



MICHAEL MADRICK

**LAND AT BANK YARD ROAD,
PARTON,
CUMBRIA**

HERITAGE IMPACT ASSESSMENT

November 2017


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| PREPARED BY: | EDITED BY: | APPROVED BY: |
|---|---|--|
| Cat Peters | Frank Giecco | David Jackson |
|  |  |  |
| Researcher | Technical Director | Senior Project Officer |

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DESK BASED ASSESSMENTS
ARCHAEOLOGICAL EVALUATION
ARCHAEOLOGICAL EXCAVATION
GEOPHYSICAL SURVEY
TOPOGRAPHIC AND LANDSCAPE SURVEY
HISTORIC BUILDING RECORDING
ENVIRONMENTAL SERVICES

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SUMMARY

Wardell Armstrong was commissioned by Michael Madrick to undertake a Heritage Impact Assessment of land at Bank Yard Road, Parton, Cumbria (centred on NGR: NX 97784 20317) to support a planning application for a development at the site. This work comprised a consultation of sources relating to the area's development and a site visit. This Heritage Impact Assessment summarises the results of the research and site visit.

This Heritage Impact Assessment is designed to show the impact on the heritage significance of upstanding heritage assets within the 500m study area, and the potential for encountering as-yet unknown heritage assets within the site boundary.

The proposed development site appears to have lain beyond the southern limits of the burgeoning harbour settlement of Parton, until 1707, when part of the site may have been purchased for a ropewalk. Many plots in this area of Parton were subsequently sold off in the early 18th century, predominantly for industrial use, including for a tannery and oil yard to the south. By 1810, some of the plots had houses on, in the north-eastern and south-eastern corner of the site, with much of the site developed between 1865 and 1899, and occupied by around 50 houses by 1899. This must have been as a direct result of the establishment of Parton Colliery to the east. The earlier buildings at the north-eastern extent were cleared by 1968 and the remainder by 2003, presumably as part of an organised clearance scheme following early to mid 20th century depression and late 20th century degradation. Some upstanding structural remains were observed within the south-eastern corner of the site during the site visit. Surviving sub-surface traces of these very early 18th century ropewalk, buildings and boundaries, or later 19th century terraced houses and church hall, may survive within the site boundary.

A development within the site boundary would result in no change to the heritage significance of the other 11 known heritage assets of local and negligible significance within the wider study area.

The possibility of as-yet unknown buried remains surviving within the proposed development site predating 1810 cannot be ruled out, though these may already have been detrimentally affected by known post medieval development.

ACKNOWLEDGEMENTS

Wardell Armstrong thanks Michael Madrick who commissioned the project. Wardell Armstrong also thank Mark Brennand, of Cumbria County Council's Historic Environment Team, for data from the Historic Environment Record.

The site visit and documentary research was undertaken by Cat Peters.

The report was written by Cat Peters and Ariane Buschmann and the figures were produced by Adrian Bailey. Frank Giecco managed the project and Dave Jackson edited the report.

1 INTRODUCTION

1.1 Circumstances of Project

1.1.1 Wardell Armstrong was commissioned by Michael Madrick to prepare a Heritage Impact Assessment of land at Bank Yard Road, Parton (centred on NGR NX 97784 20317). This assessment is required to support a planning application for a proposed development at the site (Figure 1). The site was bounded by a railway track to the west, Bank Yard Road to the east and north and residential dwellings to the south (Figure 2). At the time of this study the proposed development site comprised an area of disused wasteland, utilised for vehicle parking, and by coastal walkers as part of a coastal footpath.

1.2 The Purpose of the Heritage Impact Assessment

1.2.1 This Heritage Impact Assessment is designed to show the impact on the heritage significance of heritage assets, within a 500m radius of the proposed redevelopment area, an area hitherto referred to as the study area.

1.2.2 The Heritage Impact Assessment seeks to address in detail the issues of impacts on heritage significance and to do this it both seeks to understand the significance of the assets before evaluating the impact of the development proposals upon them.

1.3 National Planning Policy and Legislative Framework

1.3.1 National planning policies on the conservation of the historic environment are set out in the *National Planning Policy Framework* (NPPF), which was published by the Department of Communities and Local Government in March 2012. This is supported by *National Planning Practice Guidance* (NPPG) which was published in March 2014.

1.3.2 The NPPF draws a distinction between designated heritage assets and other remains considered to be of lesser significance. With regard to designated heritage assets, “*great weight should be given to the asset’s conservation*”. The more important the asset, the greater the weight should be; substantial harm to or loss of a Grade II Listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, including scheduled monuments, protected wreck sites, battlefields, Grade I and II* Listed Buildings and Grade I and II* Registered Parks and Gardens and World Heritage Sites, should be wholly exceptional (NPPF, para 132). Therefore, preservation in-situ is the preferred course in relation for such sites unless exceptional circumstances exist.

1.3.3 The NPPF advises that local planning authorities should look for opportunities for new

development within Conservation Areas and within the setting of heritage assets in order to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably (NPPF, para 137).

1.4 Local Planning Policies

- 1.4.1 The Copeland Local Plan 2013-2028 was adopted in December 2013. The policy on the built environment and heritage, ENV4, sets out *“to enhance the quality of the Borough’s built environment and heritage assets”* (Copeland County Council 2013, 74).
- 1.4.2 For maintaining the value of their heritage assets, the policy aims to *“protect listed buildings, conservation areas and other townscape and rural features considered to be of historic, archaeological or cultural value; support proposals for heritage led regeneration, ensuring that any listed buildings or other heritage assets are put to an appropriate, viable and sustainable use; strengthening the distinctive character of the Borough’s settlements, through the application of high quality urban design and architecture that respects this character and enhances the settings of listed buildings”*.
- 1.4.3 Policy DM27 supports this policy, setting out the Council’s approach to development which affects built heritage and archaeology.

2 METHODOLOGY

2.1 Introduction

2.1.1 The preparation of this Heritage Impact Assessment has been undertaken in accordance with guidance recommended by English Heritage and prepared by Bassetlaw District Council (2011). Note is also taken of the English Heritage guidance on understanding place (2010 and 2011) and on the setting of heritage assets (2012).

2.1.2 The data underlying the Heritage Impact Assessment was gathered through desk-based study of documentary sources and via a site visit. The impact of the development on upstanding assets within the 500m search radius, was assessed using a series of standard tables (*confer* Appendix 2).

2.2 Documentary Sources

2.2.1 The primary and secondary sources were used to provide the background to the historical character of the study area. Much of the information in this Heritage Impact Assessment was derived from the results of previous archaeological investigations in the area, from internet sources and from sources available at the Cumbria Archive Centres of Carlisle and Whitehaven, and the Cumbria Historic Environment Record, held at Kendal.

2.2.2 Historic England's guidance on historic area assessments, conservation areas and heritage asset setting was used to establish the compliance of the development scheme proposals with best practice planning guidance.

2.3 Site Visit

2.3.1 The site and its environs were visited on the 25th October 2017.

2.3.2 The site visit aimed to:

- identify any as yet unknown features within the proposed development site
- identify whether any known features identified during the research are still present within the proposed development site boundaries
- consider the impact of the proposed residential development on the heritage significance of the heritage assets within a 500m radius.

2.4 Impact Assessment Tables

2.4.1 The assessment of the impact of development proposals is undertaken using a series of heritage impact tables (Appendix 2). These tables use standard assessment

methods as used by Government agencies, as for example those used in the Highway Agency's *Design Manual for Roads and Bridges* (2007). These tables first establish the significance of the heritage asset against set criteria, secondly they estimate the magnitude of impact and, taking the results of these two together, allow a calculation of impact on overall heritage significance.

2.5 Heritage Impact Assessment

- 2.5.1 For the purposes of this report, the term '*site*' is used to refer to the area within the proposed development site boundary (Figure 2) and the term '*study area*' is used for the wider 500m radial contextual area surrounding the site (Figure 3).
- 2.5.2 Several sources of information were consulted, in accordance with professional guidelines (CifA 2014) and local curatorial requirements. A further search of online resources was undertaken in order to identify any designated sites such as scheduled monuments, listed buildings and conservation areas, around the proposed development area. This was done in order to help assess the possible impact of the proposed development on archaeologically sensitive areas. The principal sources of information were historical maps and secondary sources.
- 2.5.3 **Cumbria County Council Historic Environment Record (HER):** the HER, maintained by Cumbria County Council, was consulted in September 2017 in order to obtain information regarding known designated heritage assets (for example listed buildings, scheduled monuments and conservation areas), and non-designated heritage assets, i.e. sites of historic or archaeological interest which are not designated, from within the study area.
- 2.5.4 Full details of all these assets are included in Appendix 1 and their locations are represented by asset numbers in Figure 3.
- 2.5.5 **Cumbria Archive Centre, Carlisle (CAC):** the online catalogue was checked and relevant documents noted. A visit was made to locate the tithe award plan, but unfortunately this related to a different Parton.
- 2.5.6 **Cumbria Archive Centre, Whitehaven (CACW):** the online catalogue was checked, relevant documents noted, and a visit in person was undertaken in October 2017. Three early 19th century maps were encountered which covered the area including a Plan of Parton, 1810 (YDX 304/13/22 and YDX 304/13/15), a Plan of Parton Village, 1835 (YDX 297/20) and a Plan of Proposed Railway Line, 1839, for the West Cumberland, Furness and Morecambe Bay Railway (DWM 1/189/2). Trade Directories

and local history books were also perused.

2.5.7 **Wardell Armstrong:** various publications and unpublished reports on excavations and other work in the region are held within the Wardell Armstrong library and these were examined and are referenced as appropriate.

2.5.8 **Websites:** various websites were checked for information relevant to the site's assessment, including Google Earth™, the British Geological Survey, and the Archaeological Data Service. These are listed, as appropriate, in the bibliography.

2.6 Reporting

2.6.1 A digital copy of the report will be deposited with Cumbria County Council's Historic Environment team, where viewing will be made available on request.

2.6.2 Wardell Armstrong 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 results of this study will be made available by Wardell Armstrong, as a part of this national scheme, under code: **wardella2-300014**.

2.7 Glossary

2.7.1 The following standard terms are used throughout the report:

- Designation – the process that acknowledges the significance of a heritage asset and thus advances its level of consideration/protection within the planning process. Designated assets can either be statutory, like listed buildings, or non-statutory such as registered parks and gardens or conservation areas.
- Heritage Asset – a building, monument, site, place, area or defined landscape positively identified as having a degree of heritage significance that merits consideration in planning decisions.
- Historic Environment Record – an information service, usually utilising a database that provides public access to up-to-date and dynamic resources relating to the historic environment of a defined geographic area.
- Mitigation – action taken to reduce potential adverse impacts on the heritage significance of a place.
- Setting – the surroundings in which a heritage asset is experienced. The extent is not fixed and will vary according to the historic character of the asset and the

evolution of its surroundings.

- Significance – the value of a heritage asset to present and future generations attributable of its heritage interest. That interest may be archaeological, architectural, artistic or historic (including historical associations).

3 DESCRIPTION

3.1 Location and Geology

3.1.1 The village of Parton lies c. 2km north of Whitehaven, on the coast of Cumbria (Figure 1). The proposed development lies to the east of the railway line, and to the west of Bank Yard Road, at the south-western extent of the village (Figure 2). The site comprises an area of disused wasteland, utilised for vehicle parking, by coastal walkers and by neighbouring dwellings, to the north and west of residential properties.

3.1.2 The geology in the vicinity consists of mudstone, siltstone and sandstone of the Pennine Middle Coal Measures Formation. The sedimentary bedrock formed approximately 310 to 318 million years ago in the Carboniferous Period. Local environment was previously dominated by swamps, estuaries and deltas (BGS 2017).

3.2 Historic Landscape Character

3.2.1 The proposed development site lies within the 'Area 47: West Cumberland Plain' Historic Landscape Character area (Cumbria County Council 2009, 60). The area comprises a coastal area, stretching from the Solway Coast AONB in the north, to Egremont in the south. It contains a fragment of the Hadrian's Wall World Heritage Site and its setting in the north of the area at Maryport and individual sites at Burrow Walls and Moresby. It forms part of both Allerdale and Copeland Districts. It is generally low-lying and coastal in nature, with generally low, eroding cliffs forming the seaward edge. Its dominant character is urban and industrial. It includes a number of large, urban nucleations, such as Maryport, Workington, Whitehaven, Cleator Moor and Egremont, although 71% of the settlement post-dates 1900.

3.2.2 The legacy of this character area is "*a largely modern landscape with many 20th and 21st century industrial forms including windfarms, moderate survival of 19th century industrial features, weak legibility of landscape elements of medieval origin*" (*ibid*).

3.3 Archaeological and Historical Background

3.3.1 This historical and archaeological background is compiled from secondary sources and primary records consulted in October 2017. It is intended only as a summary of historical developments around the site. The locations of known heritage assets within the 500m study area are shown in Figure 3, and summarised in Appendix 2.

3.3.2 **Prehistoric Period:** there is little information on the origins and early history of Parton, although there are many references in the trade directories of Parton being older than Whitehaven (Parson and White 1829; Mannix and Whellan 1847; Whellan 1860).

- 3.3.3 No archaeological finds dating to the prehistoric period have been found within the site boundary or within the 500 metre radius study area. However, some prehistoric finds have been recovered from the wider Parton area, including a bronze spearhead in 1862, flints and an arrowhead and, in the 19th century, a labourer found an earthen vase resembling a cream pot that contained cremated bones. The pot was marked with wavy lines and was made from fired clay (Strickland and Wooler 2011, 10). From the study area itself, an urn containing bones was recovered in 1838 whilst road building near Moresby, which may have been contained within a mound (Asset 4). Although this possible burial cairn is of unknown date, it may have been of prehistoric origin.
- 3.3.4 **Roman Period:** during the Roman period this area of Cumbria was principally a military zone with a string of forts and mileforts established along the coast. A fort was established probably during the 2nd century at Parton (NHL 1007179), though beyond the 500m study area of the present site. The fort was 3.5 hectares in area and was built around 128 AD, soon after the completion of Hadrian's Wall. The fort was dated by a building inscription of the Legio XX Valeria Victrix to Hadrianic occupation. It is thought that this is the Roman fort Gabrosentum.
- 3.3.5 Several finds of the Roman period have been found within the study area, however, suggesting a potential for further discoveries in the area, and these have included a number of Roman coins in 1840 during roadworks near Moresby Hall (Asset 1), a possible Roman cist in 1878, recovered during the construction of the railway line (Asset 5), and two individual discoveries of body sherds of Roman amphorae (Assets 10 and 11).
- 3.3.6 **Medieval Period:** St Bridget's Church, to the north of the study area, and located on the former Roman fort, was first documented in 1291 (Strickland and Wooler 2011, 12), indicative of some kind of settlement in the vicinity by that date. The present church is an 1822 replacement of the earlier church. Medieval evidence from within the study area comes from a findspot of a coin of Edward IV, recovered in or prior to 1869 (Asset 3).
- 3.3.7 **Post Medieval Period:** a survey of harbours in Cumberland in 1566 noted, for Parton, that "*there is no town nor inhabitations near the landing place*" (Bradbury 2002, 3). There were seven larger boats called picards that were capable of carrying seven to nine tons of fish as well as a crew of three. These boats were used for fishing as well as taking fish to markets in Chester and Liverpool in order to be sold. No other harbour

in the County had as many cargo vessels in 1566. At this time, Whitehaven was a village of six houses and had only one boat big enough for trade (Bradbury 2002, 4).

- 3.3.8 By the 17th century, collieries in Moresby parish were already well established. The owners of the collieries shipped their coal through Parton. This occurred in direct competition to mines in the area owned by Sir John Lowther, who, late in the 17th century, attempted to gain a monopoly by buying as much of the coal bearing land as possible. In response to this, the remaining coal owners and merchants proposed the construction of a new pier in Parton in order to avoid paying export duties through Lowther's port in Whitehaven (Hair and Cotton 2000). In 1680 and 1685 a harbour was partially built at Parton by the Fletcher and Lamplugh families. The Fletcher family had acquired manorial rights in the area in the early 17th century, and may have been involved in the development of the salt pans c. 150m to the south of the harbour and west of the proposed development site (Asset 9).
- 3.3.9 In retaliation to the partially constructed harbour, Lowther persuaded the King to grant him the land at Parton between the high and low tide watermarks, thus gaining control of the port. The works were then stopped by an injunction from the courts in 1678 (*ibid*; Whellan 1860; Kelly 1921). By 1681, Lowther had made further development of the port at Parton legally impossible, though Lowther's own business needs eventually made having a port at Parton desirable and he eventually relented, allowing other coal owners to repair the pier there (Hair and Cotton 2000). In 1695 the pier was repaired. This resulted in a small boom for the village of Parton. By 1704 there were just four house plots owned or leased by Robert Walters, John and Elizabeth Williamson, John and Elanor Moses and Brian Chamley, and yet by May 1704, 22 freeholds were listed (Bradbury 2002, 14). In 1705 an Act of Parliament was passed to enlarge the harbour and pier with other acts passed in 1724 and 1732 (Whellan 1860; Kelly 1921). This must have led to further development in the settlement.
- 3.3.10 Interestingly, for the present proposed development site, in July 1707, a Thomas Hartley rented a plot of land 7m wide and 330m long by the shore at the south end of Parton on behalf of his sons Thomas and Stephen for a new ropewalk, buying the plot in February 1708, along with "*land adjacent to the northern end and a piece of waste ground by the rocks at the south end*" (Bradbury 2002, 15). This ropewalk plot seemed to initiate a spree of property buying which concentrated on the south side of the village. A new road was created adjacent to the ropewalk, the present Bank Yard Road, and much of the land in this area seemed to be intended for industry (Bradbury 2002,

19). Hodkinson and Donald's Plan of 1774 is not detailed enough to show individual plots, but does show a south-heading road joining the turnpike road to the east of the proposed development site, with some buildings to the west (Figure 4). A tannery was certainly in place by 1782, when it was sold as a growing concern, and included a tan yard, tan pits and various related structures including 'the old dye house' (Bradbury 2002, 27-28). This plot was just to the south of the present proposed development site, shown as plot 43 and 'c', on a Plan of Parton of 1810 (Figure 5). It was bought by John Bragg for his son Henry. By 1810, Henry Bragg owned plots 37, 50, 25, 40, 42, 43 and 44 (Figure 5), and had also developed an oilyard (Bradbury 2002, 30).

3.3.11 With the new pier and enlarged harbour, trade at Parton was flourishing towards the end of the 18th century. The quantity of coal exported from Parton even exceeded that of Whitehaven (Hutchinson 1797). The pier was washed away by a great storm in 1795 and was not rebuilt. The harbour was then desolate, with the neighbouring ports receiving all of the coal trade (Whellan 1860; Kelly 1921).

3.3.12 The Parton Brewery (Asset 7) was in existence by 1810, when it appears on the map of that date, labelled, 'B', (Figure 5; Asset 7) and had entries in the trade directories from 1829 onwards. The first recorded owner of the brewery was John Harrison and Co. An 1844 Sales Particulars of the brewery stated that the brewery and all land associated with it including 'a part of land forming part of the brows, containing one acre and twenty perches or thereabout' was to be sold at public auction (CACW YDX 366/2). This would have been the as yet un-named Brewery Brow that presumably took its name because of its location and association to the brewery. It continued in use until at least the 1920s (LUAU 1997).

3.3.13 In 1810, the proposed development site comprised parts of eight individual plots (Figure 5). This included a north-west south-east orientated track, coloured brown, which may have been the former ropewalk. The rest of the site at this time was occupied by Plots 46 (Mr Hamilton), 47 (Mr Cowan), 48 (Mr Renwick) 49 (J. Harrison), 50 (H. Bragg), and Plots 51 and 52 which were unnamed in 1810, perhaps unsold (CACW YDX 304/13/12). H. Bragg must be Henry Bragg, the tanner (*confer* 3.3.10). On the map, Plots 47, 48, 49 and 50 remain unbuilt on by 1810 (Figure 5). A long narrow building appears in the north-east corner of the proposed development, on the road frontage of plots 51 and 52, and a building is on the coast side of Plot 50. A further building is shown fronting Bank Yard Road at the south-eastern corner of the site in Plot 46, indicating that parts of the proposed development site had buildings within it by 1810.

- 3.3.14 In 1813, Richard Ayrton described the village as “*a very neat village, and, with the scenery about it, presents a very pleasing subject for the eye of the painter*” (quoted in Bradbury 2002, 35).
- 3.3.15 Industrial development continued to occur in the vicinity of the proposed development site in the early 19th century, with Parton Colliery, Brickworks and Coal Depot (Asset 2) constructed between 1810 (Figure 5) and 1835 (Figure 6) to the east of the tanyard. By the 1830s Parton Colliery was well in production, though was relatively short-lived as a colliery, appearing to have ceased production after 1863 (LUAU 1999, 13). The 1835 map shows a large building next to a drift mine and adjoining mine, which is still shown on maps up until 1925. Local knowledge and an evaluation in the 1980s suggested this was the brickworks, and it is likely that it was the brickworks that allowed the continued use of the site after the demise of the colliery. The 1835 plan shows a wagonway linking this site to Whitehaven Harbour (Figure 6). Excavations in 1997 recovered remains of such wagonways at the site (LUAU 1999, 13). A further mine, further east, part of Lambhill Colliery, is known from the study area (Asset 6).
- 3.3.16 The 1835 map that first shows Parton Colliery (Asset 2, confer 3.3.15), also shows the proposed development site in some detail (Figure 6). Here, the track to the west of the buildings, towards the western boundary of the site, is shown extending north-eastwards beyond the site boundary, to meet the main road further north. A small building, perhaps ropery-related, is shown on the western side of this. The narrow long building formerly shown on the 1810 plan across Plots 51 and 52 (Figure 5) is shown on the 1835 map as three adjoining buildings, and the northern two in 1835 are owned by Mr Smith, with the southernmost owned by Mrs Collins. These plots were unallocated in 1810 (*confer* 3.3.13). Between 1810 and 1835, Henry Bragg must have sold former Plot 50, as in 1835 it is owned by Mr Wilkinson, with new buildings shown fronting the road at the north-east extent of that plot and the building on the coast side being retained (Figure 6). Former Plots 49, 48 and 47 remain free of buildings, the northernmost, formerly 49, owned by Mr Harrison, presumably still J. Harrison as in 1810 (*confer* 3.3.13). Former Plots 47 and 48 have been combined by 1835, owned by an E. Gibson (Figure 6). Former Plot 46, at the south-eastern corner of the proposed development site, is still owned by Mr Hamilton, and has the same building on the road frontage with possible gardens behind. Mr Hamilton also owns the adjoining land to the south-east (Figure 6). The same layout of the proposed development site is shown on a Proposed Railway Plan of 1839 (Figure 7), although

the buildings at the north-eastern corner of the site seem to have been extended northwards, perhaps indicating terraced housing. Unfortunately, no table matching the plot numbers on the railway plans to plot names or owners survived with the plan (CACW DWM 1/189/2). A sketch of Parton Mine of c. 1840 seems to show buildings, with boundary walls separating buildings and plots from the coast at this time (Plate 1).

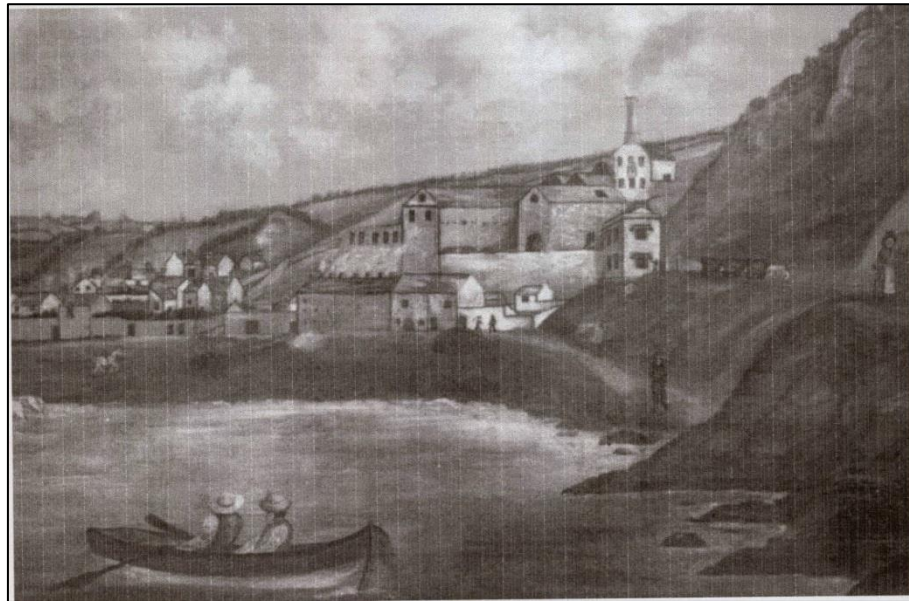


Plate 1: Sketch of Parton Mine, c. 1840 (after LUAU 1999)

3.3.17 The First Edition Ordnance Survey map of 1865 (Figure 8), clearly shows that the buildings in the north-east corner of the proposed development site, and continuing northwards, were terraced housing, those to the north of the present site boundary on a smaller and more densely packed scale. Much of the centre of the proposed development site in 1865 remained unbuilt on, with trees depicted, and with further buildings shown in the south-eastern corner, as shown on earlier plans. A railway line was clearly built, though following the coastline to the west of the proposed development site (Figure 8), rather than the proposed plans shown on the 1839 plan (Figure 7).

3.3.18 In 1861, a Methodist Chapel was constructed (Bulmer 1883, 176) to serve the population (Asset 8). This was subjected to an archaeological recording in 2006 (Wooler 2006), prior to its demolition, and its former site is now occupied by Chapel Villa and Chapel House, two dwellings to the east of the present proposed development site (Figure 2). This must have coincided with a population rise, also evidenced by changes on Ordnance Survey maps showing the proposed development

site in 1865 (Figure 8) and 1899 (Figure 9). These maps show that in this 34 year gap, around 30 terraced houses were constructed along the western boundary of the site, adjacent to the railway line, on the possible former ropewalk, with a further possible 11 houses across the centre of the site, with outbuildings or privies to the rear, as well as a 'Hall', possibly relating to the Methodist Chapel (Asset 8). Presumably these were built for colliery workers. The population expanded from 778 in 1851 to 1479 in 1881 (Bulmer 1883, 175). This same layout for the proposed development site with new housing was retained in 1925 (Figure 10).

3.3.19 **Modern Period:** by the end of the First World War, Parton was in a state of disrepair, with cramped and unsanitary housing, mostly in the southern end of the town (Bradbury 2003, 3). In 1938 (Figure 11), the proposed development site remained much the same, although the 'Hall', first depicted on the 1899 Ordnance Survey map (Figure 9) is no longer annotated, and one is marked next to the chapel to the east, suggesting it was church-related, though the former hall building is still shown on the 1938 plan, with an additional building to the east.

3.3.20 In 1955, the Manchester Guardian stated that *"the first impression of Parton is that it has been hit by a selective air raid and years of neglect, But the gaps and desolate patches of wasteland one finds along the single main street are the result of slum clearance demolition or of houses having tumbled more or led on their own account. Another 50 houses are due to be demolished, and many of the old cottages that remain have got beyond the stage of 'picturesque'"* (quoted in Strickland and Wooler 2011, 14). The buildings in the north-eastern corner of the proposed development site, shown on mapping from 1810 onwards, are no longer depicted on the Ordnance Survey map of 1967 (Figure 12), suggesting these may have been the earliest victims of the mid 20th century clearance plans, the remainder demolished some time between 1968 and 2003 (Plate 2).



Plate 2: Google Earth Imagery, 31st December 2003

3.4 Previous Archaeological Works

3.4.1 There have been three previous archaeological interventions occurring within the 500m study area. These are mentioned where relevant in the text above, and include two investigations within the former Parton Colliery site to the east (LUAU 1997 and 1999) which encountered surviving sub-surface evidence for mining and brickwork activity there, and a building recording on a former Methodist Chapel, also to the east of the present proposed development site (Wooler 2006).

3.5 Designated Heritage Assets

3.5.1 There are no designated assets within the site boundary or study area.

3.6 Undesignated Heritage Assets

3.6.1 There are 11 undesignated assets within the study area, summarised in Appendix 2 and included in the text above (*confer* 3.3). These span from the Roman period to Victorian period.

3.7 The Character of the Development

3.7.1 No details of the proposed development have been disclosed, meaning that a detailed discussion of proposed impacts is not possible.

4 SITE VISIT

- 4.1.1 The site was visited on Wednesday 25th October 2017. The site was fully accessible, as it was unfenced and utilised by neighbouring dwellings and coastal walkers (Figure 2). The land was on a gradual west-facing slope, with the area adjacent to the railway line levelled, the southern extent of which contained metal cabins and rubble from neighbouring housing work.
- 4.1.2 Features of interest included a long stretch of wide rope which was close to, and adjacent to, the western boundary wall of the site which separated it from the railway line (Plate 3). This is interesting when compared with documentary evidence for a ropery at the site in the early 18th century (*confer* 3.3.10). The other features observed at the time of the site visit were the low remains of walls, formed by differing stone elements, indicating that a structure or structures once occupied the land to the immediate north of the terraces of 9-12 Bank Yard Road (Plate 4). Cartographic sources show that boundary walls have existed at this location from at least 1810 (Figure 5), when this was owned by Mr Hamilton. Much change occurred in the vicinity between 1865 and 1899 (Figures 8 and 9), including the construction of a church hall, and elements of these later 19th century changes could also survive in the upstanding structural remains noted during the site visit. This may warrant further investigation.



Plate 3: Stretch of rope noted adjacent to western boundary of site, facing south



Plate 4: Structural remains to immediate north of No. 9 Bank Yard Road, facing south-west

5 DISCUSSION

5.1 Summary of Heritage Asset Significance

5.1.1 The proposed development site appears to have lain beyond the southern limits of the burgeoning harbour settlement of Parton, until 1707, when part of the site may have been purchased for a ropewalk. Many plots in this area of Parton were subsequently sold off in the early 18th century, predominantly for industrial use, including for a tannery and oil yard to the south. By 1810, some of the plots had houses on, in the north-eastern and south-eastern corner of the site, with much of the site developed between 1865 and 1899, and occupied by around 50 houses by 1899. This must have been as a direct result of the establishment of Parton Colliery, to the east. The earlier buildings at the north-eastern extent were cleared by 1968, and the remainder by 2003, presumably as part of an organised clearance scheme following early to mid 20th century depression and late 20th century degradation. Some upstanding structural remains were observed within the south-eastern corner of the site during the site visit. Surviving sub-surface traces of these very early 18th century ropewalk, buildings and boundaries, or later 19th century terraced houses and church hall, may survive within the site boundary, depending on the severity of the demolition process. Any earlier archaeological evidence may have been impacted upon by these Post Medieval and Modern developments.

5.1.2 In the wider 500m study area, six of the 11 heritage assets are of negligible significance, as are single findspots (Appendix 1, Table 1). These are Assets 1, 3, 4, 5, 10 and 11.

5.1.3 The remaining five heritage assets, as non-designated heritage assets, are of local significance (Appendix 1, Table 1).

5.2 Magnitude of Impact on Heritage Assets

5.2.1 Although plans for the proposed development have not been provided, it is estimated that the impact on any surviving post-demolition sub-surface remains of early 18th century former structures and later 19th century former houses and church hall known to have once existed within the site boundary will be direct, and that the magnitude of impact is likely to be substantial (Appendix 1, Table 2). This would also be the case for the upstanding structural remains observed during the site visit

5.2.2 For the five heritage assets of local significance, the magnitude of impact would be no change, as they do not survive above surface (Appendix 1, Table 2). For the six

findspots of negligible significance, the magnitude of impact would also be no change (Appendix 1, Table 2).

5.3 Heritage Statement

- 5.3.1 For any surviving sub-surface post medieval remains, and the upstanding structural remains observed during the site visit, a substantial magnitude of impact on a heritage asset of local significance will result in a limited impact on heritage significance, and this may require mitigation, perhaps through design (Appendix 1, Table 3).
- 5.3.2 For the eleven heritage assets of local and negligible significance for which the magnitude of impact would be minor or no change, the impact on heritage significance would be no appreciable impact (Appendix 1, Table 3).
- 5.3.3 There remains the potential for further as-yet unknown remains to survive within the proposed development site boundary. These would pre-date cartographic sources encountered during this research, and thus may already have been detrimentally affected by known post medieval era developments within the site. Possible prehistoric and Roman evidence has been found in the vicinity, however, and the chances that features or finds of early periods survive within the site boundary cannot be ruled out.

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APPENDIX 1: HERITAGE IMPACT ASSESSMENT TABLES

Table 1 Measuring Significance

| Significance | Designation | Asset types and justification | Preferred response to negative impact |
|-----------------------------|--|---|---|
| International | Non-statutorily designated heritage assets | World Heritage Site (NPPF s132) | Avoid negative impact where asset contributes to the WHS's defined outstanding universal values (NPPF s138) |
| National | Statutorily designated heritage assets | Scheduled monuments, grade I and II* listed buildings (NPPF s132). Grade A Listed Buildings in Scotland | Avoid negative impact |
| National | Non-statutorily designated heritage assets | Registered battlefields, grade I and II* Registered Parks and Gardens (NPPF s132) | Avoid negative impact |
| National | Non-designated heritage assets of demonstrable equivalence to a scheduled monument (NPPF s138) | Assets where assessment for designation is pending, assets that have been assessed as being capable of designation but have not been designated at the SoS discretion, assets worthy of designation but which are outside the scope of the 1979 Act (NPPF s139) | Avoid negative impact |
| District or County (Higher) | Statutorily designated heritage assets | Grade II listed buildings (NPPF s132). Grade B Listed Buildings in Scotland | Limit negative impact (avoid substantial harm) and mitigate |
| District or County (Higher) | Non-statutorily designated heritage assets | Conservation area (NPPF s127), grade II registered park and garden (NPPF s132) | Limit negative impact (avoid substantial harm) and mitigate |
| District or County (Lesser) | Non-designated heritage assets within a national park or AONB | Any extant heritage assets (NPPF s115) | Limit negative impact and mitigate |
| District or County (Lesser) | Non-designated heritage assets | Heritage assets placed on a local planning authority list (NPPG). Grade C Listed Buildings in Scotland | Limit negative impact and mitigate |
| District or County (Lesser) | Non-designated heritage assets | Any area of potential listed in a local plan (NPPG) | Limit negative impact and mitigate |
| District or County (Lesser) | Non-designated heritage assets | Historic Hedgerow as defined under the Hedgerow Regulations 1997 | Limit negative impact and mitigate |
| Local | Non-designated heritage assets | Any extant heritage assets outside of a national park or AONB. | Mitigate |
| Negligible | Non-designated heritage assets | Heritage assets recorded in the HER that are no longer extant, individual findspots or structures of no heritage value | No action |

Table 2: Establishing the Magnitude of Impact

| Magnitude of Impact | Heritage Asset | | |
|-----------------------|--|---|--|
| | Archaeological Remains (Archaeological Interest) | Historic Buildings (Architectural/Artistic Interest and/or Historic Interest) | Historic Landscapes (Historic Interest) |
| Loss | <ul style="list-style-type: none"> Change to most or all key archaeological materials, such that the resource is totally altered Comprehensive changes to setting | <ul style="list-style-type: none"> Change to key historic building elements, such that the resource is totally altered Comprehensive changes to setting | Major change to historic landscape character resulting from: <ul style="list-style-type: none"> Changes to most key historic landscape elements, parcels or components Extreme visual effects Major change to noise or change to sound quality Major changes to use or access |
| Substantial | <ul style="list-style-type: none"> Changes to many key archaeological materials, such that the resource is clearly modified Considerable changes to setting that affect the character of the asset | <ul style="list-style-type: none"> Changes to many key historic building elements, such that the resource is significantly modified Changes to setting of an historic building such that it is significantly modified | Moderate change to historic landscape character resulting from: <ul style="list-style-type: none"> Changes to many key historic landscape elements, parcels or components Visual change to many key aspects of the historic landscape Noticeable differences in noise or sound quality Considerable changes to use or access |
| Less than substantial | <ul style="list-style-type: none"> Changes to key archaeological materials, such that the asset is slightly altered Slight changes to setting | <ul style="list-style-type: none"> Change to key historic building elements, such that the asset is slightly different Changes to setting of an historic building such that it is noticeably changed | Limited change to historic landscape character resulting from: <ul style="list-style-type: none"> Changes to few key historic landscape elements, parcels or components Slight visual changes to few key aspects of the historic landscape Limited changes to noise levels or sound quality Slight changes to use or access |
| Minor | <ul style="list-style-type: none"> Very minor changes to archaeological materials | <ul style="list-style-type: none"> Slight changes to historic buildings elements or setting that hardly affect it | Very small change to historic landscape character resulting from: <ul style="list-style-type: none"> Very minor changes to key historic landscape elements, parcels or components Virtually unchanged visual effects Very slight changes to noise levels or sound quality Very slight changes to use or access |
| No change | No change | | |

Table 3 Impact on Heritage Significance

| Assessment Matrix to define the degree of impact on heritage asset significance | | Magnitude of impact | | | | |
|---|--------------------------|---------------------|--|-----------------------|-------------|-------------|
| | | No change | Minor alteration with no reduction in significance | Less than substantial | Substantial | Loss |
| Significance of Heritage Asset | National | Blue | Yellow | Dark Green | Red | Red |
| | District/County (Higher) | Blue | Yellow | Light Green | Dark Green | Red |
| | District/County (Lesser) | Blue | Yellow | Light Green | Light Green | Dark Green |
| | Local | Blue | Blue | Yellow | Light Green | Light Green |
| | Negligible | Blue | Blue | Blue | Blue | Blue |

Blue (no appreciable impact) = no mitigation necessary
 Yellow (very limited impact) = low level mitigation eg photographic record/watching brief etc
 Light green (limited impact) = may need evaluation to establish appropriate mitigation which may include site survey/excavation etc
 Dark green (major impact) = may not be agreed and then only with significant justification, may require evaluation and will require significant mitigation such as excavation, detailed building survey, visual restoration, some in-situ preservation and on-site interpretation
 Red (very major impact) = unlikely to be agreed except in exceptional circumstances and only with a high level of mitigation

APPENDIX 2: LIST OF HERITAGE ASSETS

Heritage Assets within the 500m search radius (study area), including assets from Cumbria County Council Historic Environment Record (CCC HER), Historic England's PastScape dataset (PastScape) and from Historic England's National Heritage List (NHL):

| Asset No. | Reference | Site Name | Description | Grid Reference | Period |
|------------------|-----------------------------|----------------------------------|--|-----------------------|-------------------|
| 1 | HER 1021; PastScape 8614 | Coin Finds | A number of Roman coins, the earliest Domitian, the latest Constans(a) found c.1840 when making the new road near Moresby Hall | 298000,520000 | Roman |
| 2 | HER 4690 | Parton Brickworks and Coal Depot | The brickworks was first developed after 1815 when a map shows it to be vacant. A drift mine was cut into the base of the cliff beneath the site in 1827, and this later joined up with the Countess Pit, sunk in 1832. A map of 1835 shows a large building on the site next to the drift mine and adjoining mine, and this is shown on maps up until 1925, after the mine closed in 1863. No annotation indicates what it was, though local knowledge suggests a brickworks, and an evaluation in 1980s found evidence to corroborate this | 297850,520250 | Victorian |
| 3 | HER 4920 | Coin Find | A coin of Edward IV was found at Workington in or before 1869 | 298000,520000 | Medieval |
| 4 | HER 6238 | Burial Cairn | An urn containing bones was recovered in 1838 whilst building a new road near Moresby. The slope of the road suggested it had cut through a mound | 298000,520000 | Unknown |
| 5 | HER 6389 | Cist Burial | A possible Roman stone cist was found in 1878 during the building of the railway at Parton. The following sat a clay vessel urn was found | 298000,520000 | Roman; Unknown |
| 6 | HER 11516 | Lambhill Colliery | A mine, shown on First Edition Ordnance Survey map | 298240,520330 | Post Medieval |
| 7 | HER 16079 | Parton Brewery | Brewery, first shown on 1815 map and in trade directories from 1829 onwards. Continued until at least the 1920s, and recorded by LUAU in 1997 | 298020,520530 | Victorian |
| 8 | HER 40766 | Methodist Chapel | Parton Methodist Chapel, built between 1867 and 1900, subjected to archaeological recording (Wooler 2006) | 297820,520270 | Victorian |
| 9 | HER 41707 | Salt pans | A sketch by Thomas Tickell in 1674-5 shows two salt pans at Parton near an old house, probably the Quay House, at the landward end of the pier | 297700,520400 | Post Medieval |

| Asset No. | Reference | Site Name | Description | Grid Reference | Period |
|------------------|------------------|------------------|---|-----------------------|---------------|
| 10 | HER 42951 | Amphora Find | A body sherd of a Roman amphora was found (PAS LANCUM-F8DEB3) | 298100,520100 | Roman |
| 11 | HER 42952 | Amphora Find | A body sherd of a Roman amphora was found (PAS LANCUM-F8DBB1). Donated to the Museum of Lancashire | 298100,520100 | Roman |

APPENDIX 3: FIGURES






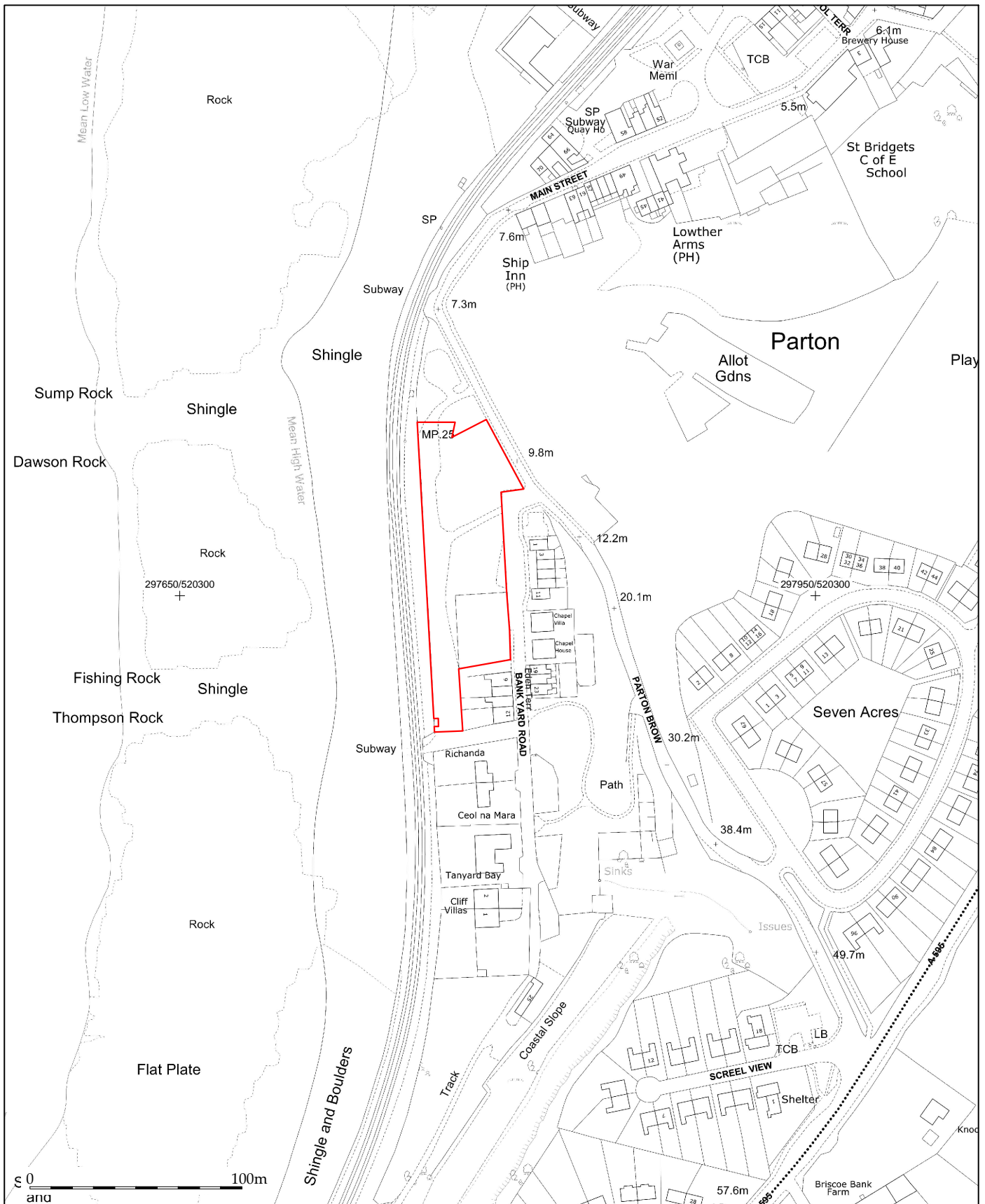
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|---|---|--|--|

Figure 1: Site location.






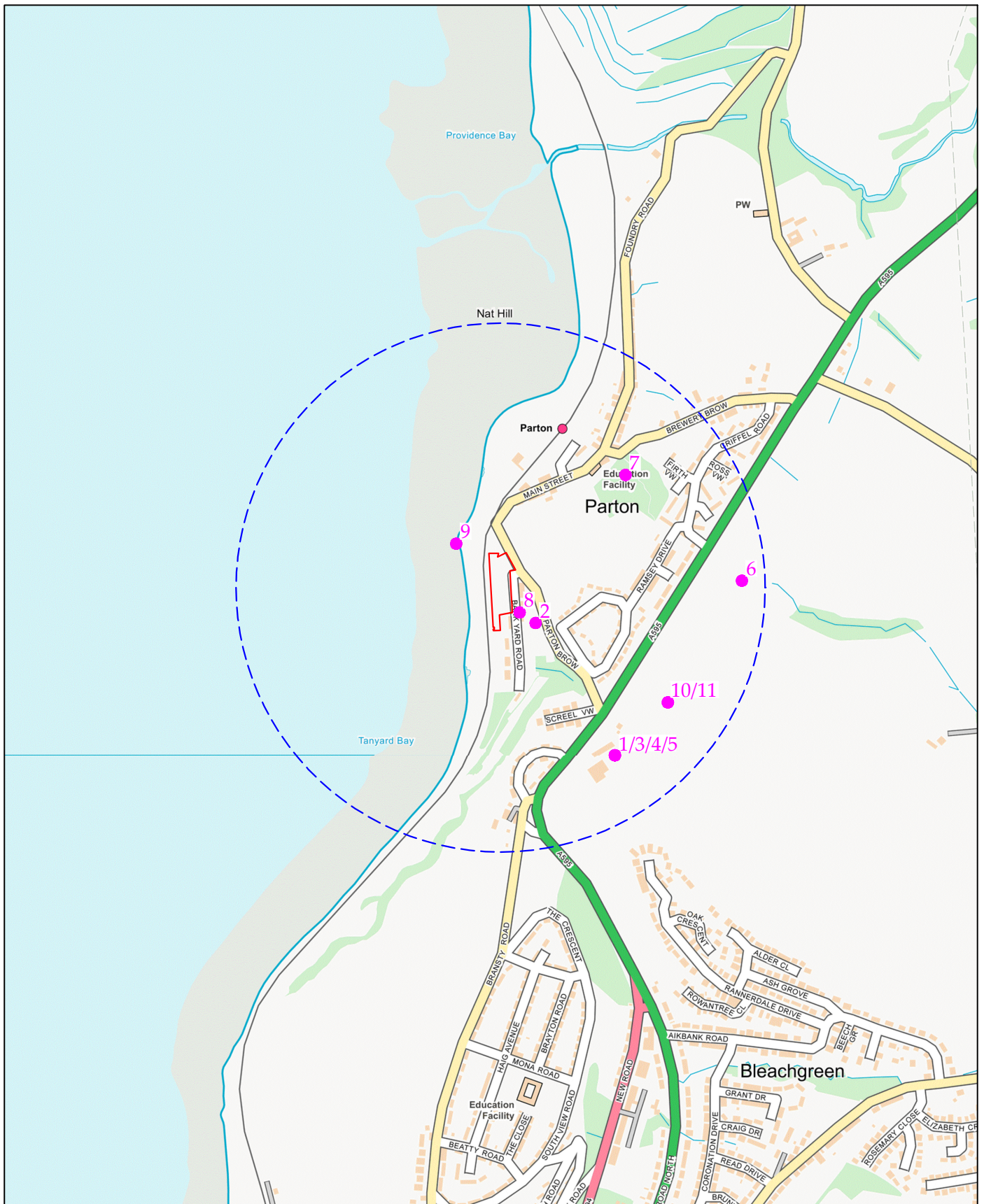
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| | DRAWN BY: AB | | |
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Figure 2: Detailed site location.








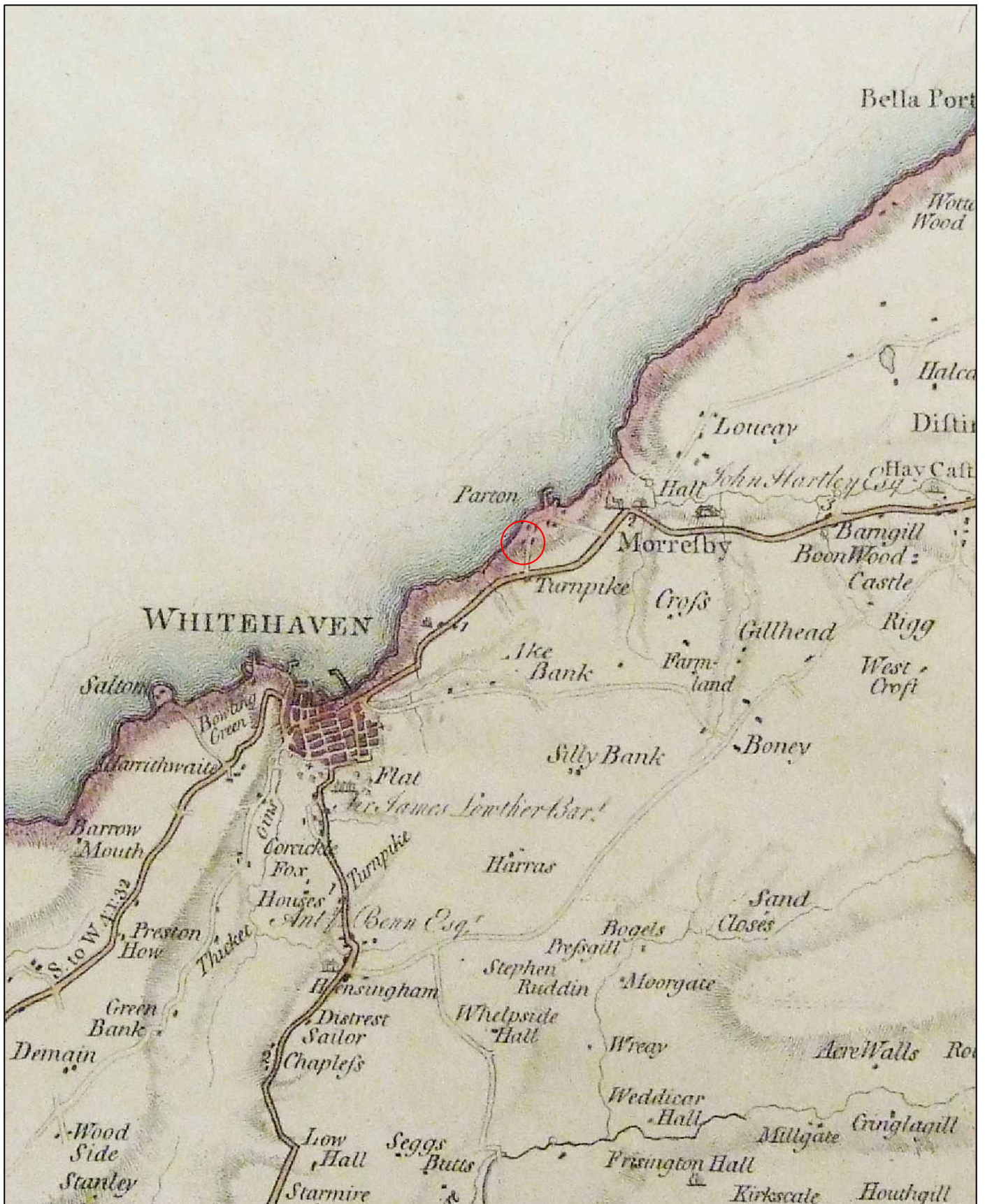
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| | CLIENT: | Michael Madrick | | | |
| | SCALE: | 1:1,000 at A4 | | | |
| | DRAWN BY: | AB | | | |
| | CHECKED BY: | AB | | | |
| | DATE: | November 2017 | | | |
| REPORT No: | CL12058 | | | | |

Figure 3: Location of heritage assets within a 500m study area.






| | | | |
|---|--|--|---|
|  <p>Wardell Armstrong 2017</p> | <p>PROJECT: Land at Bank Yard Road, Parton, Cumbria</p> <p>CLIENT: Michael Madrick</p> <p>SCALE: Not to scale</p> <p>DRAWN BY: AB</p> <p>CHECKED BY: AB</p> <p>DATE: November 2017</p> <p>REPORT No: CL12058</p> | <p>KEY:</p>  Site location |  |
|---|--|--|---|

Figure 4: Hodkinson and Donald's Plan of Cumberland, 1774.



Wardell Armstrong
2017

PROJECT: Land at Bank Yard Road,
Parton, Cumbria
CLIENT: Michael Madrick
SCALE: 1:2,500 at A4
DRAWN BY: AB
CHECKED BY: AB
DATE: November 2017
REPORT No: CL12058

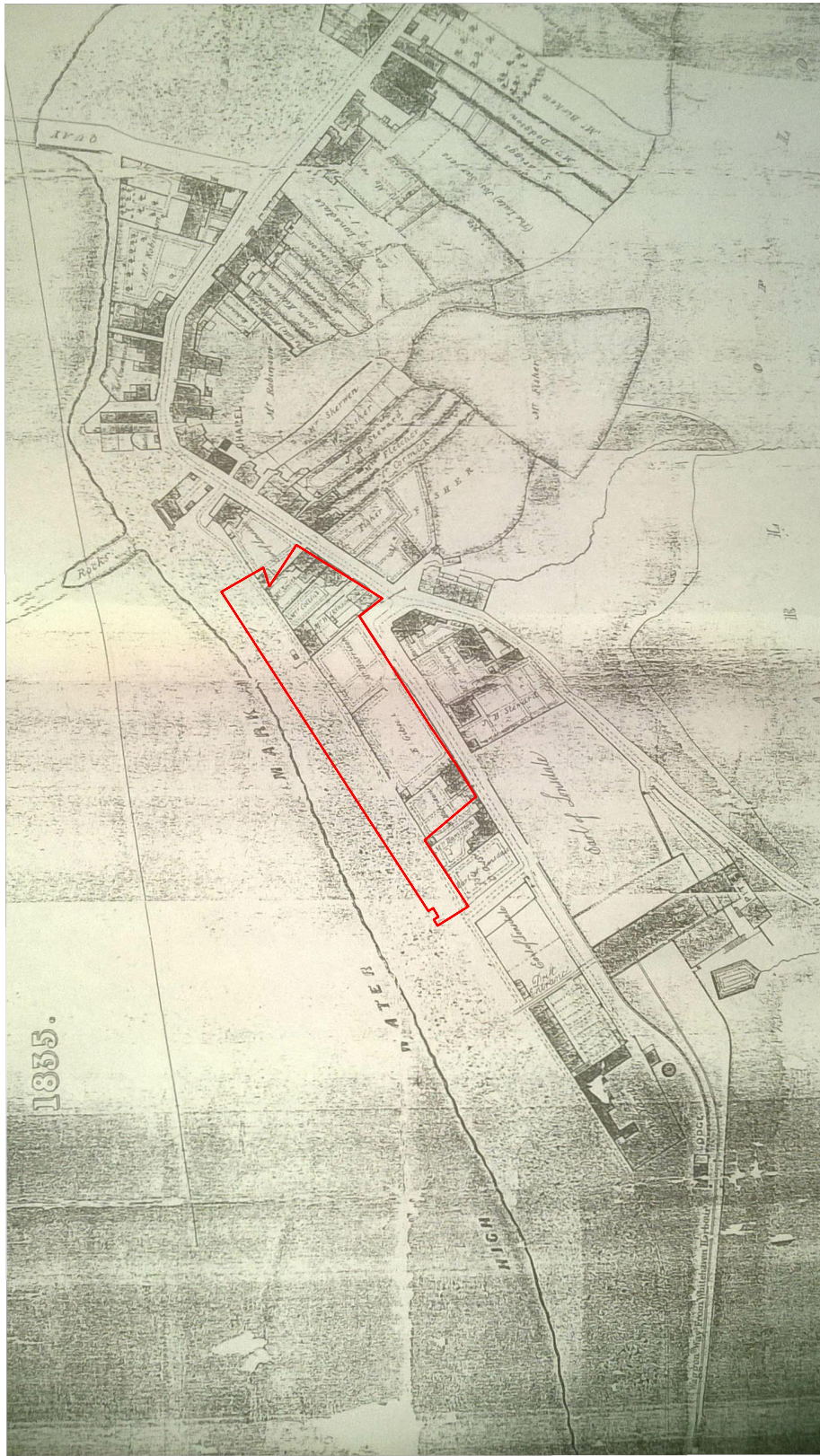
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Site location



Figure 5: Plan of Parton, 1810.



Wardell Armstrong
2017

PROJECT: Land at Bank Yard Road,
Parton, Cumbria
CLIENT: Michael Madrick
SCALE: 1:2,500 at A4
DRAWN BY: AB
CHECKED BY: AB
DATE: November 2017
REPORT NO: CL12058

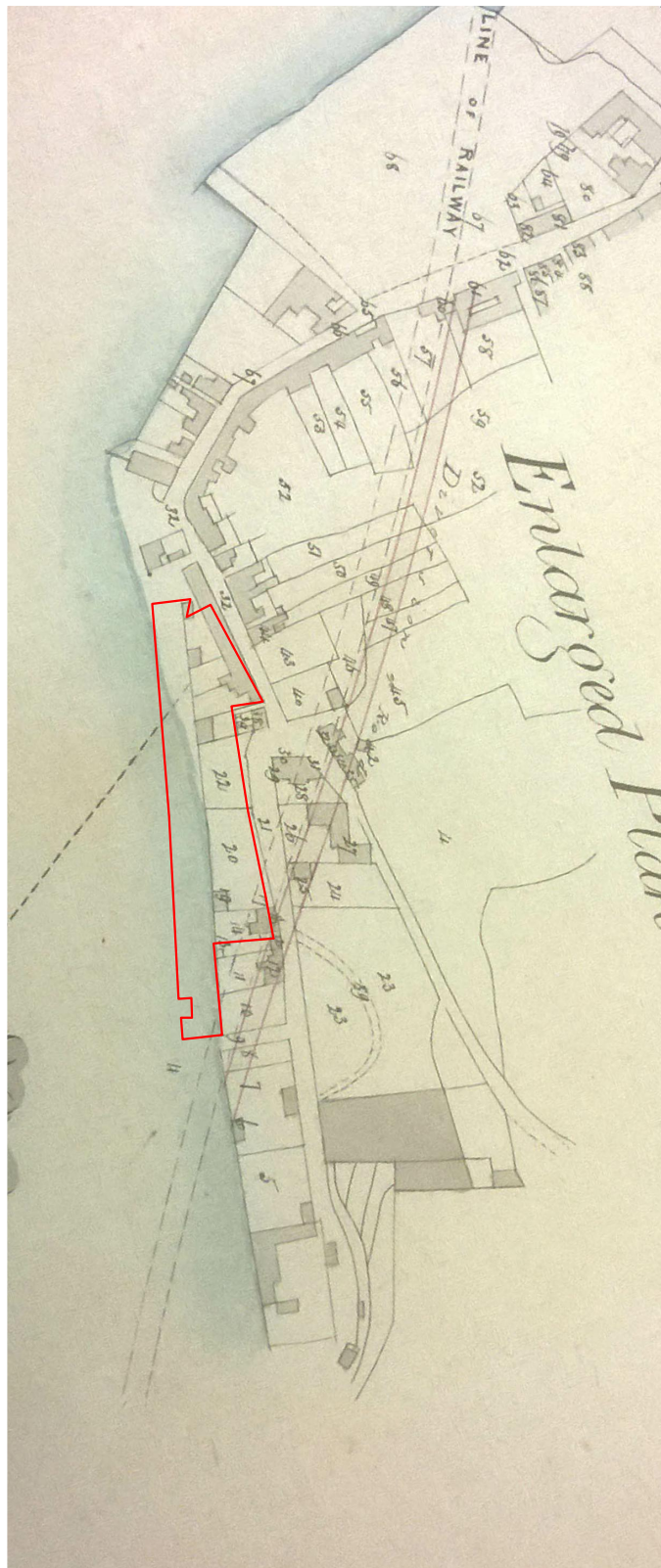
KEY:



Site location



Figure 6: Plan of Parton Village, 1835.



Wardell Armstrong
2017

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SCALE: c.1:2,500 at A4
DRAWN BY: AB
CHECKED BY: AB
DATE: November 2017
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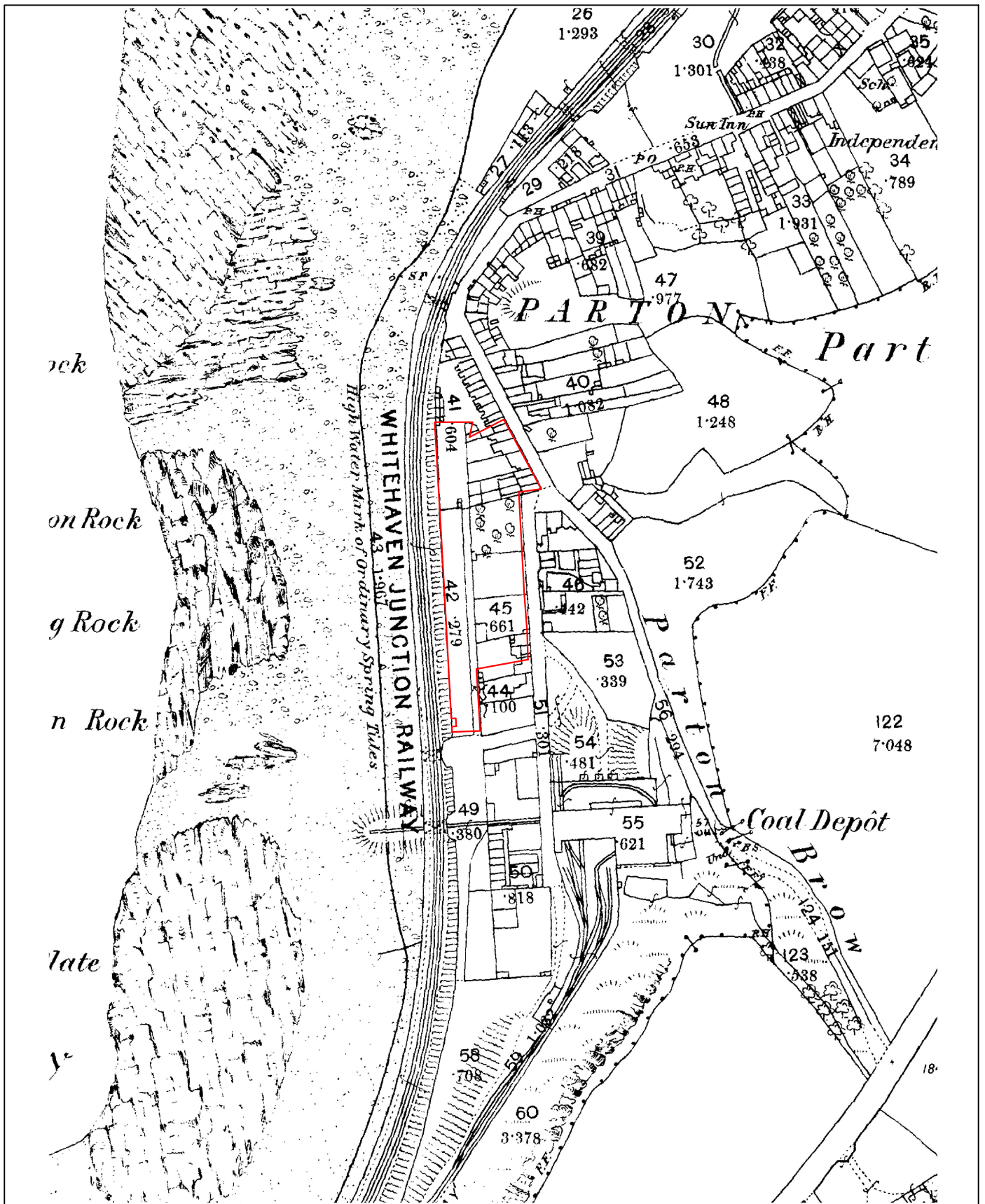
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Approximate
site location



Figure 7: Plan of proposed railway line, 1839.






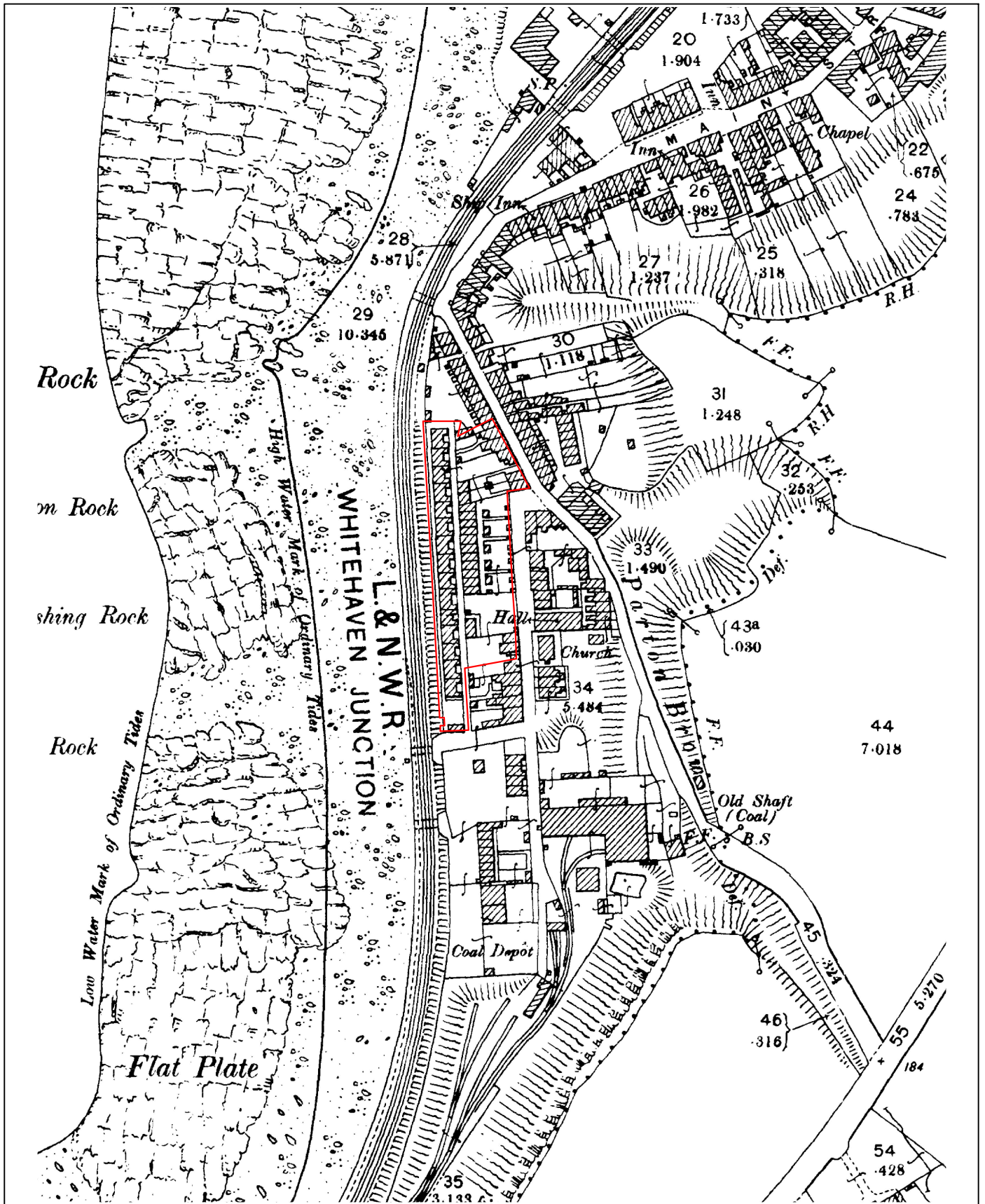
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| | SCALE: | 1:2,500 at A4 | | |
| | DRAWN BY: | AB | | |
| | CHECKED BY: | AB | | |
| | DATE: | November 2017 | | |
| | REPORT No: | CL12058 | | |

Figure 8: First Edition Ordnance Survey Map, 1865 (25 inches to 1 mile scale).






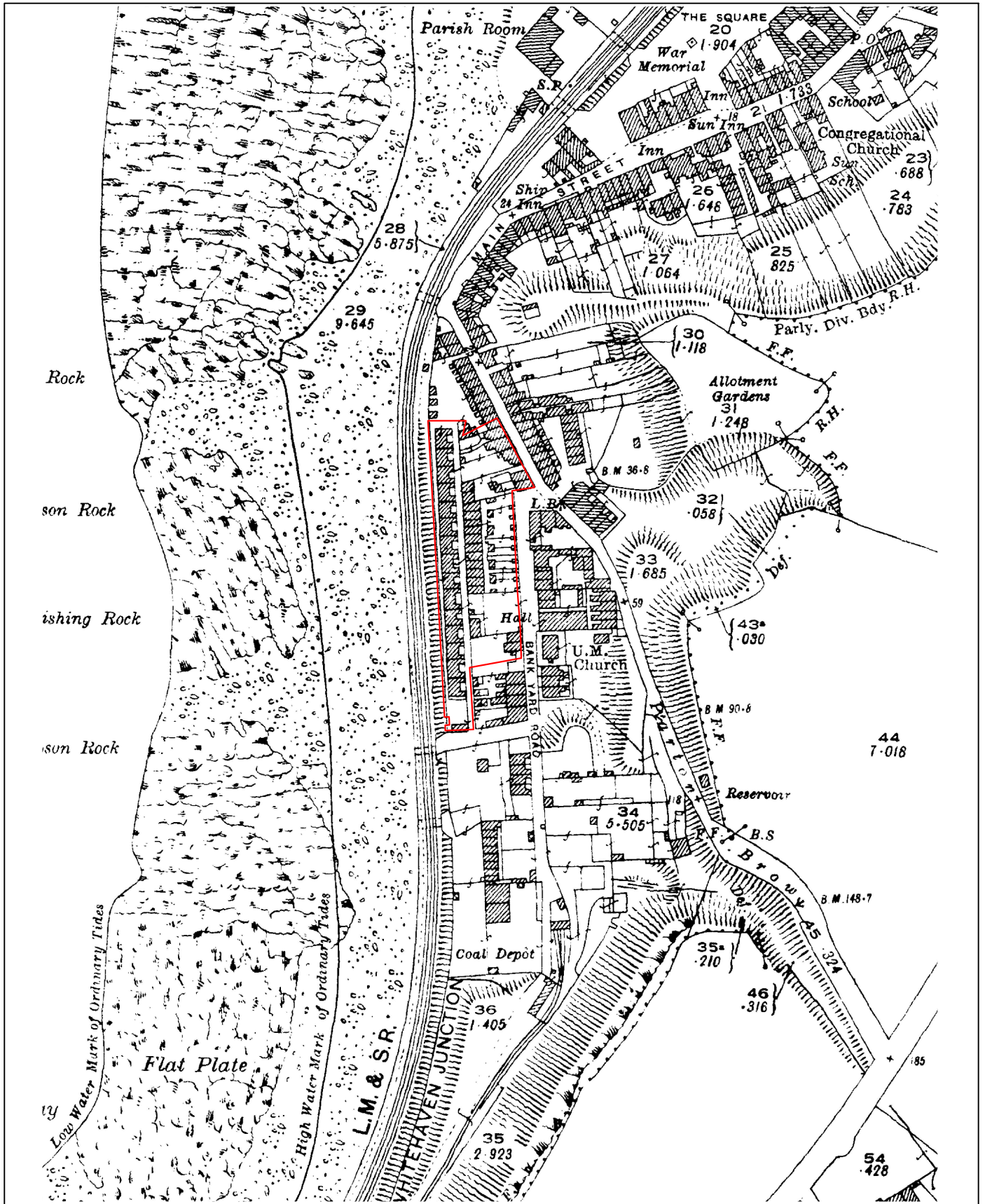
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| | SCALE: | 1:2,500 at A4 | | |
| | DRAWN BY: | AB | | |
| | CHECKED BY: | AB | | |
| | DATE: | November 2017 | | |
| | REPORT No: | CL12058 | | |

Figure 9: Second Edition Ordnance Survey Map, 1899 (25 inches to 1 mile scale).






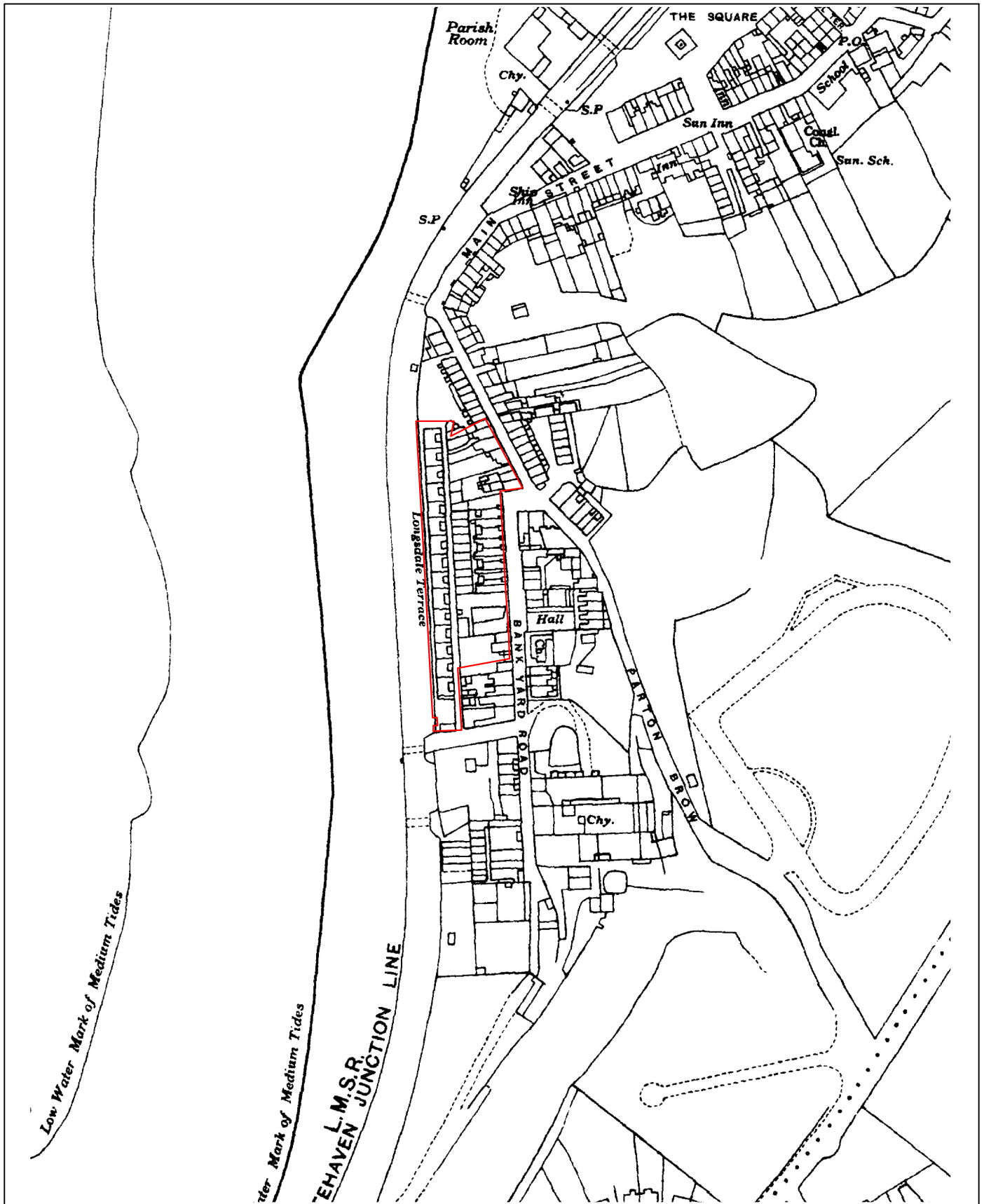
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| | CLIENT: | Michael Madrick | |
| | SCALE: | 1:2,500 at A4 | |
| | DRAWN BY: | AB | |
| | CHECKED BY: | AB | |
| | DATE: | November 2017 | |
| | REPORT No: | CL12058 | |

Figure 10: Third Edition Ordnance Survey Map, 1925 (25 inches to 1 mile scale).






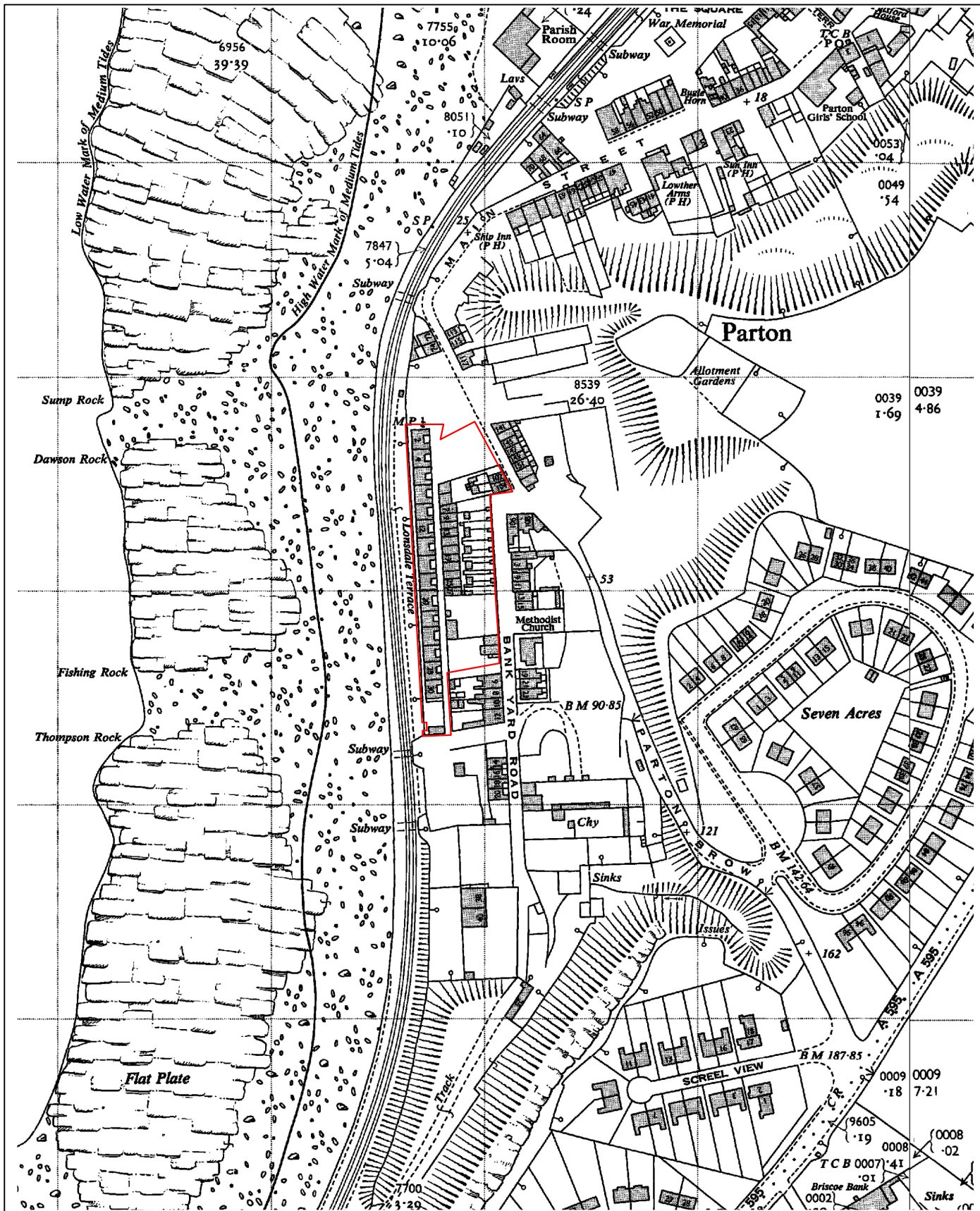
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|---|-------------|--|---|
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| | CLIENT: | Michael Madrick | |
| | SCALE: | 1:2,500 at A4 | |
| | DRAWN BY: | AB | |
| | CHECKED BY: | AB | |
| | DATE: | November 2017 | |
| | REPORT No: | CL12058 | |

Figure 11: Fourth Edition Ordnance Survey Map, 1938 (25 inches to 1 mile scale).



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2017

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Figure 12: Ordnance Survey Map, 1967 (25 inches to 1 mile scale).

STOKE-ON-TRENT
Sir Henry Doulton House
Forge Lane
Etruria
Stoke-on-Trent
ST1 5BD
Tel: +44 (0)845 111 7777

CARDIFF
22 Windsor Place
Cardiff
CF10 3BY
Tel: +44 (0)29 2072 9191

EDINBURGH
Suite 2/3, Great Michael House
14 Links Place
Edinburgh
EH6 7EZ
Tel: +44 (0)131 555 3311

GREATER MANCHESTER
2 The Avenue
Leigh
Greater Manchester
WN7 1ES
Tel: +44 (0)1942 260101

LONDON
Third Floor
46 Chancery Lane
London
WC2A 1JE
Tel: +44 (0)20 7242 3243

NEWCASTLE UPON TYNE
City Quadrant
11 Waterloo Square
Newcastle upon Tyne
NE1 4DP
Tel: +44 (0)191 232 0943

PENRYN
Tremough Innovation Centre
Tremough Campus
Penryn
Cornwall
TR10 9TA
Tel: +44 (0)1872 560738

SHEFFIELD
Unit 5
Newton Business Centre
Newton Chambers Road
Thorncliffe Park
Chapelton
Sheffield
S35 2PH
Tel: +44 (0)114 245 6244

TRURO
Wheal Jane
Baldhu
Truro
Cornwall
TR3 6EH
Tel: +44 (0)1872 560738

WEST BROMWICH
Thynne Court
Thynne Street
West Bromwich
West Midlands
B70 6PH
Tel: +44 (0)121 580 0909

International offices:

ALMATY
29/6 Satpaev Avenue
Rakhat Palace Hotel
Office Tower, 7th Floor
Almaty
050040
Kazakhstan
Tel : +7-727-3341310

MOSCOW
Suite 2, Block 10,
Letnikovskaya St.
Moscow, Russia
115114
Tel: +7(495) 980 07 67

Wardell Armstrong Archaeology:

CUMBRIA
Cocklakes Yard
Carlisle
Cumbria
CA4 0BQ
Tel: +44 (0)1228 564820