

**MARYPORT GOLF
COURSE TO BLUE DIAL
FARM,
MARYPORT,
CUMBRIA**



**ARCHAEOLOGICAL SURVEY
CP10134
10/04/2012**



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Quality Assurance

This report covers works as outlined in the brief for the above-named project as issued by the relevant authority, and as outlined in the agreed programme of works. Any deviation to the programme of works has been agreed by all parties. The works have been carried out according to the guidelines set out in the Institute for Archaeologists (IfA) Standards, Policy Statements and Codes of Conduct. The report has been prepared in keeping with the guidance set out by WA Archaeology Ltd on the preparation of reports.

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CONTENTS

SUMMARY	5
ACKNOWLEDGEMENTS	7
1 INTRODUCTION	8
2 METHODOLOGY	9
2.1 Introduction	9
2.2 Desk-Based Assessment	9
2.3 Archaeological Walkover Survey	10
2.4 The Archive	11
3 BACKGROUND	12
3.1 Location and Geological Context	12
3.2 Historical Background	12
4 WALKOVER SURVEY	16
4.1 Introduction	16
4.2 Results	16
5 CONCLUSIONS AND RECOMMENDATIONS	20
5.1 Archaeological Potential	20
5.2 Recommendations	21
6 BIBLIOGRAPHY	23
APPENDIX 1: GAZETTEER OF SITES	24
APPENDIX 2: FIGURES	28

ILLUSTRATIONS

FIGURES (APPENDIX 2)

FIGURE 1: SITE LOCATION

FIGURE 2: LOCATION OF SURVEY AREA

FIGURE 3: LOCATION OF HER AND SURVEYED SITES

SUMMARY

In March 2012, Wardell Armstrong Archaeology Ltd was commissioned by Cumbria County Council to undertake an archaeological desk-based assessment and walkover survey between Maryport Golf Course and Blue Dial Farm, Cumbria. The walkover survey follows an earlier survey undertaken by the company in 2011 (trading as NP Archaeology) in support of a planning application for the creation of a seven kilometre cycleway between Maryport Golf Course and Allonby (Strickland 2011).

The course of the proposed cycleway runs through a section of the Roman Cumberland coastal defensive system that was constructed at the time of Hadrian's Wall and forms part of the Hadrian's Wall World Heritage Site. Roman milefortlets, towers and forts are located within the immediate vicinity of the proposed route. A Roman road is thought to run along the present course of the B5300, also within the immediate vicinity of the proposed cycleway. These archaeological remains are legally protected as Scheduled Monuments.

As a result of this archaeological potential, and in accordance with guidance given in Planning Policy Statement 5 (Planning for the Historic Environment), Cumbria County Council Historic Environment Service recommended that an archaeological walkover survey be carried out in order to locate and confirm recorded sites. An archaeological desk-based assessment was also recommended in order to inform the walkover survey.

The desk-based assessment and walkover survey were completed in March 2011, and demonstrated that the area of land between Maryport Golf Course and Allonby was a landscape of Roman military activity that included the Maryport Roman road as well as inscribed stones of Roman date and pottery that were in the immediate vicinity of the proposed cycleway route. Also within the immediate vicinity to the proposed cycleway, adjacent to the B5300, were seven Roman milefortlets and towers, and the post-medieval Crosscanonby Saltpans that were in operation from 1684-1790. This site is thought to be a direct boiling works and may be one of the best preserved direct-boiling sites in England.

Due to vegetation cover between Maryport Golf Course and Blue Dial Farm, on the eastern side of the B5300, identification of any unknown archaeological features in this area was impossible, and it was recommended that when this vegetation was cleared a quick assessment of this area should be undertaken in order to determine if any earthworks/features were being obscured by the thick grass and gorse. The vegetation was cleared early in 2012, and this report covers the revisiting of the site and the results of that visit. Few additional features were identified, though earthworks relating to pits of unknown function were noted, and exposed stonework was also identified, which may be impacted on by the cycleway. A pre-intervention trial trench evaluation may be required to assess these earthworks, prior to commencement of construction.

Depending on the final construction methodology for the proposed cycleway an archaeological watching brief may also need to be undertaken in the area of the Roman road as well as in areas of dense Roman finds/features.

The archaeological walkover survey found that the Roman milefortlets and towers would not be impacted upon by the construction of the proposed cycleway.

ACKNOWLEDGEMENTS

WA Archaeology Ltd would like to thank Nigel Butcher and Yvonne Heath of Cumbria County Council for commissioning the project, and for all assistance throughout the work. Jo Mackintosh, Historic Environment Records Officer with Cumbria County Council and staff at the Whitehaven and Kendal Record Offices are also thanked for all their assistance.

The (2011) desk-based assessment was undertaken by Jocelyn Strickland, and was reassessed by Matthew Town for this report. The archaeological walkover survey was carried out by Ben Moore. The report was written by Ben Moore and Matthew Town, and the drawings were produced by Matthew Town. The project was managed by Matthew Town, Project Manager for WA Archaeology Ltd. The report was edited by Martin Railton, Project Manager for WA Archaeology Ltd.

1 INTRODUCTION

- 1.1 In March 2012, WA Archaeology Limited was commissioned by Cumbria County Council to undertake an archaeological desk-based assessment and walkover survey between Maryport Golf Course and Blue Dial Farm, Cumbria. The walkover survey follows an earlier survey undertaken by the company in 2011 (trading as NP Archaeology Ltd) in support of a planning application for the creation of a seven kilometre cycleway between Maryport Golf Course and Allonby (Strickland 2011), which was undertaken in response to an outline brief provided by the County Historic Environment Service and Transport Policy Team.
- 1.2 The original project in 2011 comprised two distinct phases of investigation; a search of both published and unpublished records and an archaeological walkover survey. A search was made of records held by the Cumbria County Council Historic Environment Record (HER) housed at Kendal, and the Whitehaven and Kendal Record Offices holding local historical information. The aims of the walkover survey was to identify any previously unrecorded surface archaeological features and to make an assessment of the condition of individual historic features. Due to vegetation cover between Maryport Golf Course and Blue Dial Farm, on the eastern side of the B5300, identification of any unknown archaeological features in this area was impossible, and it was recommended that when this vegetation was cleared a quick assessment of this area should be undertaken in order to determine if any earthworks/features were being obscured by the thick grass and gorse.
- 1.3 The vegetation was cleared early in 2012, and the principal objective of this project was a reassessment of the area obscured by the vegetation in order to identify and characterise any archaeological constraints to the construction of the cycleway. This report sets out the results of the work in the form of a short document outlining the findings, followed by a statement of the archaeological potential of the area.

2 METHODOLOGY

2.1 INTRODUCTION

2.1.1 WA Archaeology Ltd was commissioned by the client to undertake a desk-based assessment and an archaeological walkover survey, of land between Maryport Golf Course and Blue Dial Farm, Cumbria. All work undertaken was consistent with the relevant standards and procedures of the Institute for Archaeologists, as set out in *Standard and Guidance for Archaeological Desk-Based Assessment* (IfA 2008) and generally accepted best practice.

2.2 DESK-BASED ASSESSMENT

2.2.1 Several sources of information were consulted in order to achieve a full understanding of the nature of the existing resource regarding the geographical, topographical, archaeological and historical context of the site.

2.2.2 The desk-based assessment included the following:

- the collation and assessment of any relevant information held in the Cumbria County Council Historic Environment Record (HER) at Kendal, in order to identify important sites and to assess the potential of known sites;
- the consultation of documentary collections including trade directories, miscellaneous records and histories;
- an assessment of relevant published sources including articles in national, regional and local journals;
- an assessment of relevant unpublished documents including, where appropriate, reports compiled by heritage conservation professionals and student theses;
- collation and assessment of cartographic information relevant to the area in order to identify historical land use, boundaries, trackways and early buildings, and to provide an assessment of potential areas of disturbance to the archaeological resource caused by intrusive features;
- an assessment of the topography of the area through maps to assess the archaeological potential of areas not identified through the Historic Environment Record, and to determine any constraints to archaeological site survival;
- the assessment of all available aerial photographs that show the proposed development area.

2.2.3 The study area consisted of a broad overall history of the area between Maryport and Allonby, with an additional detailed 100m radius centred on the proposed cycleway route, which was studied in more depth. The principal sources of information were the Historic Environment Record (HER), historical maps and secondary sources. The following resources were consulted:

- *Historic Environment Record (HER)*: the HER, a database of archaeological sites within the county (excluding the Lake District National Park) was accessed. This was in order to obtain information on the location of all designated sites and areas of historic interest and any other, non-designated sites within the study area. These included the locations of listed buildings, conservation areas, findspots, and scheduled ancient monuments. A brief record including the grid reference and description was obtained for the various sites within the study area; these are listed in Appendix 1. Aerial photographs of the area are also held within the HER, and these were studied in order to identify the presence or absence of any archaeological remains within or near the study area;
- *Whitehaven Record Office and Local Studies Library and Kendal Record Office*: the archives at Whitehaven and Kendal Record Offices were searched for information on the study area. In particular, the First, Second, Third and Fourth Editions of the Ordnance Survey mapping was checked, and a search made of the local history books and pamphlets held within their collections;
- *Online Sources*: an online search was made of records held by the Archaeology Data Service (ADS), managed by York University, to assess sites within a wider search radius.

2.3 ARCHAEOLOGICAL WALKOVER SURVEY

2.3.1 The objectives of the archaeological walkover survey were to:

- identify and record the nature and extent of any archaeological remains known to exist within the course of the proposed cycleway;
- identify and record any previously unrecorded archaeological features;
- to recommend, in conjunction with Cumbria County Council Historic Environment Service, further archaeological mitigation, if necessary.

2.3.2 The field survey corresponded to an English Heritage Level 1/2 survey (English Heritage 2007). The purpose of the field survey was to provide core information on the location, period, condition and type of archaeological

remains present within the study area. This consisted of the creation of a core monument record, written description, and digital photographic record, supplemented by outline mapping of the location and extent of identified features.

- 2.3.3 The area was subject to a systematic walkover survey, starting at Blue Dial Farm to the north, and working southwards. Visibility of features was generally good. The locations and extent of features were recorded in relation to field boundaries on the field survey forms (on enclosed land), and using a Thales Mobile Mapper Handheld GPS with data recording capability. This equipment provides a position accuracy of less than 5m. An eight figure grid reference was recorded for discrete features using this method.
- 2.3.4 The GPS data was downloaded onto a laptop at the end of each day for initial data processing. Digital photographs were taken of upstanding features using a Nikon D40 SLR camera. Photograph numbers and shot directions were recorded on pro-forma field record sheets.

2.4 THE ARCHIVE

- 2.4.1 A professional archive has been compiled in accordance with the recommendations issued by the Archaeological Archives Forum (Brown 2011). Copies of the report will be sent to the Cumbria County Council HER, where viewing will be made available upon request.
- 2.4.2 WA Archaeology Ltd and Cumbria County Council Historic Environment Service support the **Online Access** to the *Index of Archaeological Investigations* (OASIS) project. This project aims to provide an online index and access to the extensive and expanding body of grey literature created as a result of developer-funded archaeological work. As a result, details of the present study will be made available by WA Archaeology Ltd as part of this national project under the unique identifier **wardella2-122227**.

3 BACKGROUND

3.1 LOCATION AND GEOLOGICAL CONTEXT

- 3.1.1 The proposed cycleway route is located within the remote coastline of the Solway Basin, 43 kilometres south-west of Carlisle. The Solway Basin is framed by the Cumbria High Fells to the south, the hills of the Scottish Borders to the north and the Border Moors and Forests to the north-east (Countryside Commission 1998). The proposed cycleway route would run adjacent to the B5300 located between Maryport to the south and Allonby to the north, on the west coast of Cumbria, extending for a total of 7.8 kilometres (Figures 1 and 2).
- 3.1.2 The section for this study commences on the landward side of the B5300 extending from Maryport Golf Course to Blue Dial Farm near Allonby. This section of the route covers approximate three kilometres (Figure 2).
- 3.1.3 The underlying geology is of mudstones and sandstones of Permo-Triassic age. During this age sheets of ice spread through Scotland and the Lake District carrying vast quantities of rock debris that was deposited as boulder clay.

3.2 HISTORICAL BACKGROUND

- 3.2.1 *Introduction:* a more in depth study of the cycle route has been undertaken previously (Strickland 2011); the following is therefore only intended as a brief summary of historical developments to the study area. The locations of known sites within and immediately around the proposed cycleway route that may be impacted on are depicted on Figure 3, with site numbering following those originally allocated in the earlier desk-based assessment (*ibid*). This is to avoid any confusion between sites when both are referenced together.
- 3.2.2 *Conservation Areas:* aspects of the proposed cycleway route are located within Conservation Areas. These include the area of the proposed cycleway route within Allonby village, from Moss Lane southwards towards West End Farm. The Maryport Roman Road starts within the Maryport Conservation Area, to the south-west of the proposed cycleway route, and terminates just beyond the Roman fort, where it continues up the coast to Swarthy Hill Milefortlet 21 at NGR NY 0672 4002.
- 3.2.3 *History:* probably the earliest identified feature within this section are two undated, but presumably early prehistoric (Mesolithic/Neolithic) flint flakes which were found within an erosion scar in the cliffs adjacent to the golf course (Site 18). To the north-east are the buried remains of an Iron Age

multivallate hillfort located on the summit and south-east slope of Swarthy Hill (SAM No. 27727). This later prehistoric hillfort was identified as a cropmark on aerial photographs that clearly showed much of the hillfort's infilled triple defensive system on all sides, with the exception of the north-west where this was lost to erosion. This area was subject to excavation in 1988-1989 where it was found that the outer and middle ditches measured c.3.0m wide and 0.8m deep, while the inner ditch was found to be more substantial measuring c.5.0m wide and 1.3m deep (Site 1).

- 3.2.4 The route of the proposed cycleway is located within an area of Roman activity that includes numerous Roman milefortlets and towers that were part of Emperor Hadrian's northern limit of the Roman Empire. The milefortlets and towers were largely located along the cliff tops, adjacent to the B5300. The Maryport Roman road (HER No. 12410) led from *Aluana* Roman fort up the coast, and was located along a stretch of the B5300 immediately within the vicinity of the proposed cycleway route. The milefortlets had turf ramparts with timber gates and internal buildings. It was thought that the towers were built of stone but excavations by Barri Jones at Campfield revealed that timber towers preceded the stone towers (Wilson 1997).
- 3.2.5 Within the immediate vicinity of this section of the proposed cycleway are five milefortlets and towers (Sites 2, 6-9) all of which were located on the cliff summit that runs parallel to the B5300. A number of these have been excavated. Swarthy Hill North Tower 20B (Site 2, SAM No. 27716) is located on the shoulder of Swarthy Hill, a short distance north of the summit. Bellhouse undertook limited excavations on this site in 1962 where he found the south wall of this tower to survive two courses high and stand on a foundation of clay and cobbles. A single sherd of Roman cooking pot was also found. This tower was almost square, measuring 6.7m by 6.4m externally. Swarthy Hill Milefortlet (Site 7, SAM No. 27743), located on the cliff top a short distance from Swarthy Hill, was also excavated. This milefortlet was originally discovered in 1968 on aerial photographs that revealed the cropmarks of the ditch on all sides except the west, where the adjacent cliff edge provided sufficient defence. Excavations by Turnbull in 1990-91 revealed that the milefortlets had east and west entrances with an axial road that linked the two and divided the interior. On the south side of the road was evidence for three earth-walled buildings with an oven and hearth in two of the structures. The north side of the road contained a line of five stone-packed postholes that were thought to represent the centerline of a single structure that ran parallel to the road for almost the full width of the fortlet. Other finds included pottery dated to the Hadrianic period, fragments of sandstone boards and ironwork that included nails, hobnails, a

- mattock, two decorative studs and the lid of a small lead box with iron clasps.
- 3.2.6 To the south of Milefortlet 21 was Signal Tower 21B (Site 9, SAM No. 27717) located on the seaward facing slope on the north-west side of a low hill known as Brownrigg. Excavations by Bellhouse (1962) found that the north, east and south walls of the tower still existed. The walls stood on a foundation of clay and cobbles. Similar to Tower 20B, this tower was almost square measuring 6.4m by 6.2m externally. Milefortlet 22 (Site 6, SAM No. 27723) was located on a low cliff towards the northern end of Maryport Golf Course where it is now buried beneath a green and tee. This fortlet was originally discovered in 1962 when rainwater revealed the shallow depression of the milefortlet's infilled defensive ditch. Limited excavations by Bellhouse (1968) found the ditch to exist on all sides except the west. The turf rampart survived well and there was evidence of a flagstone walkway that ran across the top of the rampart. A gravelled road ran between the milefortlet's western side and the cliff edge and gave access to an entrance. Within the interior of the fortlet was an axial gravel-covered road as well as two hearths, pottery that dated to the first half of the 2nd century, a sole of a sandal, two cooking pot covers and a fragmented quernstone. Bellhouse's plan of the site indicated that it measured 57m north-east to south-west across the ditches, by c.44m north-west to south-east including the access road.
- 3.2.7 The final Roman tower within the area of the proposed cycleway route was Tower 22A (Site 12, SAM No. 27718) located on the edge of a fairway at Maryport Golf Course, running parallel to the coast. This tower was found by Bellhouse in the early 1960s when probing revealed a rectangular stony mound in an area that was largely devoid of stone, at a location that was c.485m south-west of the known position of Milefortlet 22. This is a distance relatively consistent between structures that formed the Roman frontier defences along the coast.
- 3.2.8 Potential medieval remains in the area are attested by the presence of salt works known as 'saltpans' (Site 10, SAM No. CU22), indicating the extraction of salt by evaporation of seawater. The first salt works were established by the Abbeyes and Priories founded in the early years of Norman settlement. The pans (or salt cotes) were given as rights to the churches by the Barons along with the rights to dig turf and peat for heating the pans. The earliest reference to the Crosscanonby (Allonby) Saltpans was in 1634 and it is thought that the production of salt ceased on the site in the 1760s.

3.2.9 The present day B5300 was constructed in 1824 and split the site of the saltpans into two halves. On the western side of the road were the kinch, brine pond, boiling house and ash heap. On the eastern side were the cottages, stables, a possible reserve kinch and a domestic water pump. By 1866 the cottages were being used as a public house (allegedly called The Solway Inn); however, the buildings had reverted back into cottages by the time they were auctioned off in 1900. From 1920 onwards this area was a mecca for campers that remained popular after World War II. The cottages were eventually destroyed in the 1970s. Photographs of the extant cottages and post-demolition (1972) are located within the HER.

4 WALKOVER SURVEY

4.1 INTRODUCTION

- 4.1.1 When the original walkover survey was undertaken in March 2011, the route of the proposed cycleway between Maryport Golf Course and Blue Dial Farm to the north was obscured by a dense covering of gorse and other undergrowth. This made it difficult, if not impossible, to determine whether or not the proposed cycleway would impact upon any archaeological features in this area. The previous report (Strickland 2011) has already noted that none of the known monuments currently recorded in the HER would be directly affected.
- 4.1.2 This most recent survey was undertaken on the 14th March 2012 and consisted of a rapid assessment along the route of the proposed cycleway itself between Maryport Golf Course and Blue Dial Farm, to identify any previously unrecognised features revealed after the clearance of vegetation. Due to the ground cover and the nature of the survey, these were for the most part upstanding stone and/or earth features. No finds were identified.

4.2 RESULTS

- 4.2.1 The proposed cycleway crosses the B5300 within the boundaries of Maryport Golf Course, where the road follows the Maryport Roman Road. Tower 22A (Site 12) is situated to the east of the proposed route at this point, but is beneath the golf course itself and would not be impacted. At this point some earthworks were noted along the route of the path but these are slight and irregularly shaped. Continuing north, the proposed cycleway crosses two adjacent findspots (Sites 3 and 4) but no associated features have been revealed during the clearance of vegetation.
- 4.2.2 The proposed cycleway continues north below the steep escarpment upon which Milefortlet 22 (Site 6) sits. This is well above the route which, at this point, crosses an area of modern dumped material including what appears to be asbestos and other building debris. No archaeologically significant deposits were noted.
- 4.2.3 The proposed cycleway continues for around 500m across relatively flat and featureless ground before passing below Tower 21B which is accessible 100m up a curving track to the east. It is situated in arable, fenced off farmland and well away from the proposed cycleway. However, 50m north of the track junction, earthworks are visible on the route of the proposed cycleway (Plate 1). These are very irregular in shape but up to 1m in height. These are likely to be the result of sand quarrying. Another 200m further

north the path crosses an area marked as Crossscanonby Pits (Site 17) and these appear to be a continuation of the earthworks mentioned above.

- 4.2.4 As the proposed cycleway reaches the road junction to Crossscanonby it passes to the west of Signal Tower 21b (Site 8). Large blocks of dressed sandstone were noted protruding from the ground at this point, just south of the junction (Plate 2). There are certainly architectural fragments but their date is impossible to determine without further investigation. It does not look as if they are *in-situ*. Some modern bricks were noted further north and they all seem to be within an area marked by Cumbria County Council as being used for tipping.
- 4.2.5 Moving north, the proposed cycleway passes to the west of the site of Milefortlet 21 (Site 7), the reconstructed remains of which sit on top of a cliff and away from any of the proposed works. Below it, however, and adjacent to the proposed cycleway, are Crossscanonby Saltpans (Site 10) to the west and the associated workers cottages to the east. The saltpan itself is on the other side of the road from the proposed cycleway and will not be impacted by the proposed works. The cottages are in a ruinous state and are separated from the proposed route by the front wall and associated gateways that mark what much have been the front gardens of three or more terraced houses (Plate 3).
- 4.2.6 The proposed cycleway passes below Swarthy Hill Hillfort (Site 1) and Milefortlet 20b, both of which are situated on Swarthy Hill to the east and would not be impacted by the proposed works. The proposed cycleway route continues across flat and featureless ground until it crosses the road opposite Blue Dial Farm, and continues into the area covered thoroughly in the previous survey (Strickland 2011).



Plate 1: Earthworks to the south of Crossscanonby Pits, facing north



Plate 2: Dressed stone blocks identified on the line of the route, facing south



Plate 3: Example of one of the cottage gates, facing east

5 CONCLUSIONS AND RECOMMENDATIONS

5.1 ARCHAEOLOGICAL POTENTIAL

- 5.1.1 As noted in the report on the previous walkover survey and desk-based assessment (Strickland 2011), the study area has few known prehistoric sites apart from the Swarthy Hill Hillfort (Site 1) to the east and no new evidence for other sites was revealed during this most recent survey.
- 5.1.2 The area of the proposed cycleway is located within an area of Roman activity that includes numerous Roman milefortlets and towers, but these are largely located along the cliff tops, adjacent to the B5300, and as such are unlikely to be impacted upon. From the maps available and with possibly inaccurate coordinates, two sherds of Roman pottery were discovered on the route of the cycleway in 1923 (Site 3) but no features have yet been uncovered that may be associated with them. It seems most likely that they had been washed down the hillside from the site of Hadrian's Wall Tower 22A further to the east. Inscribed sandstone slabs (Site 15) were also found during extensions to Maryport Golf Club. Based on the numerous finds along the length of the Roman Road as well as the road itself, and given the proximity of the proposed cycleway to the Roman milefortlets and towers, it is thought that the potential for archaeological deposits dated to the Roman period surviving sub-surface within the proposed cycleway route is high.
- 5.1.3 No medieval features or finds are known or were uncovered over the area covered by this most recent survey. It is therefore thought that the potential for remains dating to the medieval period surviving sub-surface within the proposed development area is low.
- 5.1.4 The Crosscanonby Saltpans (Site 10) may have their origins in the medieval period, but are only known to have been in operation from 1684 to around 1790. The saltpans located to the west of the B5300 may be the best preserved direct boiling site in England. On the east side of the B5300 are the remains of the associated row of saltworkers cottages that were demolished in the 1970s. Within this area there were also stables, a possible reserve kinch and domestic water pump. During the post-medieval period, Maryport and Allonby became popular as seaside resort towns. Camping was popular at the saltpans from the 1920s until around the time of World War II. It is thought that the potential for remains dating to the post-medieval and modern periods surviving sub-surface within the proposed cycleway route area is high.

5.2 RECOMMENDATIONS

- 5.2.1 Along the recently cleared route of the cycleway, a number of earthworks have been revealed that are of unknown date and uncertain function. The area has been extensively quarried for sand in the past and also been used until very recently for the dumping of waste materials. These earthworks are therefore likely to be of little archaeological significance, but their close proximity to important archaeological features should suggest a cautious approach if they are to be impacted by the proposed work.
- 5.2.2 The area where the sandstone blocks are visible should also be treated carefully. These are of unknown date, but Roman structures would have made use of local stone and these need to be investigated further. A pre-intervention trial trench evaluation may be preferable, so as not to hold up any works once they commence on the cycleway.
- 5.2.3 Known archaeological features listed within the HER should be avoided during construction of the proposed cycleway. The Roman milefortlets and towers should not be impacted by the proposed cycleway as they are located on the higher cliff tops and/or at such a distance as to not be affected by the cycleway route. The Roman Road has the potential to be affected by the proposed cycleway. The route should be aligned in such a way as to minimise disturbance to these monuments.
- 5.2.4 According to the plans provided by Capita Symonds regarding the construction of the cycleway, it appears that if asphaltic cement is used this will be laid on top of the original ground level; therefore, not impacting upon any sub-surface archaeological remains and no archaeological mitigation will be required. However, if a crushed stone surface is used for the cycleway route 150mm of topsoil will be stripped, the depth of which could increase depending on the ground conditions, use of construction plant and of vehicular use is anticipated. Damage to archaeological material may occur when machines are tracking to and from the areas marked for stripping for the cycleway. In these cases, reference should be made to the archaeological sites which have been recorded in this report and these should be avoided by the contractors. It should be remembered that some stone structures may be obscured by heather growth.
- 5.2.5 If this method of construction is used, it is recommended that an archaeological watching brief be maintained during construction in order to determine the presence, nature and extent of any sub-surface archaeological features especially those associated with the Roman Road and other dense concentrations of Roman finds/features, the extent of which would be decided upon by Cumbria County Council Historic Environment Service.

5.2.6 The three post-medieval saltpan cottages and well of unknown date are also within the immediate vicinity of the proposed cycleway route. These cottages need to be avoided when aligning the proposed route.

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APPENDIX 1: GAZETTEER OF SITES

Known HER sites between Maryport Golf Course and Blue Dial Farm, selected from Strickland 2011:

ID No.	HER No.	Site Name	Description	Grid Ref (NY)	General Period
1	609	Swarthy Hill Hillfort, Crosscanonby	The buried remains of an Iron Age hillfort located on the summit and south-east slope of Swarthy Hill. Visible as cropmarks on aerial photographs that show three ditches enclosing a sub-rectangular area. Excavations in 1988 found traces of clay and turf suggesting that the hillfort was also defended by ramparts. A number of flint flakes were also found. No diagnostic pottery was found. Scheduled Ancient Monument No. 27727	E:306900 N:540300	Prehistoric: Iron Age
2	630	Hadrian's Wall Milefortlet 20B, Swarthy Hill	The buried remains of signal tower 20B, Swarthy Hill North Tower, located 20ft from the cliff edge. Scheduled Ancient Monument No. 27716	E:307020 N:540380	Roman
3	801	Pottery Find, Camp Road, Maryport	Undated pottery of possible Roman date found in 1923 while examining the strata of a sandpit	E:305330 N:538690	Roman?
4	802	Pottery Find, Camp Road, Maryport	Undated pottery of possible Roman date found in 1923 while examining the strata of a sandpit	E:305330 N:538690	Roman
5	813	Brownrigg Ring Ditch, Crosscanonby	Ring ditch appearing as a cropmark. No surface traces present	E:305900 N:538900	Unknown
6	836	Hadrian's Wall Milefortlet 22, Brownrigg, Crosscanonby	The buried remains of Brownrigg Roman milefortlet, located on a low cliff towards the north end of the Maryport Golf Course where it is now located beneath a green and a	E:305700 N:538900	Roman

ID No.	HER No.	Site Name	Description	Grid Ref (NY)	General Period
			tee. Scheduled Ancient Monument No. 27723		
7	837	Hadrian's Wall Milefortlet 21, Swarthy Hill, Crosscanonby	The buried and reconstructed remains of Swarthy Hill milefortlet 21 located on the cliff top a short distance south of the summit of Swarthy Hill. Originally discovered in aerial photographs (1968). Scheduled Ancient Monument No. 27743	E:306720 N:540020	Roman
8	838	Hadrian's Wall Signal Tower 21B, Swarthy Hill, Crosscanonby	Roman signal tower that has been presumably destroyed. This monument has now been de-scheduled	E:306410 N:539620	Roman
9	839	Hadrian's Wall Tower 21B, Canonby Hall, Brownrigg	The buried remains of Brownrigg North Tower located on the seaward-facing slope on the north-west side of a low hill known as Brownrigg. Excavations in 1962 found the east wall of the tower to survive up to two courses high and the north and south walls to survive up to one course high. Scheduled Ancient Monument No. 27717	E:306081 N:539190	Roman
10	3061	Allonby Saltpan, Crosscanonby	Crosscanonby Saltpans, almost certainly a direct boiling site, rather than a sleeching site as interpreted within the literature. Thought to be one of the best-preserved direct boiling sites in England. Scheduled Ancient Monument No. CU22	E:306690 N:540140	Post- Medieval
11	3701	Oughterside Roman Milefortlet	Milefortlet that could possibly be the same site as HER No. 837 or 836 with a slightly different grid reference	E:307100 N:540500	Roman
12	4499	Hadrian's Wall Tower 22A,	The buried remains of Maryport Golf Course Tower	E:305290 N:538610	Roman

ID No.	HER No.	Site Name	Description	Grid Ref (NY)	General Period
		Maryport Golf Course, Maryport	located on the edge of a fairway on a low ridge running parallel to the coast. Identified by Bellhouse in the 1960s when probing revealed a rectangular stony mound in an area largely devoid of stone. Scheduled Ancient Monument No. 27718		
13	4630	Hadrian's Wall Milefortlet 20, Low Mire, Oughterside and	The buried remains of Low Mire Milefortlet 20 located on the end of a low ridge immediately north of Heather Bank Farm. The only surface evidence of the milefortlet is some shallow depressions indicating the site of limited excavations by Bellhouse in 1969 and 1980. Scheduled Ancient Monument No. 27724	E:307670 N:541120	Roman
14	12410	Maryport Roman Road	A length of Roman Road leading up the coast to <i>Alavna</i> (Maryport) Roman Fort. Part of the road is a Scheduled Ancient Monument (27746)	E:304340 N:537680	Roman
15	13810	Inscribed Stones Find, Maryport Golf Course, Crosscanonby	Two inscribed sandstone slabs were found during work on an extension to Maryport Golf Club. The inscriptions were thought to be Roman	E:305100 N:538600	Roman
16	13971	Crosscanonby Linear Cropmark	Cropmark that may be a road, syke or possibly a tramway	E:306300 N:539400	Unknown
17	15451	Crosscanonby Pits	Site of disused pits	E:306300 N:539500	Modern
18	17825	Flint Flakes Find, Brownrigg, Crosscanonby	Two flakes of struck grey flint were found in an erosion scar on the boulder clay cliffs to the north of Maryport. Subsequent ploughing of the field bordering the cliff did not produce any further finds	E:305800 N:538900	Prehistoric (Unknown)
19	19166	Blue Dial Farm	Blue Dial Farm was formerly a	E:307400	Post-

ID No.	HER No.	Site Name	Description	Grid Ref (NY)	General Period
		Coaching House and Stables, Oughterside	coaching house that had stables on the seaward side of the road	N:540700	Medieval

APPENDIX 2: FIGURES
