

**FORMER CORUS  
STEELWORKS SITE,  
WORKINGTON,  
CUMBRIA**

**ARCHAEOLOGICAL DESK-  
BASED ASSESSMENT AND  
WALKOVER  
CP. No: 10875  
DATE: 01/04/2014**



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**REPORT TYPE:** Archaeological Desk-Based Assessment and Walkover  
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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 Wardell Armstrong Archaeology on the preparation of reports.

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## CONTENTS

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<b>SUMMARY</b> .....	<b>5</b>
<b>ACKNOWLEDGEMENTS</b> .....	<b>7</b>
<b>1 INTRODUCTION</b> .....	<b>8</b>
1.1 Circumstances of the Project.....	8
1.2 National Planning Policy .....	8
<b>2 METHODOLOGY</b> .....	<b>10</b>
2.1 Introduction .....	10
2.2 Desk-Based Assessment .....	10
2.3 Reporting.....	11
<b>3 HISTORICAL AND ARCHAEOLOGICAL BACKGROUND</b> .....	<b>12</b>
3.1 Location and Geological Context.....	12
3.2 Historical and Archaeological Background.....	12
3.3 Previous Archaeological Work.....	20
<b>4 SITE WALKOVER</b> .....	<b>23</b>
4.1 Introduction .....	23
4.2 Site Walkover .....	23
<b>5 CONCLUSIONS</b> .....	<b>28</b>
5.1 Conclusion.....	28
5.2 Archaeological Potential .....	28
5.3 Potential Impact on Designated Heritage Assets .....	29
<b>6 BIBLIOGRAPHY</b> .....	<b>30</b>
<b>APPENDIX 1: GAZETTEER OF SITES</b> .....	<b>32</b>
<b>APPENDIX 2: FIGURES</b> .....	<b>39</b>

## ILLUSTRATIONS

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### FIGURES (APPENDIX 2)

FIGURE 1: SITE LOCATION

FIGURE 2: DETAILED SITE LOCATION

FIGURE 3: LOCATION OF HER ENTRIES WITHIN AN APPROXIMATE 1.5KM RADIUS

FIGURE 4: EXTRACT FROM A REPRODUCTION OF JOHN SPEED'S MAP OF CUMBERLAND 1610

FIGURE 5: EXTRACT FROM HODSKINSON AND DONALD'S MAP OF CUMBERLAND 1774

FIGURE 6: EXTRACT FROM GREENWOOD'S MAP OF CUMBERLAND 1823

FIGURE 7: FIRST EDITION ORDNANCE SURVEY MAP 1867, 6" TO 1 MILE SCALE

FIGURE 8: SECOND EDITION ORDNANCE SURVEY MAP 1900, 6" TO 1 MILE SCALE

FIGURE 9: THIRD EDITION ORDNANCE SURVEY MAP 1926/1927, 6" TO 1 MILE SCALE

FIGURE 10: ORDNANCE SURVEY MAP, REVISION OF 1947, 6" TO 1 MILE SCALE

FIGURE 11: ORDNANCE SURVEY MAP 1968, 6" TO 1 MILE SCALE

FIGURE 12: ORDNANCE SURVEY MAP 1990, 1:10 000 SCALE

### PLATES

PLATE 1: TOWN PLAN OF WORKINGTON 1569 (SOURCE: BYERS 1998) .....21

PLATE 2: EXTRACT FROM A 'MAP OF OLD PIT SITES' IN THE WORKINGTON AREA (SOURCE: LANCASTER AND WATTLEWORTH 1977) .....21

PLATE 3: UNDATED (POSSIBLY EARLY 20<sup>TH</sup> CENTURY) PHOTOGRAPH OF MOSS BAY IRONWORKS (COURTESY OF CARLISLE LIBRARY) .....22

PLATE 4: VIEW LOOKING EAST SHOWING THE MOSS BAY IRONWORKS IN 1930 (SOURCE: LANCASTER AND WATTLEWORTH 1977) .....22

PLATE 5: VIEW LOOKING NORTH SHOWING THE FOOTBRIDGE OVER THE RAILWAY TRACK ON THE EAST SIDE OF THE SITE .....24

PLATE 6: VIEW LOOKING NORTH-WEST SHOWING THE SURVIVING SECTION OF RETAINING WALL ALONG THE WESTERN SIDE OF THE SITE.....24

## SUMMARY

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Wardell Armstrong Archaeology was commissioned by Persimmon Homes Lancashire to undertake an archaeological desk-based assessment and walkover of the former Corus Steelworks site at Workington, Cumbria (centred on NX 9884 2786). This work was undertaken to assess the archaeological potential of the land and to note if any features relating to the historical use of the site survive, in order to inform a planning application for a proposed residential development and associated infrastructure.

The desk-based assessment involved the consultation of a variety of sources which provided information on the history of this area of Workington and its environs, enabling an assessment of the archaeological potential of the proposed development site. The principal sources of information were the Cumbria Historic Environment Record (HER) database, historical mapping and published and unpublished material housed at Carlisle Archive Centre and Carlisle Library (local studies).

The desk-based assessment has revealed that whilst there is evidence for prehistoric and Roman activity in the wider area, there are no sites presently recorded within the proposed development area itself. There is evidence for early medieval and medieval activity within the 1.5km search radius, however these sites are situated on higher ground, to the north, and the north-east, and it has been considered that up until the medieval period the proposed development site may have been on low lying ground.

The First Edition Ordnance Survey map of 1867 indicates that part of the proposed development site was fields, part was within the inter-tidal zone, and the northern section along the railway contained buildings and features seemingly associated with a brickworks and a furnace. During the last quarter of the 19<sup>th</sup> century dramatic changes were undertaken within the proposed development site boundary. The Mossbay Iron and Steel Works, and its associated infrastructure, was established in 1872, and continued to occupy the site, subject to several phases of modernisation, up until 2006 when the site finally closed.

A site walkover undertaken in March 2014 established that no structural remains survive within the proposed development site boundary apart from concrete foundations, a masonry retaining wall to the west of the site, and the footbridge over the railway line, and no railway tracks survive. There was no evidence that the site had been the subject of recent remediation, however the whole area contained modern demolition debris.

The potential for archaeological remains to survive within the proposed development site is low given the considerable activity in the study area from the

second half of the 19<sup>th</sup> century relating to the steelworks and associated infrastructure. There are pockets of land, in particular the southern end of the site, which may have been impacted to a lesser extent.

The Environment Impact Assessment undertaken in 2008 noted that the proposed redevelopment of the former Corus Steelworks site may have an indirect impact on the setting of existing heritage assets such as the scheduled ancient monument and listed buildings at Jane Pit, but the significance depends on the detailed design of the scheme. With regards to the railway lines, the development would result in a beneficial impact as the scheme would *'improve the current rundown site to a new developed setting'*.

## ACKNOWLEDGEMENTS

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Wardell Armstrong Archaeology also extend their thanks to Jeremy Parsons and Mark Brennand, Cumbria County Council Historic Environment Service, staff at Carlisle Archive Centre, and Stephen White, Carlisle Library, for their help during this project.

The desk-based assessment was undertaken by Fiona Wooler, and the site walkover was undertaken by Fiona Wooler and Helen Philips. The report was written by Fiona Wooler, and the drawings were produced by Adrian Bailey. The project was managed by Frank Giocco, Technical Director, who also edited the report.

## 1 INTRODUCTION

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### 1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 This archaeological desk-based assessment and walkover report has been prepared by Wardell Armstrong Archaeology in response to a request by Persimmon Homes Limited. The report sets out the archaeological and historical background of the former Corus Steelworks site at Workington, and provides an assessment of the potential for archaeological remains to exist above or below ground within the proposed site boundary.
- 1.1.2 The desk-based assessment comprised two distinct phases of investigation: a search of both published and unpublished records and a site walkover. A search was made of records held by the Historic Environment Record (HER) database maintained by Cumbria County Council, and local archives and libraries in the vicinity, which hold local historical information. The aim of the site walkover was to note the present ground conditions, to identify any previously unrecorded surface archaeological features, to make an assessment of the condition of individual historic features if they survived, and note any areas of disturbance or remediation.
- 1.1.3 For the purpose of this assessment, a study area of a 1.5km radius around the site boundary has been defined in order to allow for the study of the wider area and to set the site into context. This radius is distinct from the site boundary, which only refers to the area of the proposed development.

### 1.2 NATIONAL PLANNING POLICY

- 1.2.1 The National Planning Policy Framework (NPPF 2012) defines the role of the planning system as to promote and achieve sustainable development and involves *'seeking positive improvements in the quality of the built, natural and historic environment'* (9).
- 1.2.2 Under the NPPF plan making and decision taking is informed by 12 core planning principles, including the requirement for the planning system to *'conserve heritage assets in a manner appropriate to their significance'*, so they can be enjoyed for their contribution to the quality of life for this and future generations (17).
- 1.2.3 Where heritage assets are to be affected by development, local authorities should require the applicant to describe the significance of the assets affected (including the contribution made to the significance of the asset by its setting); the level of detail being proportionate to the asset's importance,



which may include an archaeological evaluation and/or mitigation. The NPPF also requires developers to ‘*record and advance understanding of the significance of any heritage assets to be lost*’ through archaeological excavations and reporting (141).

- 1.2.4 The term ‘heritage asset’, which is used throughout this report, is used to define “*A building, monument, site, place, area of landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)*” (NPPF 2012).

## 2 METHODOLOGY

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### 2.1 INTRODUCTION

- 2.1.1 Wardell Armstrong Archaeology was commissioned by Persimmon Homes Lancashire to undertake an archaeological desk-based assessment and walkover of the former Corus steelworks site, Workington, Cumbria (centred on NX 9884 2786). This work was undertaken to inform a planning application for a residential development and associated infrastructure. All work undertaken was consistent with the relevant standards and procedures of the Institute for Archaeologists, as set out in *Standard and Guidance for Historic Environment Desk-Based Assessments* (IfA 2012).
- 2.1.2 An Environment Impact Assessment was undertaken for the site in 2008, part of which related to 'Archaeology and Cultural Heritage' (Enviros Consulting Ltd 2008). Information from this work has been consulted, however a new search was undertaken of the Historic Environment Record (HER, referred to below), in order to ensure that the information for the present study was as up-to-date as possible.

### 2.2 DESK-BASED ASSESSMENT

- 2.2.1 For the purposes of the report, the term 'site' is used to refer to the proposed development area. The term 'search area' relates to the wider area defined for the purposes of baseline information collection, which for this assessment comprised a 1.5km radius around the site.
- 2.2.2 Several sources of information were consulted, as detailed below. This was undertaken in order to assess the possible impact of the proposed development on archaeologically sensitive areas. The principal sources of information were the Historic Environment Record (HER), historical maps and secondary sources.
- 2.2.3 ***Cumbria Historic Environment Record (HER)***: the HER maintained by Cumbria County Council was consulted in the first instance in order to obtain information regarding known designated heritage assets (for example listed buildings, scheduled ancient monuments and conservation areas), and non-designated heritage assets, i.e. sites of historic or archaeological interest which are not designated but included in the HER. Reports relating to previous archaeological work undertaken in the vicinity of the proposed development area, and any relevant aerial photographs, were also assessed for any information relating to site and the wider area.

- 2.2.4 There are presently a total of 38 HER records within the study area that has been defined as a 1.5km radius around the site. Details of these are provided in Appendix 1, and their locations are shown as site numbers on Figure 3.
- 2.2.5 *Carlisle Archive Centre*: a search of maps recording the town of Workington was undertaken at Carlisle Archive Centre. Only those that reveal the area around the development site and of direct relevance have been included (Appendix 2). In particular, the First, Second, and Third Editions of the Ordnance Survey mapping were checked, and a search was made of the local history books and pamphlets held within their collections.
- 2.2.6 *Carlisle Library Local Studies*: the local studies section at Carlisle Library was consulted for any information and historical mapping not already obtained from Carlisle Archive Centre.

## 2.3 REPORTING

- 2.3.1 A final bound copy of the report will be deposited with Cumbria Historic Environment Record at Kendal, where viewing will be made available on request.
- 2.3.2 Wardell Armstrong Archaeology 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 fieldwork. As a result, details of the results of this study will be made available by Wardell Armstrong Archaeology, as a part of this national project. This project has the unique identifier of **wardella2- 174786**.

## 3 HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

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### 3.1 LOCATION AND GEOLOGICAL CONTEXT

- 3.1.1 The town of Workington is located on the west coast of Cumbria, at the mouth of the River Derwent, within Allerdale District (Figure 1).
- 3.1.2 The proposed development site is situated to the west of the town, adjacent to the Irish Sea. The eastern boundary is defined by the Carlisle to Barrow Railway Line (Figure 2). The site totals approximately 31 hectares.
- 3.1.3 The underlying geology of the coastal area around Workington consists of Carboniferous Westphalian Coal Measures with some pockets of Namurian millstone grit. The measure of the outcrops of Westphalian rocks are best known in the west Cumbria coal-field between Whitehaven and Maryport, and are thickest in Workington and Maryport. On the coast, a gentle dip lowers the beds seawards beneath the offshore outcrop of the Permian (Cumbria County Council c.2002, 2).

### 3.2 HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

- 3.2.1 **Introduction:** this background is compiled mostly from secondary sources, and the records consulted during the desk-based assessment. It is intended only as a summary of historical developments around the study area, in order to assess the archaeological potential. References to the Cumbria Historic Environment Record (HER) are included where known. The location of known HER sites within the 1.5km study area are depicted on Figures 3 and listed in Appendix 1.
- 3.2.2 **Place name evidence:** the place name 'Workington' is believed to mean '*farm of the descendants of Wirc*', Wirc being an Old English personal name. The Old English word '*ingaton*' means 'home of the descendants' (Lee 1998, 93).
- 3.2.3 **Prehistoric (up to c. AD 72):** whilst there is some evidence for prehistoric activity within the vicinity of the study area, for example the recovery of a stone axe-hammer found at Workington Old Cemetery (Site 2 on Figure 3), it is possible that the area south of the River Derwent, and to the west of St Michael's Church, may have been below the high water mark up until at least the 12<sup>th</sup> century (Byers 1998, 4).
- 3.2.4 **Romano-British (c.AD 72 - c.410):** there is archaeological evidence for activity in the vicinity of Workington during this period. To the north of the town, is the scheduled ancient monument of Burrow Walls (SM No.841), a Roman fort which formed part of the Hadrianic frontier defences, and

various Roman finds have been recovered from the area including a coin hoard of 3<sup>rd</sup>-4<sup>th</sup> century date from Distington (Cumbria County Council c.2002).

- 3.2.5 A Roman road between Papcastle and Moresby, over Wythmoor, is situated to the east of Workington (Cumbria County Council c.2002, 5), but there is no archaeological evidence as yet for a road which may have headed southwards from Burrow Walls towards Moresby, and which may have been in close proximity to the present study site. Byers has suggested that a Roman milefortlet may have been located at, or near the site of, the site of St Michael's Mount near Chapel Bank (Site 3 on Figure 3; Byers 1998, 10), however, as Byers notes, the possibility of confirming this site, or discovering any further fortlets, either side of the Derwent estuary, has been significantly reduced due to the impact of heavy industry in the 19<sup>th</sup> and 20<sup>th</sup> centuries, which has '*changed the landscape along the coastline, both to the north and south of the Derwent forever*' (*ibid*, 11).
- 3.2.6 **Early Medieval (c.AD410 -1066):** the only site within the 1.5km HER search radius which relates to this period, is St Michael's Church located on high ground to the north-east of the present study area. Here, several fragments of early medieval stone sculpture have been found built into later fabric or during archaeological work in the 1990s (Site 1 on Figure 3). The presence of such a large concentration of carved stones provides a clear basis for suggesting that the original site was a place of Christian worship in the 'Anglian' period, possibly in the 8<sup>th</sup> and 9<sup>th</sup> centuries. The presence of 10<sup>th</sup> century sculpture suggests that the site at St Michael's continued in use during the period of the Scandinavian settlement of Cumbria (Cumbria County Council c.2002, 6).
- 3.2.7 Further support for an early settlement at Workington is derived from the place name, as noted in 3.2.2 above, which is attributed to this period (Cumbria County Council c.2002, 6).
- 3.2.8 **Medieval (c.AD1066-1540):** the HER search contains several entries relating to this period within the 1.5km radius of the proposed development site. St Michael's Church, as already noted above, has evidence for early medieval activity, and there appears to have been continuity of use into the medieval period. The first historical evidence of a church at Workington is in the reference to 'Chetell' in an early 12<sup>th</sup> century charter showing he held lands in Workington, amongst other places (Cumbria County Council c.2002, 6). The earliest known fabric in St Michael's Church is currently attributed to the 12<sup>th</sup> century, when it was a two-celled structure. Archaeological work on the site in 1995 revealed foundations believed to have been part of the medieval church (HER No.1011; Site 1).

- 3.2.9 Settlement in the medieval period may have been situated in close proximity to St Michael's Church, on higher ground to the east of the proposed development site. The Old Rectory, located adjacent to the church, is believed to have originated as a classic medieval hall-and-cross-wings house of probable 15<sup>th</sup> century, with later alterations (HER No.22882; Site 20), and Workington Hall, situated further to the east, incorporates a 14<sup>th</sup> century tower house with 15<sup>th</sup> century buildings (Hyde and Pevsner 2010, 700). Part of the Workington Hall Mill Race falls within the north-east part of the 1.5km search radius; a water mill at Workington was documented in 1329 (HER No.11501; Site 11).
- 3.2.10 During the medieval period, it appears that the proposed development site may have been situated on the periphery of the settlement, although there is some evidence that the land in close proximity was utilised. Located to the north of the study area, are the sites of St Michael's Mount Beacon, believed to have been utilised as a beacon in the 15<sup>th</sup> and 17<sup>th</sup> centuries, but destroyed in 1946 to make way for a slag tip (HER No. 3682; Site 3), and How Chapel, which is recorded as having been constructed in 1282, and continued to be shown on historical mapping up until the 19<sup>th</sup> century (see Figure 7 for example; HER No.40485; Site 21). Both of these sites appear to have been positioned on high ground, and it has been suggested that the How Chapel historically '*was formerly surrounded by the sea*' (HER No. 40485).
- 3.2.11 Further activity along the coast line at Workington in the medieval period is suggested by the place name 'Salterbeck' to the south of the proposed development site, which may indicate the location of medieval salt pans (HER No. 41705; Site 38). And to the north of the study area, 'salt pans' are labelled on a map of 1569, but which may have been in use at an earlier period. This site is now covered by a modern slag heap (HER No.40489; Site 24).
- 3.2.12 **Post-Medieval to Modern (c.1540-present):** one of the earliest documented references to a settlement at Workington was provided by John Leland c.1535, when he was the King's Antiquary. He described it as: '*wher as shyppes cum to, wher ys a pretty fisher town, cawlid Wyrkenton, and ther is the chif house of Sir Thomas Curwyn*' (Byers 1998, 92). The earliest known town plan dating to 1569 shows the settlement as linear in form, with the parish church at the west end and the east end defined by '*the mansion house of Workynnton*' [Workington Hall]. The area to the west of the church, in which the proposed development site was situated, was labelled as '*the drye marche*'. Of interest on this plan are the features along the coastline, starting with a cluster of buildings annotated as '*the fysh houses*' to the north, '*salt pans*' to the south of this, and a '*watch chapele*' further south (Plate 1). These

three sites have been entered into the HER database, and their locations are shown as all being outside the proposed development site, to its north side (Sites 21, 24 and 26). Speed's Map of Cumberland 1610, although produced at a small-scale, also shows the location of a chapel, labelled as 'St Michael's Chapel' on the coastline to the west of the town (Figure 3).

- 3.2.13 Writing at the end of the 17<sup>th</sup> century, Thomas Denton referred to Workington Hall being location on the '*top of a river bank at the east-end of the town*' and the church being '*at the west-end of the town (near the harbour)*', suggesting that the form of the settlement had changed little since the production of the 1569 town plan. He also referred to a colliery within the demesne of Workington Hall, along with salt pans (Winchester 2003, 113-114), although the exact locations of these is unclear from this source, and it is not known if they were situated in close proximity to the proposed development site.
- 3.2.14 Although there are documentary references to boats arriving at Workington in the 17<sup>th</sup> century, there is no clear indication that there were any wharves or quays. From the beginning of the 18<sup>th</sup> century, there was an increase in local coal extraction, and Byers has suggested that a small quay must have been constructed on the south side of 'South Gut' (Byers 1998, 95). By the end of that century, ballast was being utilised to reclaim Priestgate Marsh, known as 'Cobble' or 'Ballast' Hill. The Harbour Trustees permitted the ballast to be unloaded on the north side of South Gut, or Merchants Quay (Site 30), and on Crossfitts and Priestgate Marsh. In 1776 Sir James Lowther constructed a stone pier on the south side of the River Derwent and the harbour was strengthened. Staiths (or hurries) to the Curwen pits in 1763-69, were on the south side of the Derwent (Cumbria County Council c.2002, 9), indicating that coal was being mined in close proximity at this date. A county map of 1774 does not provide any indication of the location of coal pits at that date, however it does show the location of a 'Chapel' (Figure 5), presumably St Michael's Chapel, the site of which is still shown on the First Edition Ordnance Survey map of 1867, located outside the proposed development site (see Figure 7).
- 3.2.15 The earliest known coal workings at Workington were at Banklands and Chapel Bank, which was situated to the north of the proposed development site (see Figure 7). Writing in 1860, William Whellan noted that '*about the year 1722 the coal pits [at Workington] were described as from 40 to 50 fathoms in depth..about the same time, eight or nine of Bolton and Watt's steam engines were erected in the neighbourhood of the town*' (Whellan 1860, 471). A pit is shown in the general vicinity of the proposed development site on Greenwood's county map of 1823, situated north of 'New Yard', with the Chapel continuing to be shown on the coast line. Union Pit may have been in close

proximity to Chapel Bank, as suggested by a comparison of this map and the First Edition Ordnance Survey map of 1867 (Figures 6 and 7). According to Whellan, Chapel Bank Colliery (Site 23) was '*lost in 1837, owing to an eruption of the sea*' (*ibid*), possibly indicating that this site and its immediate surroundings (and possibly including the proposed development site) was on ground low enough to be impacted by a possible storm surge.

- 3.2.16 Coal mining appears to have continued to be an important industry for Workington throughout the 19<sup>th</sup> century. In 1815, four pits were being worked by 400 men with six steam engines, the largest one being in the Isabella Pit (shown on the First Edition Ordnance Survey map of 1867 to the north of the present study site, Figure 7). Only one colliery site retains above-ground remains which can still be seen; Jane Pit, located to the east of the proposed development site (Site 4). Jane Pit was sunk in 1843 by Henry Curwen at Mossbay, and is the best surviving example of the ornate castellated style of colliery architecture which was a feature of the large landowner involvement in the Cumbria coal industry during the 19<sup>th</sup> century (HER No.4165). This site is a grade II listed building and a scheduled ancient monument.
- 3.2.17 Within the 1.5km HER search radius there are several other coal mine sites. Close to Jane Pit, was Buddle Pit (HER No. 12392; Site 14); Annie Pit was situated further to the north-east (HER No.12393; Site 15), and Hope Pit to the north-east again (HER No.11494; Site 10). Hope Pit and Buddle Pit were both labelled on the First Edition Ordnance Survey map of 1867, whilst Annie Pit was not shown until the Second Edition Ordnance Survey map of 1900, but by this date it was shown as '*disused*'. Whilst there is no apparent evidence that there were any coal mines within the proposed development site boundary, there is some indication that trials were undertaken. According to a map included in '*The Iron and Steel Industry of West Cumberland*', a trial pit was sunk in 1842 to the south of New Yard, which '*got water [at] 24ft*', and just to the south-west, on the coastline, a trial pit was '*sunk to the sand in 1808*' (Lancaster and Wattleworth 1977; Plate 2).
- 3.2.18 The arrival of the railways in West Cumberland heralded a period of rapid growth to Workington and its port. The Whitehaven Junction Railway Company constructed the first railway to run to Workington, incorporated by an Act of Parliament on the 30<sup>th</sup> June 1844. Its track ran from Whitehaven, north through Workington and then onto Maryport, where it connected with the Maryport and Carlisle Railway, and followed virtually the same route as the modern Carlisle to Barrow line. Eventually, a further junction was made north of the town heading to Cockermouth in 1847. The town's first railway station (Site 34) was built close to the modern site



(Byers 1998, 208). Sites 12, 13, 33 and 37 relate to the railway infrastructure in close proximity to the proposed development site.

- 3.2.19 The construction of the railways allowed for the transportation of raw materials and finished products into and out of the town, for example Bessemer pig iron could be sent throughout the country, and limestone and coal could be easily taken to the iron works sites. Few towns have been dominated by a single industry to such an extent as Workington with iron and steel making. The town's first ironworks were established at Bareport, on the north bank of the River Derwent, where towards the end of the 18<sup>th</sup> century the first blast furnaces in Cumberland were constructed (Byers 1998, 184). Jollie's Cumberland Guide and Directory noted in 1811, that the large works, called Seaton Iron Works, was situated on the north bank of the Derwent, where there were two blast furnaces *'for the melting of iron ore, a mill for slitting and rolling of iron bar, a double forge for refining and drawing of bar-iron, a foundry, a boring mill for boring cannon cylinders, and a grinding house...and many other conveniences suitable for carrying on a very extensive iron manufactory'* (Jollie 1811).
- 3.2.20 The First Edition Ordnance Survey map of 1867 does not appear to indicate the presence of any ironworks sites within the proposed development site, although a large 'Haematite Ironworks' is shown on the north side of the River Derwent, and a smaller concern, Quayside Ironworks, is annotated on the South Quay. What is of interest on this map is the presence of a series of buildings at 'New Yard', one range seemingly representing a line of terraced housing with yards to the rear, along with a 'Clay Pit' and 'Brick Yard', none of which is currently recorded in the HER database (Figure 7). The Marsh Pottery (Site 7) may have related to this site, however the HER entry grid reference places it further to the north, outside the present study area. The 'School House', shown on the First Edition Ordnance Survey map, and outside the proposed development site boundary, is recorded in the HER (Site 16). At this date, the majority of the proposed development site was fields and coastline, although some of the buildings at New Yard, including a Furnace (Bar Iron), railway tracks, Brick Yard and Clay Pit were present within the study area, to the north (Figure 7).
- 3.2.21 The first ironworks to be established within the proposed development site boundary was the Moss Bay Iron Works, which was founded in July 1872 (HER No.4664; Site 5). On that date, Peter Kirk, James Valentine, Henry Kenyon and Mary Gibson, obtained a lease for the land which lay between the Whitehaven Junction Railway and the sea, known locally as Moss Bay. Kirk and Valentine were proprietors of works producing iron bars situated near the harbour, and on the newly acquired site they proceeded to erect blast furnaces for the production of pig iron. In 1877, a Bessemer steel

making plant and rolling mill was added, and the company, known as the Moss Bay Haematite Iron Company, rolled their first steel rail on the 13<sup>th</sup> August 1877 (Lancaster and Wattleworth 1977, 66).

- 3.2.22 To the north of this site was the Derwent Iron and Steel Works, later part of the Moss Bay Ironworks Complex (HER No.4665; Site 6). The company was first recorded in November 1873 when it was noted that clearance of a site immediately to the north of the works of the Moss Bay Company had commenced. The first blast furnace at this site came into operation towards the end of 1874 to be followed by a second some two years later and a third in 1879. In January 1882, all three furnaces were in operation (Lancaster and Wattleworth 1977, 81-82; HER No.4665; Site 6). This site was not located within the proposed development area, however railway tracks, which utilised the same lines as the Moss Bay Iron Works, are shown within the site boundary on the Second Edition Ordnance Survey map of 1900 (see Figure 8).
- 3.2.23 The Second Edition Ordnance Survey map of 1900 clearly shows the considerable complex of buildings, railway tracks and sidings associated with the 'Mossbay Iron and Steel Works, with reservoirs present to the north side. Part of the Newyard Ironworks (Site 32) is shown within the site boundary, to its north end, along with railway lines heading towards the Derwent Iron and Steel Works (Figure 8). Plate 3 shows an undated, but possible early 20<sup>th</sup> century view of Moss Bay Ironworks as viewed from the south-east.
- 3.2.24 During the early years of the 1900s, with increasing worldwide competition and the declining market for iron and steel, the Moss Bay Works struggled to make a respectable profit. In August 1909, Moss Bay was amalgamated into the Workington Iron and Steel Co., this new operation being formed by an amalgamation with the other main producers in the town including the Workington Iron Co., Cammell Laird's Derwent Works and the Harrington Iron and Steelworks. Previously, despite their close proximity, each of the town's ironworks had traded relatively independently of each other. During the First World War, Workington was called upon to manufacture large quantities of shell steel in support of the war effort (Byers 2006, 8).
- 3.2.25 The Third Edition Ordnance Survey map of 1926/1927 clearly shows the extent of the buildings and railway tracks within the proposed development site at that date (Figure 9). Plate 4 shows a view of the works in 1930.
- 3.2.26 During the Second World War, several defence mechanisms were put in place around Workington. To the south of the proposed development site, on Moss Bay Shore, a series of Anti Tank Traps (constructed of iron slag

rather than concrete) were installed (Site 17), and to the north of the study area, are the remains of a bombing decoy shadow factory recorded in the HER database as 'Distington Engineering Company Shadow Factory' (Site 19), used to detract enemy fire away from the ironworks sites. Simulated urban lights were also installed around Workington to deflect enemy attention (Cumbria County Council c.2002, 12). A Second World War pillbox had seemingly existed alongside the reservoir at Moss Bay Steelworks; however this has been destroyed (Enviros Consulting Ltd 2008).

- 3.2.27 A Works Handbook, dating to 1949, refers to the various phases of modernisation that occurred at the 'Workington Iron and Steel Company'. These included the provision of a coke oven battery in 1936, the gas from which was partly utilised by the town; the construction of a three million cubic feet gasholder completed in 1949. A new finishing mill was added in 1942, and a new cogging mill installed in 1949 *'to complete the modernisation of this important production department'* (Anon 1949). The 1947 Ordnance Survey map continues to show the complex of buildings and railway tracks within the proposed development site at the date (Figure 10).
- 3.2.28 The Ordnance Survey map of 1968 continued to show the proposed development site containing complexes of buildings and railway tracks (Figure 11). In the year prior to the publication of this cartographic source, the Workington Iron and Steel Co. was absorbed, along with 13 other main UK steel producers, into the newly created British Steel Corporation. This was intended to herald a new era for the industry, but in reality it was plunged into loss, and significant closures proved inevitable. Moss Bay suffered like other sites losing its steelmaking plant in 1974 and the arc furnace was closed during the following year. The blast furnaces, which once dominated the town's skyline, ceased to smelt pig iron in 1981, and was given over primarily to rail production (Byers 2006, 14).
- 3.2.29 The late 1980s saw an upturn in the fortunes of the Moss Bay site, and a new long welded rail plant, capable of welding rail strings up to 220m long was commissioned in 1990; this was located to the north-east corner of the site, alongside the Carlisle to Barrow main railway line (Byers 2006, 14). The Ordnance Survey map continued to show the proposed development site as containing a large complex of buildings, railway tracks, and travelling cranes (Figure 12).
- 3.2.30 In February 2005, Corus announced that Moss Bay would close and they intended to transfer rail production to a new modern plant at Scunthorpe. Britain's oldest rail producer finally closed on the 25<sup>th</sup> August 2006 (Byers 2006, 14).

3.2.31 When the site was visited by Enviro Consulting Ltd in September 2008, several buildings were still standing; these included the former medical department and security building at the entrance to the site; a 'motor store' located within the central part of the site, to the west of the reservoirs/ponds; a chimney; three substation buildings; a group of stores buildings in the central part of the site; one large amenity building in the eastern part of the site, railway tracks were still largely *in-situ*, and the public bridge across the railway track was present. During this visit, extensive site clearance was underway within the central area, which comprised the removal of demolition rubble and extraction of contaminated soils (Enviro Consulting Ltd 2008).

### **3.3 PREVIOUS ARCHAEOLOGICAL WORK**

3.3.1 No intrusive archaeological work is recorded to have been undertaken within the proposed development site boundary in the HER database.

3.3.2 In 2007, an archaeological evaluation was undertaken of land at the former Corus offices on Mossbay Road, located outside the present proposed development site, on the east side of the railway line. This comprised the excavation of 13 trenches to evaluate the archaeological potential of a 1.25ha area. The results of the evaluation showed the site had been radically landscaped, with demolition debris having been used to provide a flat surface for a football pitch and bowling green. The natural substrate was only observed in two trenches, indicating the depth of the landscaping that had occurred (Peters and Beaty 2007).

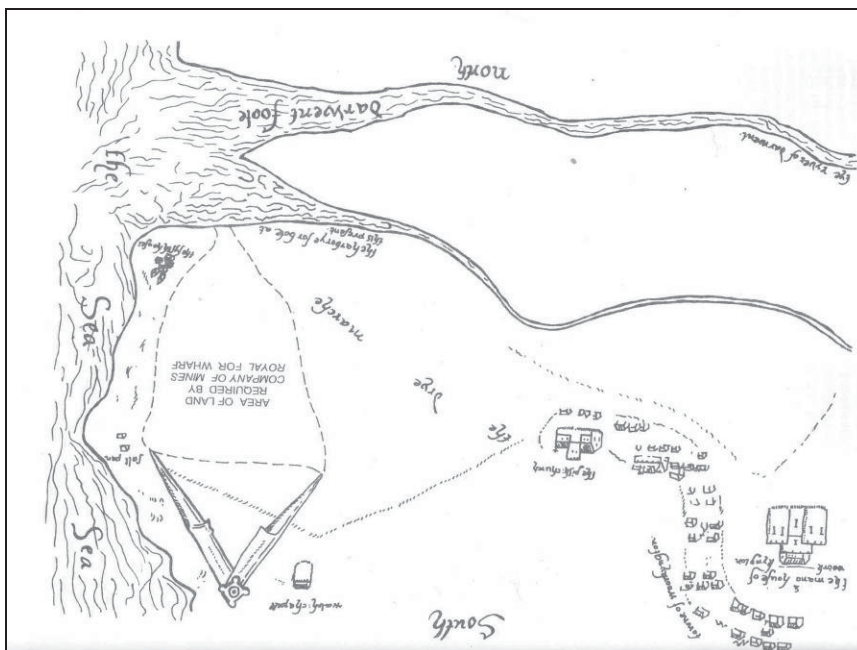


Plate 1: Town plan of Workington 1569 (Source: Byers 1998)

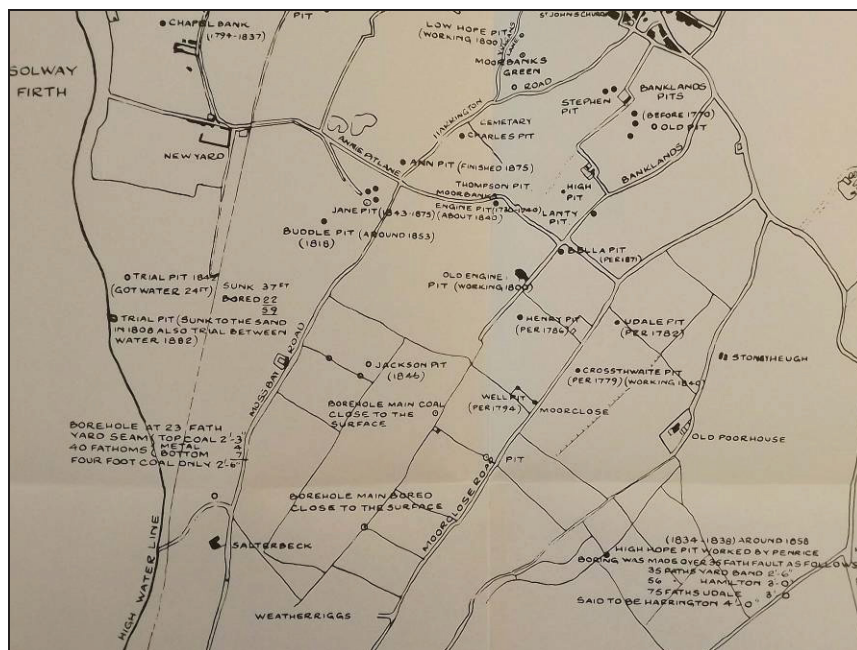
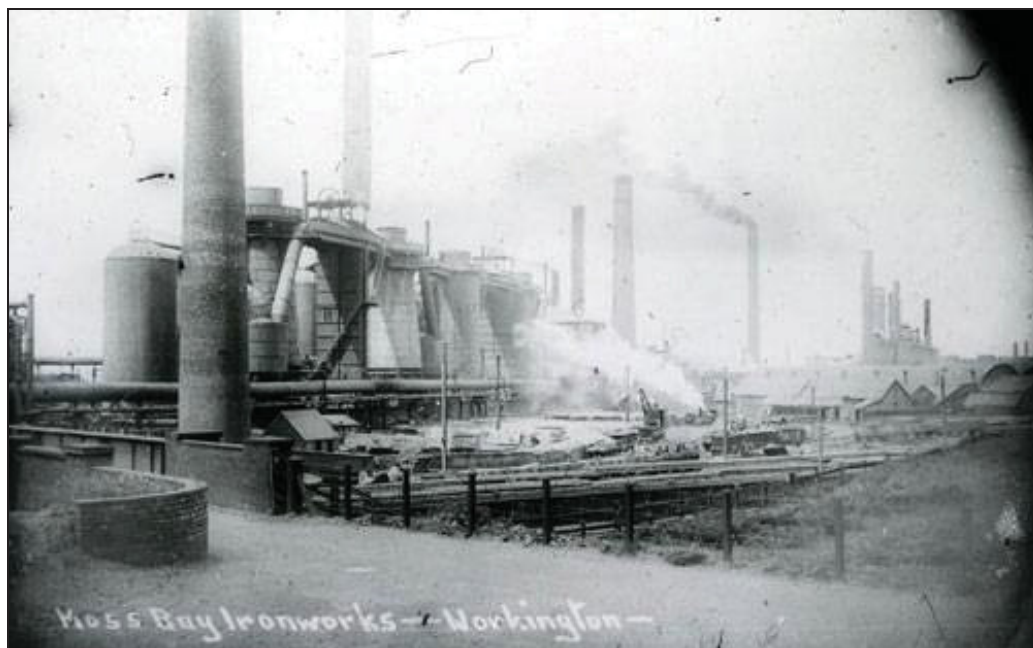
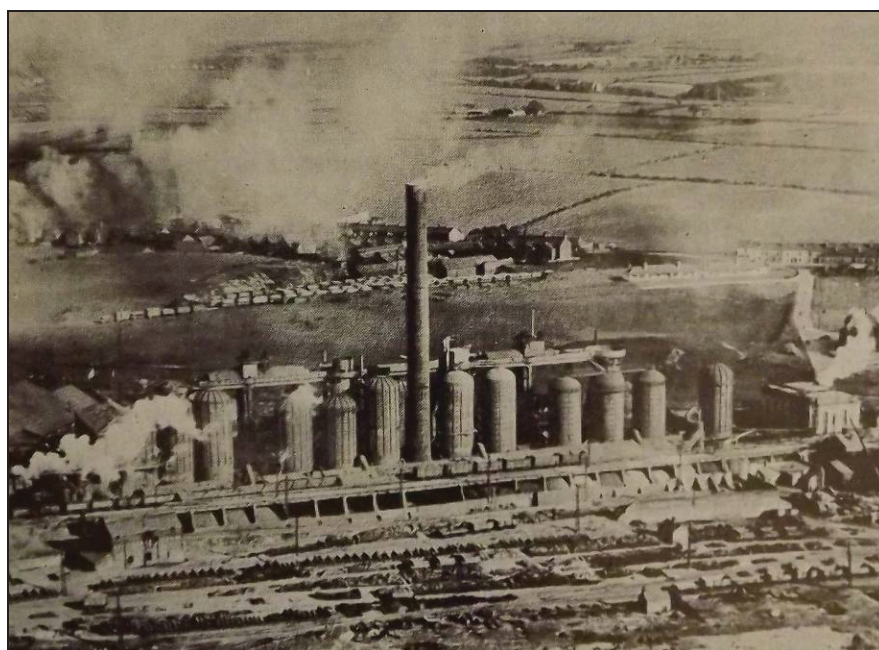


Plate 2: Extract from a 'Map of Old Pit Sites' in the Workington area (Source: Lancaster and Wattleworth 1977)



*Plate 3: Undated (possibly early 20<sup>th</sup> century) photograph of Moss Bay Ironworks (Courtesy of Carlisle Library)*



*Plate 4: View looking east showing the Moss Bay Ironworks in 1930 (Source: Lancaster and Wattleworth 1977)*

## 4 SITE WALKOVER

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### 4.1 INTRODUCTION

4.1.1 The site was visited on the 19<sup>th</sup> March 2014 to assess whether any as-yet unknown archaeological features were visible within the boundaries of the proposed development site, to note any upstanding remains of archaeological interest, and to assess the level of disturbance that had occurred on the site since its closure in 2006, and the site visit undertaken in 2008 by Enviros Consulting Ltd.

### 4.2 SITE WALKOVER

4.2.1 It was clear that since the site visit undertaken in 2008, there had been further removal of structures and railway infrastructure. No buildings survived within the proposed development site boundary, and the only features of note which were still present included the footbridge over the railway line to the east side of the site (which formerly connected with works with offices on the east side of the tracks), and a masonry retaining wall to the west side of the site (Plates 5 and 6).

4.2.2 The majority of the site was covered in demolition material and ballast from the former railway tracks. Large concrete slabs remain *in-situ* and there was clear evidence for sub-surface service pipes. The former reservoirs remain water filled towards the north end of the site (Plates 7-9).

4.2.3 It was noted that the raised area of land immediately to the west of the proposed development site, but outside the study boundary, was a large slag heap which had expanded throughout the life of the steelworks (Plate 10). As noted on the First Edition Ordnance Survey map of 1867, this area was formerly part of the undeveloped inter-tidal zone (see Figure 7), however by the 1920s, railway tracks are shown in this area suggesting that slag was being dumped in this vicinity.

4.2.4 From the top of the 'slag bank' located to the west side of the proposed development area, it was possible to observe the character of the site as it was at the time of the site walkover (Plate 11).

4.2.5 No archaeological features were noted during the site walkover, and it was clear that the site has not been the subject of remediation. Large concrete foundations and service runs remain *in-situ*, and it is likely that there will be areas of the site where there have been basements or below-ground spaces. No artefactual material was noted during the walkover, other than

modern material such as floor tiles, electricity duct covers and railway sleepers.



*Plate 5: View looking north showing the footbridge over the railway track on the east side of the site*



*Plate 6: View looking north-west showing the surviving section of retaining wall along the western side of the site*

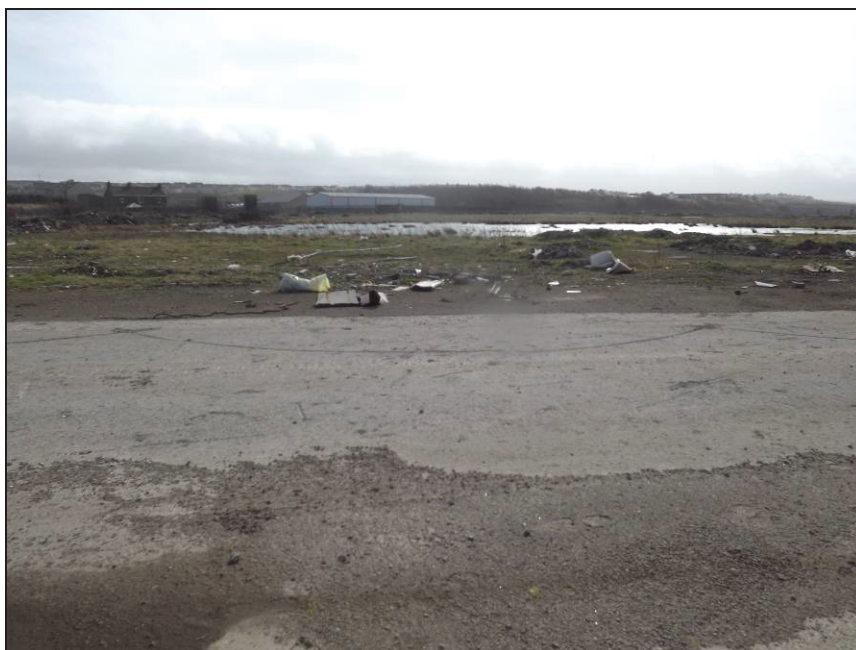




*Plate 7: Central area of proposed development site showing concrete foundations*



*Plate 8: Access hatch for a service run, east side of site*



*Plate 9: View looking east showing surviving road surfaces and reservoirs in the background*



*Plate 10: View looking north showing the 'slag bank' adjacent to the west side of the proposed development site*



*Plate 11: View looking north from the 'slag bank' to the western side of the proposed development area*

## 5 CONCLUSIONS

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### 5.1 CONCLUSION

- 5.1.1 The desk-based assessment has revealed that whilst there is evidence for prehistoric and Roman activity in the wider area, there are no sites presently recorded within the proposed development site itself.
- 5.1.2 There is evidence for early medieval and medieval activity within the 1.5km search radius, however these sites are situated on higher ground, to the north, and the north-east, and it has been considered that up until the medieval period the proposed development site may have been on low lying ground which could be impacted by tidal surges. The area name 'Reedlands', shown for the south of the site on the First Edition Ordnance Survey map of 1867 (see Figure 7), is indicative of its low lying nature.
- 5.1.3 The First Edition Ordnance Survey map of 1867 indicates that part of the proposed development site was fields, part was within the inter-tidal zone, and the northern section along the railway contained buildings and features seemingly associated with a brickworks and a furnace.
- 5.1.4 During the last quarter of the 19<sup>th</sup> century dramatic changes were undertaken within the proposed development site boundary. The Mossbay Iron and Steel Works, and its associated infrastructure, was established in 1872, and continued to occupy the site, subject to several phases of modernisation, up until 2006 when the site finally closed.
- 5.1.5 A site walkover undertaken in March 2014 established that no above ground structural remains survive within the proposed development site boundary apart from concrete foundations, a masonry retaining wall to the west of the site, and the footbridge over the railway line, and no railway tracks survive. There was no evidence that the site had been the subject of recent remediation, however the whole area contained modern demolition debris.

### 5.2 ARCHAEOLOGICAL POTENTIAL

- 5.2.1 The potential for archaeological remains to survive within the proposed development site is low given the considerable activity in the study area from the second half of the 19<sup>th</sup> century relating to the steelworks and associated infrastructure. There are pockets of land, in particular the southern end of the site, which may have been impacted to a lesser extent, however the presence of the railway line immediately to the east, and the

close proximity of the inter tidal zone to the west, may not provide a sufficient area of possible investigation.

5.2.2 No archaeological features were noted to survive within the site boundary apart from the railway bridge, the retaining wall to the west of the site, and the remains of the modern buildings associated with the steelworks. Archaeological work at other iron and steel complexes in Cumbria, however, has shown that there is considerable survival below ground of the tunnels which provided air and removed waste gases (see Ainsworth 2003). These features whilst of potential archaeological interest in themselves are likely to have removed or substantially degraded any earlier archaeological remains relating to the 19<sup>th</sup> century brickworks at New Yard. The earliest 19<sup>th</sup> century iron and steel works at Newyard Ironworks, the Derwent Iron and Steel Works and the Mossbay Iron and Steel Works are all likely to have been substantially altered by later developments on the Corus site. Nevertheless, there will be some potential to disentangle and record the remains of the original late-19<sup>th</sup> century plants on the site.

5.2.3 The likelihood of the surviving highly robust archaeological remains being impacted by future development will depend on the degree of site remediation that is considered necessary before development.

### **5.3 POTENTIAL IMPACT ON DESIGNATED HERITAGE ASSETS**

5.3.1 The Environment Impact Assessment undertaken in 2008 noted that the proposed redevelopment of the former Corus Steelworks site may have an indirect impact on the setting of existing heritage assets such as the scheduled ancient monument and listed buildings at Jane Pit, but the significance depends on the detailed design of the scheme. With regards to the railway lines, the development would result in a beneficial impact as the scheme would *'improve the current rundown site to a new developed setting'* (Enviros Consulting Ltd 2008).

## 6 BIBLIOGRAPHY

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### Maps

*Reproduction of John Speed's Map of Cumberland 1610 (Author's own)*

*Hodskinson and Donald's Map of Cumberland 1774 (Carlisle Library)*

*Greenwood's Map of Cumberland 1823 (Carlisle Library)*

*First Edition Ordnance Survey Map 1867, 6" to 1 mile scale (Cumberland Sheet 53)*

*Second Edition Ordnance Survey Map 1900, 6" to 1 mile scale (Cumberland Sheets 53 SW and 53 SE)*

*Third Edition Ordnance Survey Map 1926/1927, 6" to 1 mile scale (Cumberland Sheets 53 SW and 53 SE)*

*Ordnance Survey Map Revision of 1923 with additions 1938 and 1947, 6" to 1 mile scale (Cumberland Sheets 53 SW and 53 SE)*

*Ordnance Survey Map 1968, 6" to 1 mile scale (Sheet NX92NE)*

*Ordnance Survey Map 1990, 1:10 000 scale (Sheet NX92NE)*

## APPENDIX 1: GAZETTEER OF SITES

*Historic Environment Record (HER) entries within an approximate 1.5km radius of the proposed development site (locations are shown as site numbers on Figure 3):*

Site No.	HER No.	Site Name	Brief Description and Site Status (if any)	NGR	General Period
1	1011	St Michael's Church	A wooden church may have existed on the site in Saxon times; excavations in 1926 revealed the foundations under the Norman tower, and fragments of 7 <sup>th</sup> -11 <sup>th</sup> century stone crosses have been found on the site. The earliest known fabric is currently attributed to the 12 <sup>th</sup> century  <i>Listed Building</i>  <i>Conservation Area</i>	E:299730 N:528950	Early Medieval  Medieval  Post Medieval
2	1055	Axe Hammer Find, Workington Old Cemetery	A stone axe-hammer found in Workington Old Cemetery. Now lost	E:300010 N:528060	Prehistoric (Bronze Age)
3	3682	St Michael's Mount Beacon	St Michael's Mount, of How Michael, tower 23.5ft x 17ft, repaired by J Christian Curwen. Probably carried the beacon 1468 and 1688. Destroyed in 1946 to make way for a slag tip	E:298787 N:528418	Medieval  Post Medieval
4	4165	Jane Pit	A 19 <sup>th</sup> century coal mine adjacent to the sports ground. Mossbay contains the best surviving example of the ornate castellated style of colliery architecture which was a feature of the large landowner involvement in the Cumbrian coal industry during the 19 <sup>th</sup> century  <i>Listed Building</i>  <i>Scheduled Ancient Monument</i>	E:299520 N:527770	Post Medieval (Victorian)
5	4664	Moss Bay Iron Works	Moss Bay Iron Works, founded July 1872. Erected	E:298790 N:527270	Post Medieval (Victorian)



Site No.	HER No.	Site Name	Brief Description and Site Status (if any)	NGR	General Period
			blast furnaces for pig iron production. In 1877 a Bessemer steel making plant and rolling mill was added and the company started producing rails. Modern production rendered the Bessemer process obsolete and it was abandoned in 1974		
6	4665	Derwent Iron and Steel Works, Moss Bay	The Derwent Works, later part of Moss Bay Ironworks Complex, was started in 1873. It had three blast furnaces. In 1883 it started producing rails and later two more blast furnaces were added. In 1977 only three blast furnaces remained and the company was part of the British Steel Corporation. Operations ceased in the 1970s	E:298768 N:527779	Post Medieval (Victorian)
7	5044	The Marsh Pottery	The Dunbar family manufactured earthenware, although Kelly's Trade Directory of 1894 lists John Dunbar, manager of Rockingham, cane and earthenware	E:299000 N:528000	Post Medieval (Victorian)
8	5315	Tide Watchers Round House	The Tide Watchers Round House was used to guide ships in varying tides. There were several along the coast, but this is possibly the only one remaining [in 1987]. Constructed of stone and cobbles	E:298500 N:529400	Post Medieval
9	5514	Joseph Pirt & Co Engineering Works	Pirts Foundry, a chapel-like building with 'Gothic' detail, supplying mining machinery to the area. Late 18 <sup>th</sup> -19 <sup>th</sup> century date  <i>Listed Building (Grade II)</i>	E:299653 N:529013	Post Medieval (Georgian)
10	11494	Hope Pit	Site of Hope Pit shown on First Edition OS map, no longer marked on OS	E:300140 N:528400	Post Medieval

Site No.	HER No.	Site Name	Brief Description and Site Status (if any)	NGR	General Period
			mapping		
11	11501	Workington Hall Mill Race	Mill race, labelled on a plan of 1777, and shown but unnamed on a map of 1569. It diverted water from the River Derwent to Workington Hall Mill. Workington Hall Mill is said to have been in existence since before 1250	E:299800 N:529050	Medieval Post Medieval
12	12390	Cleator and Workington Junction Railway, Derwent Branch	The Cleator and Workington Junction Railway, Derwent Branch. Now dismantled	E:299050 N:527200	Post Medieval (Victorian)
13	12391	Cleator and Workington Junction Railway	Cleator-Workington Junction Railway ran from Cleator Moor west to Siddick Junction via Moresby Parks, Distington, Workington Central. Double track line opened to goods 1878, passengers 1879. Most of track is now dismantled	E:299770 N:527560	Post Medieval (Victorian)
14	12392	Buddle Pit	A disused coal mine, marked as disused as early as the Second Edition OS map of 1900	E:299329 N:527708	Post Medieval
15	12393	Annie Pit Mine Workings	Disused mine workings called 'Annie Pit'. Only shown on Second Edition OS map of 1900, when marked as 'disused'	E:299694 N:527962	Post Medieval
16	12395	Workington School House	Site of a 'school house' shown on the First Edition OS map, now an industrial estate stands on this site	E:298788 N:528133	Post Medieval
17	12777	Moss Bay Shore Anti Tank Traps	Anti tank traps on Moss Bay shore, said to be in good condition in Sept 1997. Apparently still surviving in March 2003, below a disused railway. Unusually they are not made of concrete, but of slag poured into a mould	E:298700 N:526500	Modern (Wartime)
18	12779	Distington Engineering Co (Drybread) Ordnance Factory	A shell factory. Ministry of Defence. Said to be in good condition in Sept 1997	E:299100 N:528900	Modern (Wartime)

Site No.	HER No.	Site Name	Brief Description and Site Status (if any)	NGR	General Period
19	16390	Distington Engineering Company Shadow Factory	According to J Wilson, a shadow factory/bombing decoy for special steels survives in good condition	E:298900 N:528700	Modern (Wartime)
20	22882	The Old Rectory, 7 Dora Crescent	Probable 15 <sup>th</sup> century medieval hall and cross wings house, with 19 <sup>th</sup> and 20 <sup>th</sup> century alterations  <i>Listed Building (Grade II*)</i>  <i>Conservation Area</i>	E:299810 N:528965	Medieval Post Medieval
21	40485	How Chapel/Watch Chapel/St Michael's Chapel, Chapel Hill	Site of a former chapel, named 'Watch Chapel' on a plan of 1569 and labelled on the First Edition OS map of c.1867. Destroyed since 1900	E:298661 N:528445	Medieval
22	40486	Chapel Hill Battery	'V A Battery' shown on the First Edition OS map of c.1867. Destroyed since 1900	E:298650 N:528475	Post Medieval
23	40487	Chapel Bank Colliery	Chapel Bank Colliery, which consisted of three mines, was lost in 1837 'owing to an irruption of the sea'	E:298800 N:528370	Post Medieval (Georgian)
24	40489	Workington Salt Pans	Two structures labelled 'salt pans' shown on a plan of 1569. Site is now covered by a modern slag tip	E:298510 N:528950	Medieval Post Medieval (Tudor)
25	40490	Workington Levy	Flood defences shown on a plan of 1569, labelled 'levee [?] to be made'	E:298545 N:528880	Post Medieval (Tudor)
26	40491	Workington Fish Houses	'Fish Houses' labelled on a plan of 1569. Six buildings are depicted and presumably were used for fish curing etc	E:298700 N:529290	Post Medieval (Tudor)
27	40496	Priestgate Marsh Limekiln	Limekiln shown on the First Edition OS map of 1867, on an area of late 18 <sup>th</sup> century reclaimed land known as 'Priestgate Marsh' to the south of the harbour. Removed by 1900	E:299125 N:528930	Post Medieval (Georgian)
28	40497	Solway Nailworks, Priestgate Marsh	Nail factory shown on the First Edition OS map 1867 on an area of late 18 <sup>th</sup> century reclaimed ground	E:299380 N:528870	Post Medieval (Georgian)

Site No.	HER No.	Site Name	Brief Description and Site Status (if any)	NGR	General Period
			named 'Priestgate Marsh' to the south of the harbour. The Workington Bridge and Boiler Co Ltd was built on the site sometime before 1900		
29	40498	South Quay/Town Quay	South Quay, built to the south of the harbour at Workington, in existence by 1777. Now known as Town Quay and used as a road	E:299340 N:529020	Post Medieval (Georgian)
30	40499	Merchant's Quay	Merchant's Quay, built when a sandbank was reinforced during the redevelopment of the original harbour and the reclamation of Priestgate Marsh to the south in the late 18 <sup>th</sup> century	E:299340 N:529110	Post Medieval (Georgian)
31	40500	Workington Bridge and Boiler Company Limited, Priestgate Marsh	Workington Bridge and Boiler Co Limited. These works are situated on the Marsh. 'Extensive business is done in the construction and erection in Great Britain and abroad of blast furnace and steel works plant, bridgework etc. Iron and steel rivets, and railway spikes and bolts are also manufactured largely, the capacity being a turn-out of a hundred tons weekly'	E:299350 N:528830	Post Medieval (Victorian)
32	40501	Newyard Iron Works/Kirk Brothers and Co. Ltd	The 1st edition Ordnance survey map of 1867 depicts a small-scale industry, possibly the Kirk Bros & Co Ltd ironworks or that of a pottery recorded in the vicinity [HER 5044]. 'Newyard Iron Works' is clearly shown on the Second Edition map of 1900. Modern maps show the site has been redeveloped as Derwent Howe Industrial Estate	E:299000 N:527990	Post Medieval

Site No.	HER No.	Site Name	Brief Description and Site Status (if any)	NGR	General Period
33	40502	Kirk Brothers and Co. Ltd, Marsh Side	Kirk Bros and Co. Ltd. 'This company manufactures pig iron for use in their own works'. 'Iron Works' are shown on the Second Edition OS map of 1900. Modern maps show the site had been extensively altered	E:299200 N:528900	Post Medieval (Victorian)
34	40505	Workington Station/Low Station	The London and North-Western Railway Company have their principal station at the low end of the town, hence it has always been locally known as the Low Station. 'In 1881 commodious goods yard and buildings were erected and in 1886 the company followed this up by entirely rebuilding the passenger station'	E:299520 N:528880	Post Medieval (Victorian)
35	40508	Stanley Street Gasworks	The Gasworks were situated in Stanley Street near the railway. The works were first established by a private company in 1840. Site shown on the First Edition OS map of 1867, but not on the Second Edition map of 1900	E:299350 N:528910	Post Medieval (Victorian)
36	40509	St Michael's Church of England Free School, Station Road	Extant 'Church of England Free School' shown on the First Edition OS map of 1867	E:299760 N:528840	Post Medieval
37	40774	Cleator and Workington Junction Railway, Mossbay Branch	A stretch of railway between Cleator and Workington Junction Railway and Mossbay, built sometime between 1867 and 1900. Now dismantled and partially built on with industrial units and housing	E:299401 N:526598	Post Medieval (Victorian)
38	41705	Salterbeck Saltworking Site, Moss Bay	Possible location of a salt-working site, based on place name evidence and 17 <sup>th</sup> -18 <sup>th</sup> century documented references to salt pans at 'Harrington', although the	E:298700 N:526600	Medieval Post Medieval

Site No.	HER No.	Site Name	Brief Description and Site Status (if any)	NGR	General Period
			place name also suggests activity in the medieval period. The saltpans were closed in 1739		

## APPENDIX 2: FIGURES

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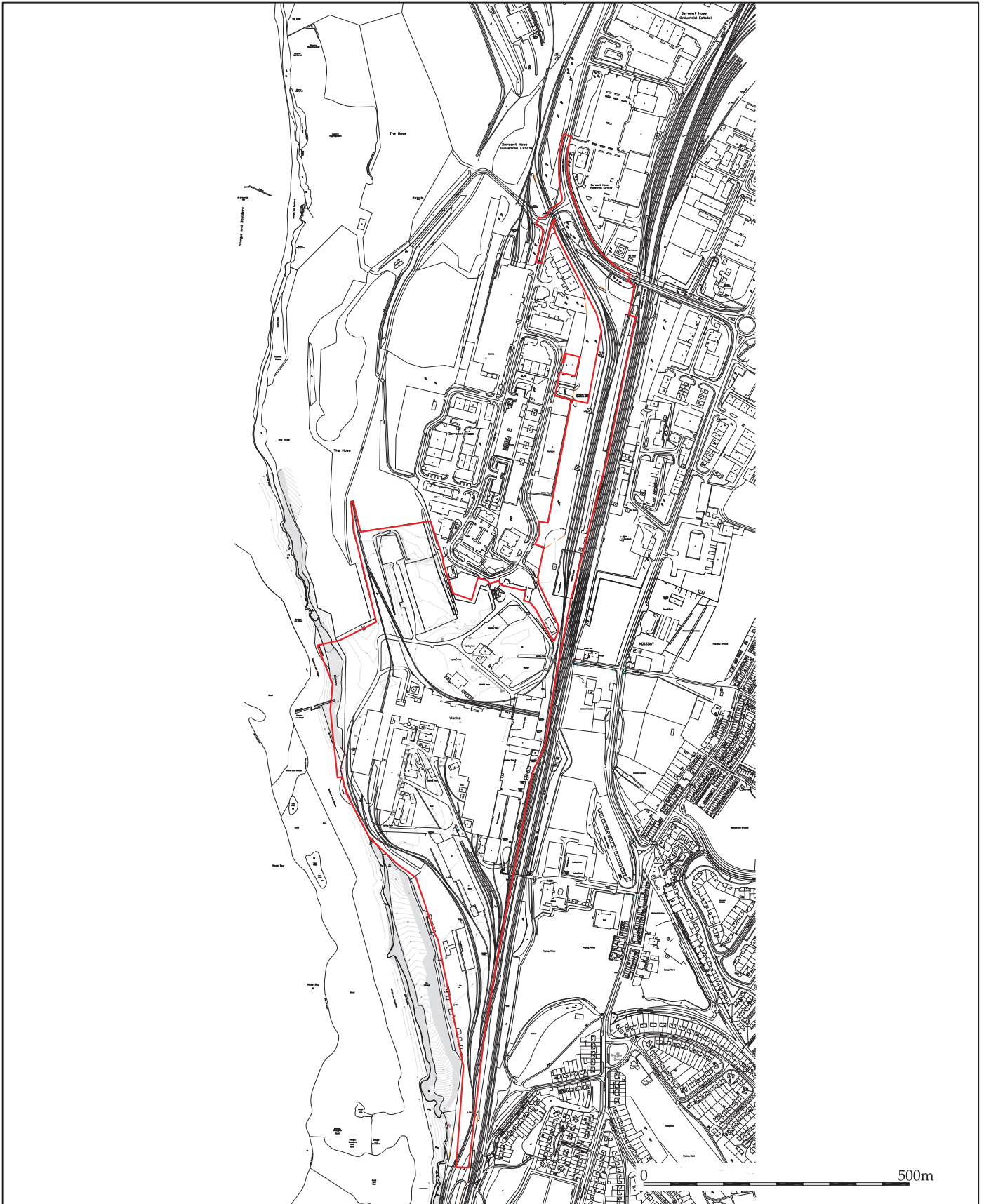
 <p>Wardell Armstrong Archaeology 2014</p>	<p>PROJECT: Former Corus Steelworks, Workington, Cumbria</p> <p>SCALE: 1:25,000 at A4</p> <p>REPORT No: CP10875</p> <p>CLIENT: Persimmon Homes Lancashire</p> <p>DRAWN BY: AB</p> <p>DATE: March 2014</p> <p>FIGURE: 1</p>	<p>KEY:</p>  <p>Site boundary</p>	 <p>Reproduced by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. All rights reserved. Licence number 100019512</p>
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Figure 1: Site location.








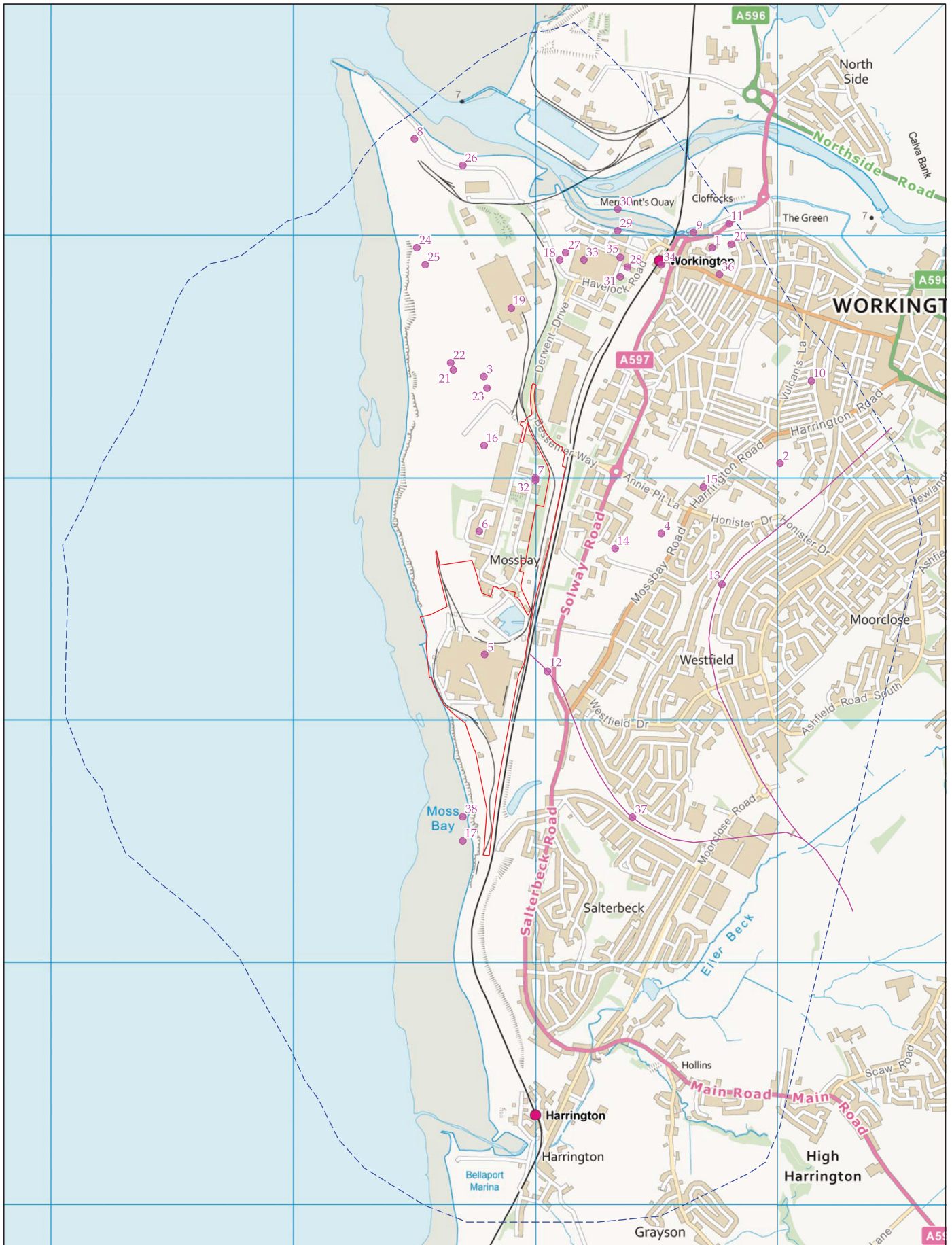
 <p>Wardell Armstrong Archaeology 2014</p>	<p>PROJECT: Former Corus Steelworks, Workington, Cumbria</p> <p>SCALE: 1:10,000 at A4</p> <p>REPORT No: CP10875</p> <p>CLIENT: Persimmon Homes Lancashire</p> <p>DRAWN BY: AB</p> <p>DATE: March 2014</p> <p>FIGURE: 2</p>	<p>KEY:</p>  <p>Site boundary</p>	 <p>Reproduced by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. All rights reserved. Licence number 100019512</p>
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Figure 2: Detailed site location.



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SCALE: 1:15,000 at A3  
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FIGURE: 3

KEY:

-  Site boundary
-  1km radius
-  HER sites



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Figure 3: Location of HER entries with an approximate 1.5km radius of the site.






	<p>PROJECT: Former Corus Steelworks, Workington, Cumbria</p> <p>SCALE: Not to scale</p> <p>REPORT No: CP10875</p> <p>CLIENT: Persimmon Homes Lancashire</p> <p>DRAWN BY: AB</p> <p>DATE: March 2014</p> <p>FIGURE: 4</p>	<p>KEY:</p> <p> Site location</p>	
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Figure 4: Extract from a Reproduction of John Speed's Map of Cumberland, 1610.






 <p>Wardell Armstrong Archaeology 2014</p>	<p>PROJECT: Former Corus Steelworks, Workington, Cumbria</p> <p>SCALE: Not to scale</p> <p>REPORT No: CP10875</p> <p>CLIENT: Persimmon Homes Lancashire</p> <p>DRAWN BY: AB</p> <p>DATE: March 2014</p> <p>FIGURE: 5</p>	<p>KEY:</p>  Site location	
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Figure 5: Extract from Hodkinson and Donald's Map of Cumberland, 1774.






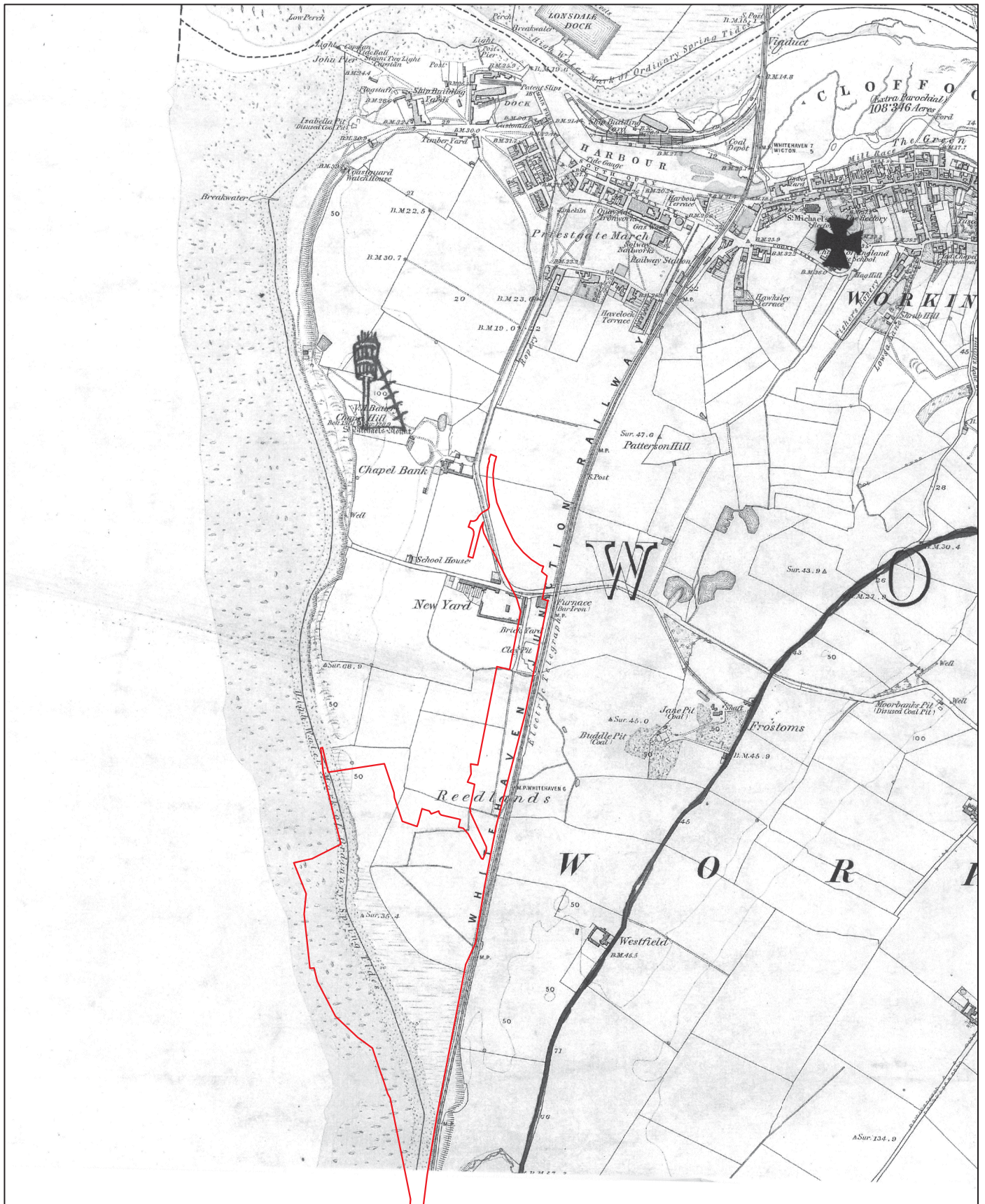
 <p>wardell armstrong archaeology</p>	<p>PROJECT: Former Corus Steelworks, Workington, Cumbria</p> <p>SCALE: Not to scale</p> <p>REPORT No: CP10875</p> <p>CLIENT: Persimmon Homes Lancashire</p> <p>DRAWN BY: AB</p> <p>DATE: March 2014</p> <p>FIGURE: 6</p>	<p>KEY:</p>  Site location	
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Figure 6: Extract from Greenwood's Map of Cumberland, 1823.






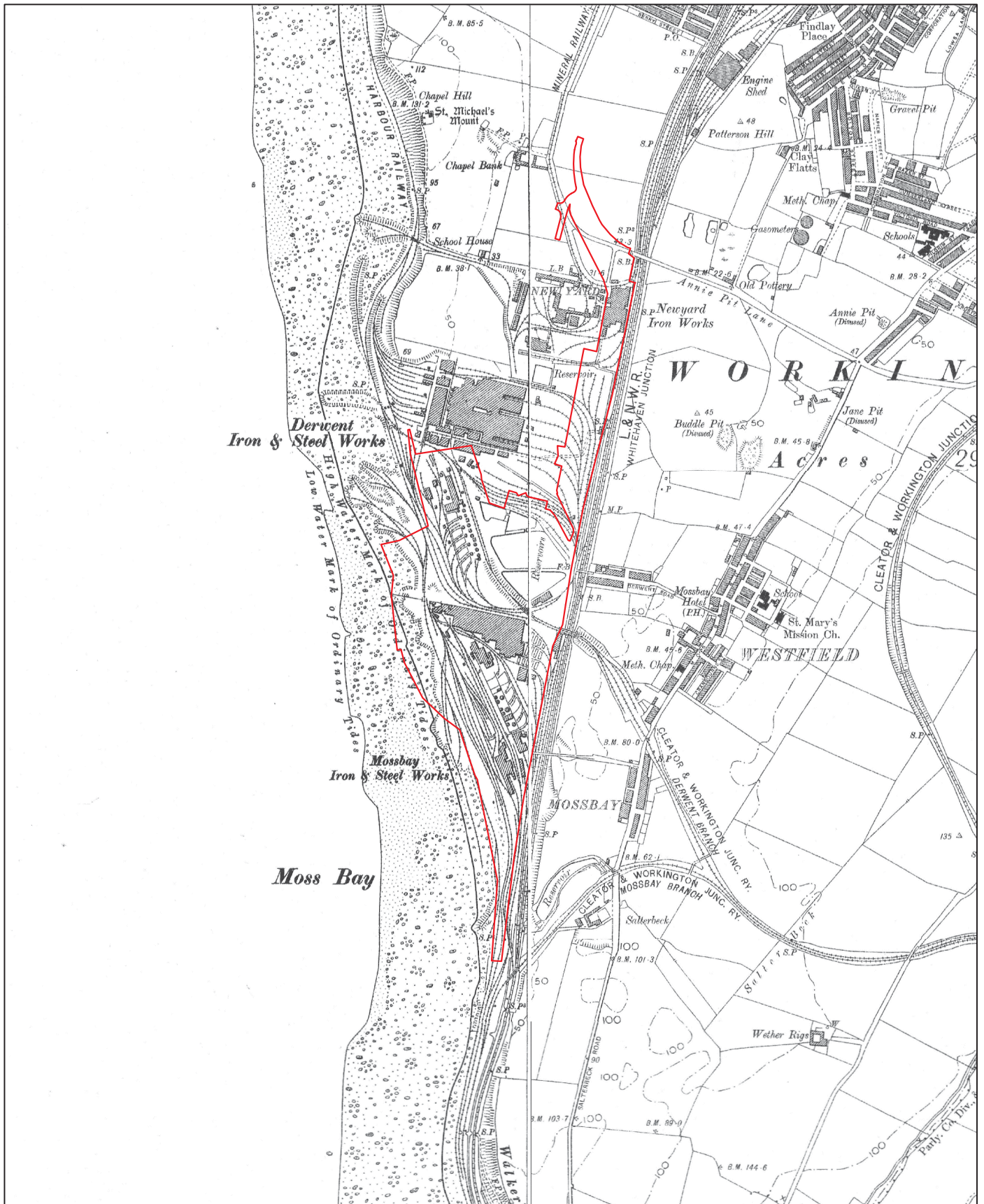
 <p>Wardell Armstrong Archaeology 2014</p>	<p>PROJECT: Former Corus Steelworks, Workington, Cumbria</p> <p>SCALE: 1:12,500 at A4</p> <p>REPORT No: CP10875</p> <p>CLIENT: Persimmon Homes Lancashire</p> <p>DRAWN BY: AB</p> <p>DATE: March 2014</p> <p>FIGURE: 7</p>	<p>KEY:</p>  <p>Site boundary</p>	
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Figure 7: First Edition Ordnance Survey Map, 1867 (6" to 1 mile scale).






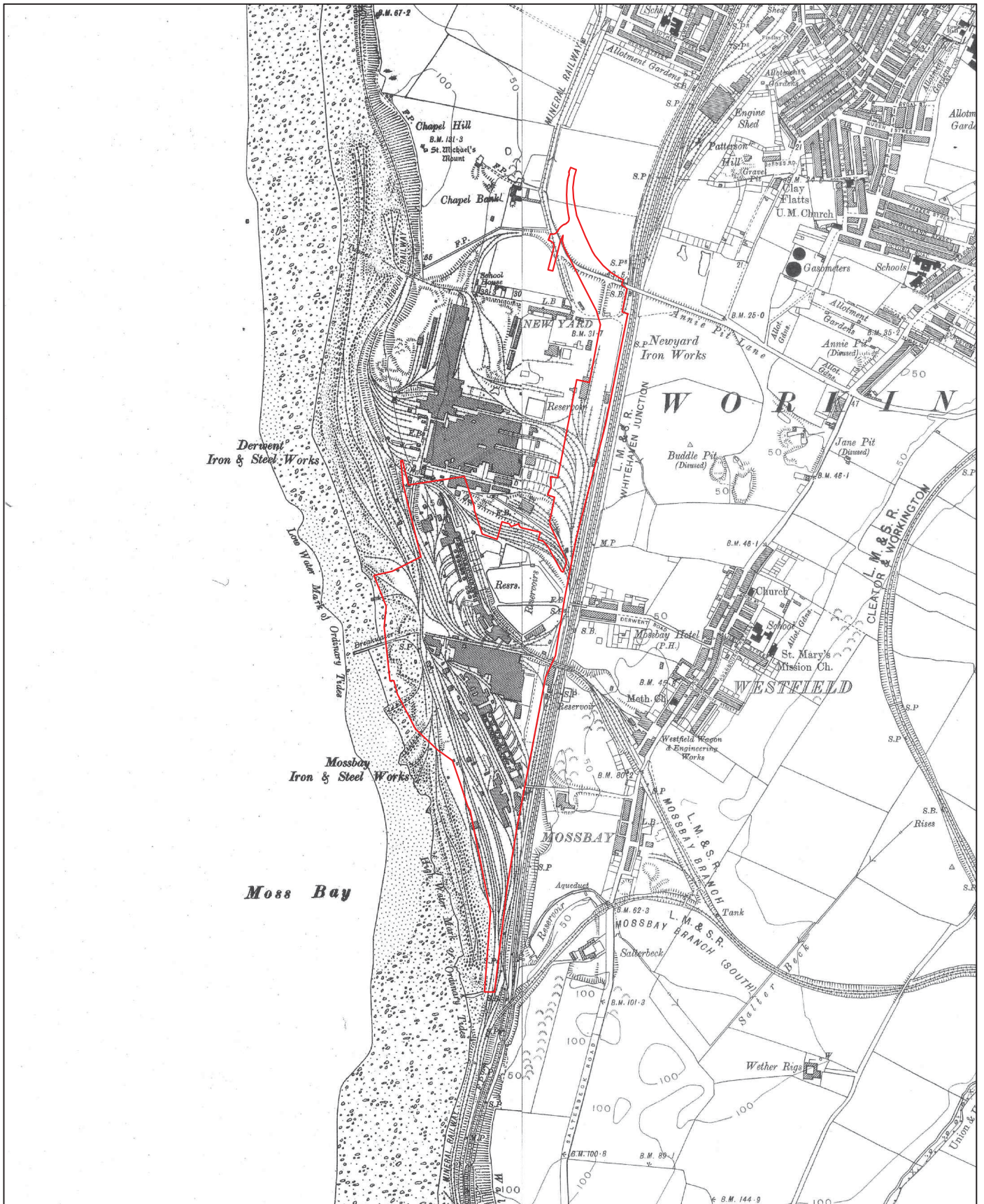
	<p>PROJECT: Former Corus Steelworks, Workington, Cumbria</p> <p>SCALE: 1:12,500 at A4</p> <p>REPORT No: CP10875</p> <p>CLIENT: Persimmon Homes Lancashire</p> <p>DRAWN BY: AB</p> <p>DATE: March 2014</p> <p>FIGURE: 8</p>	<p>KEY:</p>  <p>Site boundary</p>	
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Figure 8: Second Edition Ordnance Survey Map, 1900 (6" to 1 mile scale).






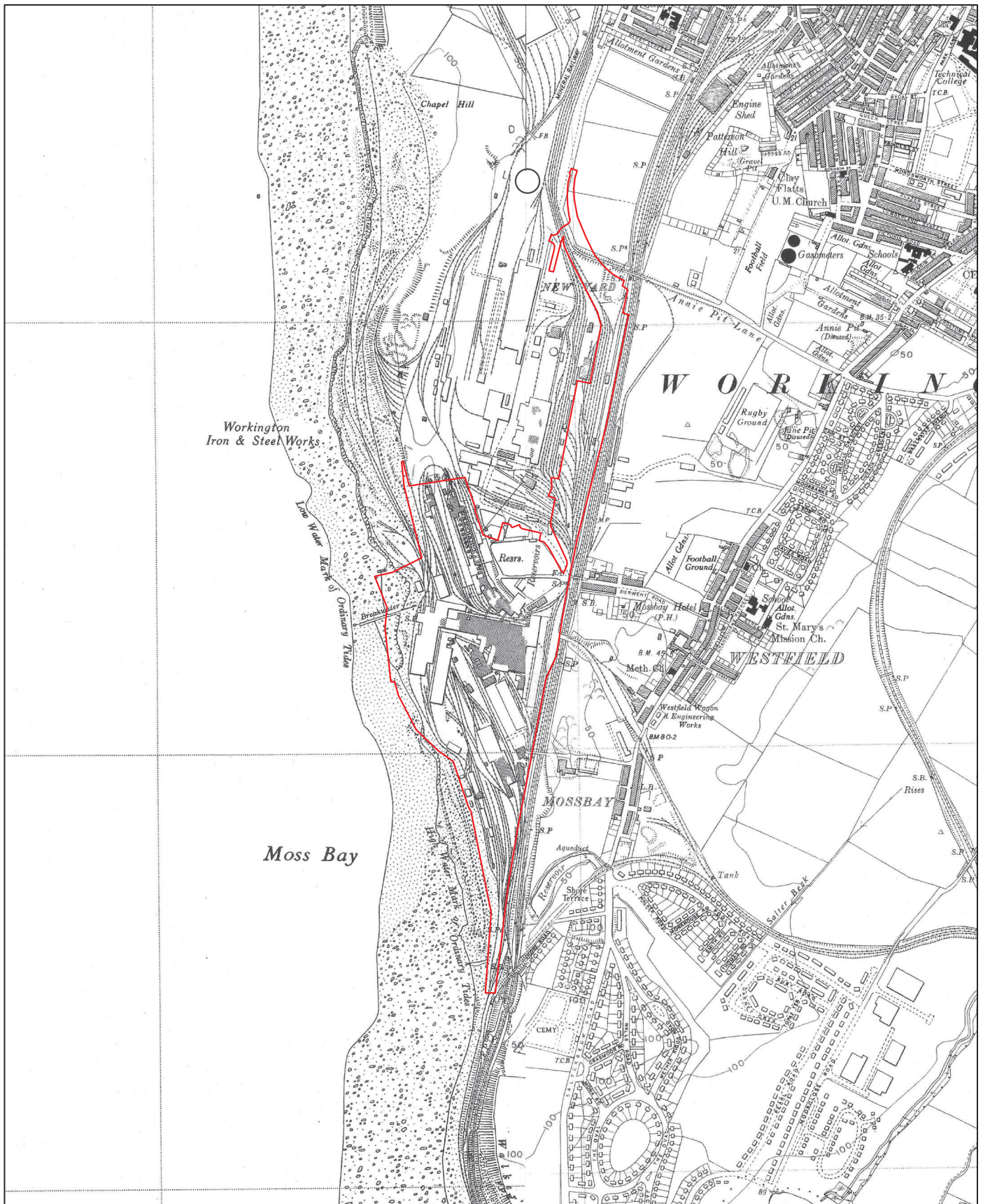
 <p>Wardell Armstrong Archaeology 2014</p>	<p>PROJECT: Former Corus Steelworks, Workington, Cumbria</p> <p>SCALE: 1:12,500 at A4</p> <p>REPORT No: CP10875</p> <p>CLIENT: Persimmon Homes Lancashire</p> <p>DRAWN BY: AB</p> <p>DATE: March 2014</p> <p>FIGURE: 9</p>	<p>KEY:</p>  <p>Site boundary</p>	
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Figure 9: Third Edition Ordnance Survey Map, 1926/1927 (6" to 1 mile scale).





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 DATE: March 2014  
 FIGURE: 10

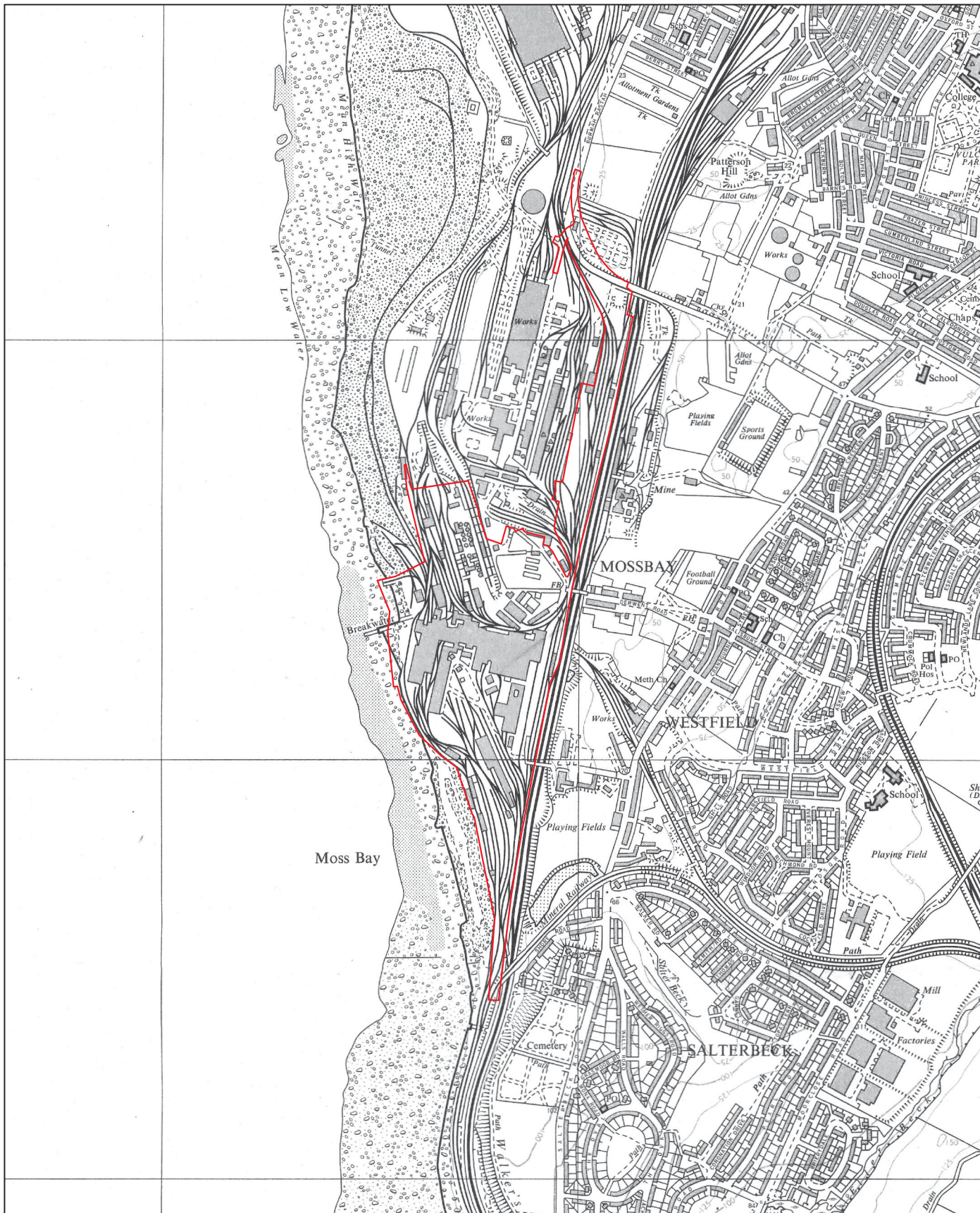

KEY:



Site boundary




Figure 10: Ordnance Survey Map, Revision of 1947 (6" to 1 mile scale).


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 DATE: March 2014  
 FIGURE: 11

KEY:

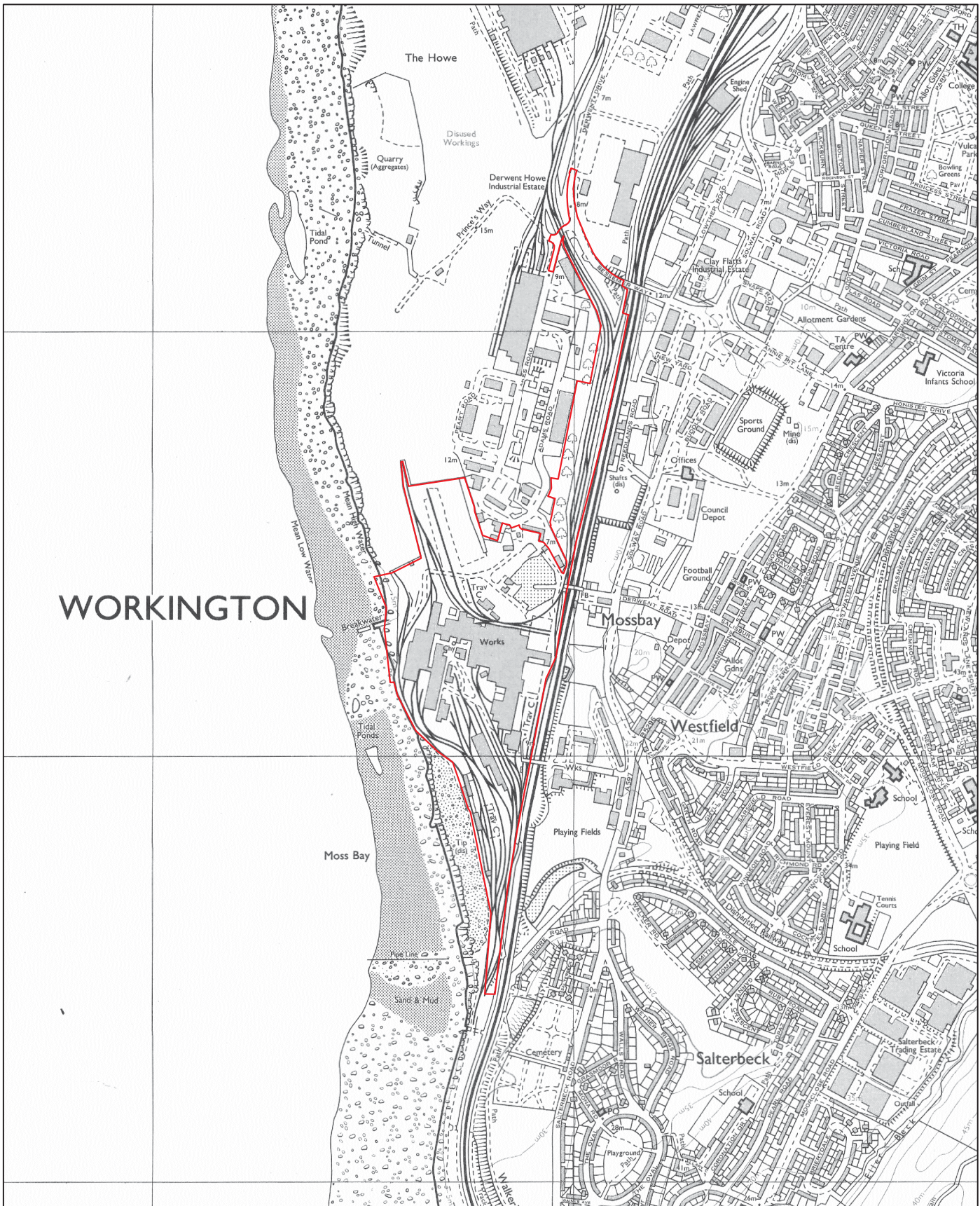


Site boundary



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Figure 11: Ordnance Survey Map, 1968 (6" to 1 mile scale).



WORKINGTON



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 FIGURE: 12

KEY:



Site boundary



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Figure 12: Ordnance Survey Map, 1990 (1:10,000 scale).