Greenlane Archaeology has professional indemnity insurance to the value of £500,000, employer's liability to the value of £10,000,000 and public liability to the value of £5,000,000. Details of this can be supplied if requested.

5.4 Environmental and Ethical Policy

5.4.1 Greenlane Archaeology has a strong commitment to environmentally and ethically sound working practices. Its office is supplied with 100% renewable energy by Good Energy, uses ethical telephone and internet services supplied by the Phone Co-op, has floors finished with recycled vinyl tiles, and is even decorated with organic paint. In addition, the company uses the services of The Co-operative Bank for ethical banking, Naturesave for environmentally-conscious insurance, and utilises public transport wherever possible. Greenlane Archaeology is also committed to using local businesses for services and materials, thus benefiting the local economy, reducing unnecessary transportation, and improving the sustainability of small and rural businesses.

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