

# LAND WEST OF CORKICKLE STATION, STATION ROAD, WHITEHAVEN, CUMBRIA

## Archaeological Desk-Based Assessment



Client: Cumbria County  
Council

NGR: NX 9765 1735 (centre)

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## Contents

Illustrations and Tables .....	2
List of Figures .....	2
List of Plates .....	2
List of Tables .....	2
Non-Technical Summary .....	4
Acknowledgements.....	4
1. Introduction .....	5
1.1 Circumstances of the Project .....	5
1.2 Location, Geology, and Topography .....	5
2. Methodology .....	7
2.1 Desk-Based Assessment .....	7
2.2 Site Visit.....	7
2.3 Archive.....	7
3. Results .....	8
3.1 Introduction.....	8
3.2 Desk-Based Assessment .....	8
3.3 Map and Image Progression .....	10
3.4 Previous Archaeological Work .....	16
3.5 Site Visit.....	16
3.6 Conclusion.....	19
4. Site History.....	21
4.1 Introduction.....	21
4.2 Prehistoric Period (c11,000BC – 1 <sup>st</sup> century AD).....	21
4.3 Romano-British to Early Medieval Period (1 <sup>st</sup> century AD – 11 <sup>th</sup> century AD) .....	21
4.4 Medieval Period (11 <sup>th</sup> century AD – 16 <sup>th</sup> century AD) .....	22
4.5 Post-Medieval (16 <sup>th</sup> century AD – present) .....	22
5. Discussion.....	23
5.1 Introduction.....	23
5.2 Significance .....	23
5.3 Potential for Unknown Archaeological Remains .....	23
5.4 Disturbance .....	24
5.5 Impact.....	24
5.6 Recommendations .....	24
6. Bibliography .....	26
6.1 Primary and Cartographic Sources .....	26
6.2 Secondary Sources .....	26
Appendix 1: Site Gazetteer .....	28
Appendix 2: Significance Criteria.....	34

## Illustrations and Tables

### List of Figures

Figure 1: Site location .....	6
Figure 2: Site gazetteer .....	9

### List of Plates

Plate 1 (left): Extract from Ordnance Survey c1864 .....	10
Plate 2: (right) Extracts from Ordnance Survey Whitehaven town plans c1865 .....	10
Plate 3 (left): Extract from plan of Corkickle Station (CAC(W) TBR 1/1/14 c1874).....	12
Plate 4 (centre): Plan of Corkickle Station, 1874 (CAC(W) TBR 1/1/15 1874) .....	12
Plate 5 (right): Extract from plan and sections of Corkickle Station, 1898 (CAC(W) YDX 313/1 1898).....	12
Plate 6 : Extract from Ordnance Survey map, 1899 .....	13
Plate 7 (left): Plan of three houses next to Corkickle Station, 1920 (CAC(W) SMBWH/3/3 910 1920) .....	14
Plate 8 (centre): Rating plan of Corkickle Station, early 20th century (CAC(W) TBR 1/8/95 early 20th century).....	14
Plate 9: Extract from Ordnance Survey map, 1925 .....	14
Plate 10: Extract from Ordnance Survey map, c1957 .....	14
Plate 11: Extract from Ordnance Survey map, 1962 .....	14
Plate 12 (left): Photo from the early 1960s showing the derelict Stationmaster's House at Corkickle Station (Quayle 2007, 36).....	15
Plate 13 (right): Photo from 1967 showing Coach Road level crossing on the Corkickle-Preston Street goods branch, looking north (Quayle 2007, 44) .....	15
Plate 14: Extract from Ordnance Survey map, 1968 .....	15
Plate 15 (left): Typical extent of the vegetation in the centre of the site .....	16
Plate 16 (right): Tarmac road surface in the north-west corner .....	17
Plate 17: Dump of concrete in the centre of the site, perhaps originally part of a structure.....	17
Plate 18 (left): South-west boundary constructed from re-used sleepers showing one of the incorporated bracketed iron columns.....	17
Plate 19 (right): North-west boundary constructed from breeze or concrete blocks .....	17
Plate 20 (left): General view of brick walled area (Site 6) .....	18
Plate 21 (right): West side of brick walled area (Site 6) .....	18
Plate 22 (left): Section of <i>in situ</i> railway track (Site 7) .....	18
Plate 23 (right): Section of <i>in situ</i> railway track (Site 7) .....	18
Plate 24: Concrete surface (Site 10) .....	18
Plate 25 (left): Extant tall sandstone wall (Site 11) .....	19
Plate 26 (right): Extant tall sandstone wall and adjoining boundary wall (Site 11) .....	19
Plate 27: Sandstone boundary wall (Site 11) .....	19

### List of Tables

Table 1: Summary of sites of archaeological interest within the study area .....	8
Table 2: Significance by site .....	23

Table 3: Degree of potential for unknown archaeological remains by period .....24

## **Non-Technical Summary**

As part of pre-planning consultation for a transport hub on land west of Corkickle Station, Station Road, Whitehaven, Cumbria Greenlane Archaeology was commissioned to carry out a desk-based assessment of the site. This is intended to identify whether there are any known archaeological remains within the site, and what the potential is for as yet unknown archaeological remains to be present. The project was carried out between May and June 2013, and included a site visit.

The site is situated to the south of the centre of Whitehaven, on an area of marginal land that gradually became developed in the post-medieval period. Potteries and a glass manufactory were established in the 18<sup>th</sup> and 19<sup>th</sup> centuries to the west of the site and following the construction of the railway in 1856 the area was subject to further development, with additional industries and railway buildings being added. Many of the latter of these sites remained into the 20<sup>th</sup> century, although further alterations were made in the early 20<sup>th</sup> century, including a new station and areas of housing at The Gardens. The part of this estate that was situated within the proposed development area was demolished due to subsidence.

The site visit identified a number of structural elements that corresponded to sites identified in documentary sources, and that the site was generally very overgrown and had dumped rubble in various places as well as areas of hard standing and later structural remains. Nevertheless there were few constraints to further archaeological work on the site, although the vegetation and rubble would need to be cleared first and it is likely that remains pre-dating the construction of the railway would have been adversely affected by later activity.

There is relatively little likelihood of archaeological remains of earlier periods being present but some of the more significant post-medieval remains within the proposed development area are worthy of further archaeological work. For the sites with standing remains remaining this should take the form of topographic survey and even building recording, but also evaluation and potentially further excavation. More extensive work, comprising evaluation of a small percentage of the whole site, might also be recommended in order to assess the presence of earlier remains on site.

## **Acknowledgements**

Greenlane Archaeology would like to thank Cumbria County Council for commissioning the project, and Michael Rodney, Major Improvements Engineer (Energy) – Transport (Energy) Team, for providing information about the site. Additional thanks are due to Jeremy Parsons, Historic Environment Officer at Cumbria County Council, for issuing the brief, the staff of Cumbria Archive Centres in Whitehaven (CAC(W)) and Carlisle (CAC(C)) for help with accessing their archives, the staff at Whitehaven Library, and Jo Mackintosh, Historic Environment Records Officer at Cumbria County Council, for help with accessing the HER.

The desk-based assessment and site visit were carried out by Dan Elsworth and Jo Dawson, who also produced the report. The illustrations were produced by Tom Mace. The report was edited by Jo Dawson and the project was managed by Dan Elsworth.

# 1. Introduction

## 1.1 Circumstances of the Project

1.1.1 As part of pre-planning consultation for the proposed construction of a transport hub on land west of Corkickle Station, Station Road, Whitehaven, Cumbria (NGR NX 9765 1735 (centre)), Jeremy Parsons, Historic Environment Officer at Cumbria County Council, recommended that a programme of archaeological desk-based assessment be carried out. This was intended to establish at an early stage whether the area was likely to have any known sites of archaeological interest within it or whether there was any potential for as yet unknown sites to be present. A brief was prepared by Jeremy Parsons (Parsons 2013) in response to which Greenlane Archaeology produced a project design. Following its acceptance by Cumbria County Council (hereafter 'the client') and approval by Jeremy Parsons, the work was carried out in May and June 2013.

1.1.2 The proposed development site comprises an area of three hectares and is on the south-western edge of Whitehaven, situated between Whitehaven and Furness Junction Railway and a branch line to Preston Street (Parsons 2012).

## 1.2 Location, Geology, and Topography

1.2.1 The site occupies an area of relatively level ground, sloping down slightly to the south-west, and typically below 10m above sea level (Ordnance Survey 2011) (Figure 1). The site is located approximately 1km south of the centre of Whitehaven, bounded by the railway to the east, Coach Road and The Gardens to the north, and a track running along the side of the sports fields to the west with the Conservation Area for Corkickle to the east (Figure 2). The solid geology is dominated by Carboniferous Westphalian coal measures but with large amounts of red Permian sandstone of the Penrith group to the north and south (Moseley 1978, plate 1), with overlying glacial deposits forming a landscape generally comprising improved pasture outside of the urban area (Countryside Commission 1998, 27 and 29).

6 Land West of Corkickle Station, Station Road, Whitehaven, Cumbria: Archaeological Desk-Based Assessment

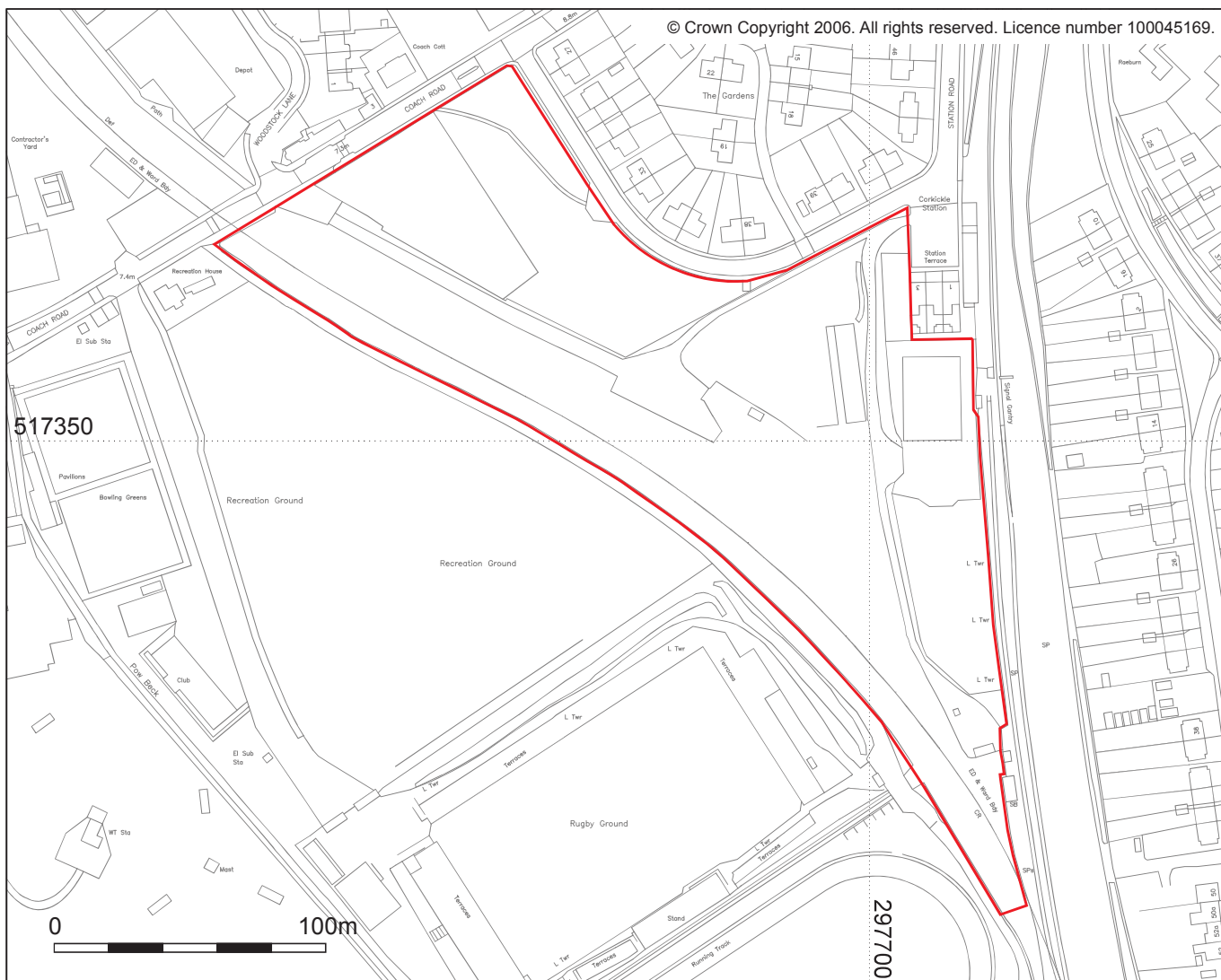
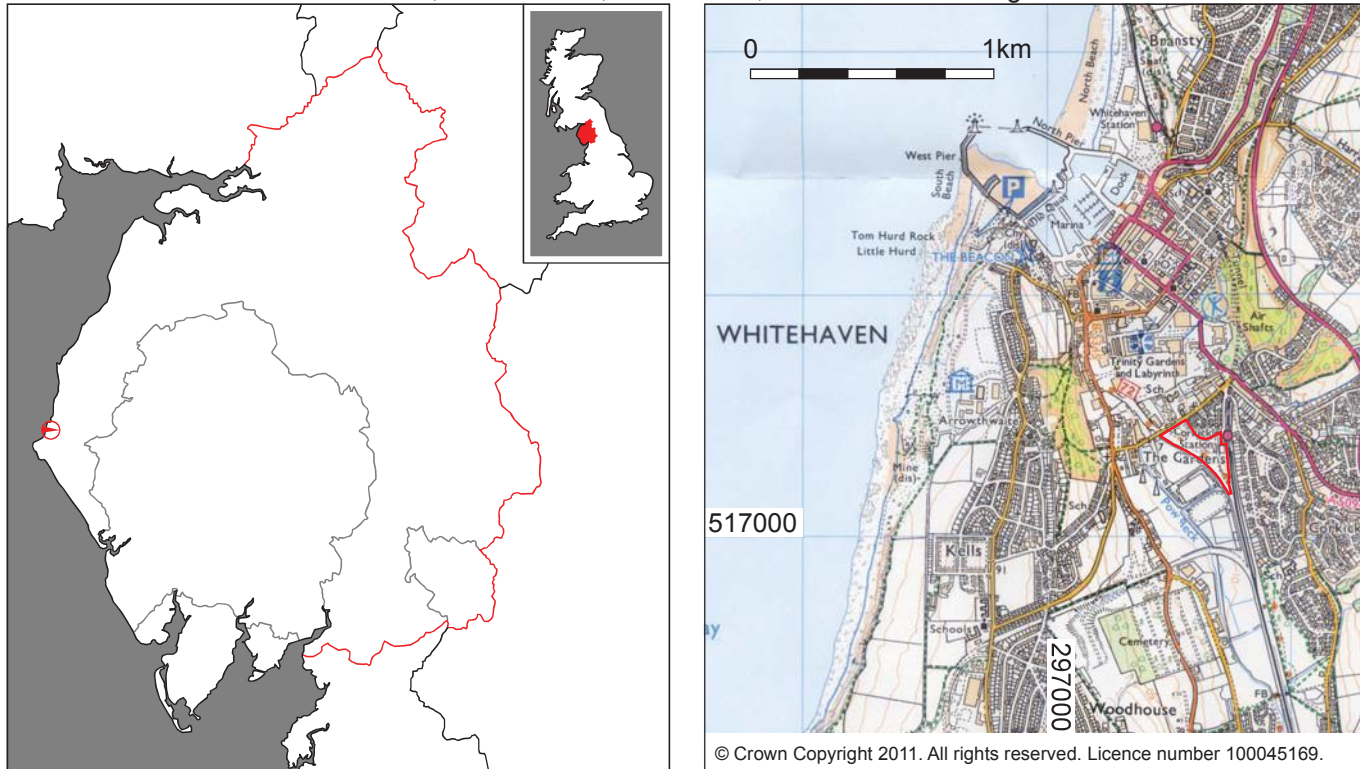


Figure 1: Site location



## 2. Methodology

### 2.1 Desk-Based Assessment

2.1.1 A desk-based assessment was carried out in accordance with the guidelines of the Institute for Archaeologists (IfA 2008). This principally comprised an examination of early maps of the site and published secondary sources. A number of sources of information were used during the desk-based assessment:

- **Cumbria Historic Environment Record (HER):** this is a list of all the known sites of archaeological interest within the county, which is maintained by Cumbria County Council and is the primary source of information for an investigation of this kind. All of the known sites of archaeological interest within 250m of the boundary of the proposed development area were examined; each identified site comes with a grid reference, description and source and any additional information which was referenced was also examined as necessary. In addition, unpublished reports of archaeological investigations in the vicinity of the site were examined;
- **Cumbria Archive Centre, Whitehaven (CAC(W)):** this was visited principally in order to examine early maps and plans of the site, but other documentary sources and published records were also consulted in order to gather information about the historical development of the site and its environs, and also information about the archaeology of its immediate environs;
- **Cumbria Archive Centre, Carlisle (CAC(C)):** this was visited in order to examine further primary sources, the particular intension being to consult the tithe map for the area, although in the event there does not appear to have been one;
- **Whitehaven Local Studies Library:** secondary sources relating to specific aspects of the local history and archaeology were examined here;
- **Greenlane Archaeology library:** additional secondary sources were examined to provide information for the site background.

### 2.2 Site Visit

2.2.1 A brief site visit was carried out, primarily with the intension of identifying any areas that might prove constraining to any subsequent archaeological work and whether the site had been affected by any modern activity that might have impacted upon archaeological remains. In addition, the presence of any features, finds, or deposits of possible archaeological interest was noted. Brief written notes were made during the site visit and areas of interest noted on a plan of the site. Colour digital photographs showing the general arrangement of the site and any features of interest were also taken.

### 2.3 Archive

2.3.1 A comprehensive archive of the project has been produced in accordance with the project design, and current IfA and English Heritage guidelines (Brown 2007; English Heritage 1991). The paper and digital archive and a copy of this report will be deposited in the Cumbria Archive Centre in Whitehaven following the completion of the project. Up to three copies of this report will be provided as necessary for the client and a copy will be retained by Greenlane Archaeology. In addition, at a suitable time a digital copy will be provided to the Historic Environment Record Officer at Cumbria County Council, and a record of the project will be made on the OASIS scheme.

### 3. Results

#### 3.1 Introduction

3.1.1 A total of 23 sites of archaeological interest were identified within the study area during the desk-based assessment (*Appendix 1*; summarised in Table 1 below) almost all of post-medieval date. Of these nine were situated within the proposed development area, eight of which were not previously recorded in the HER (**Sites 2, 4 and 6-13**; Figure 2). All of the sites in the gazetteer (*Appendix 1*) are summarised in Table 1 below:

Site No.	Type	Period	Site No.	Type	Period
1	Coal mine	Post-medieval	13	Structures	Post-medieval
2	Stationmaster's house	Post-medieval	14	Pottery manufactory	Post-medieval
3	Railway line	Post-medieval	15	Chemical works	Post-medieval
4	Railway turntable	Post-medieval	16	Pottery manufactory	Post-medieval
5	Railway line	Post-medieval	17	Post-mill	Post-medieval
6	Structure	Post-medieval	18	Copperas works	Post-medieval
7	Railway lines	Post-medieval	19	Glass manufactory	Post-medieval
8	Railway station	Post-medieval	20	Hospital	Post-medieval
9	Railway station	Post-medieval	21	Pottery manufactory	Post-medieval
10	Building	Post-medieval	22	Bone works	Post-medieval
11	Engine shed	Post-medieval	23	Mansion	Post-medieval
12	Houses	Post-medieval			

**Table 1: Summary of sites of archaeological interest within the study area**

#### 3.2 Desk-Based Assessment

3.2.1 The results of the desk-based assessment have been used to produce two separate elements. Firstly all sites of archaeological interest recorded within the study area were compiled into a gazetteer (*Appendix 1*). The gazetteer is used to assess the general type of historic landscape that makes up the study area, contribute to the compilation of the general history of the site (see *Section 4*) and, more importantly, identify sites that are likely to be affected by the proposed development. The significance of each of these sites and the degree to which they are likely to be affected is considered in *Section 5* and from this recommendations for further work are produced.

3.2.2 The second purpose of the desk-based assessment is to produce a background history of the site. This is intended to cover all periods, in part to provide information that can be used to assess the potential of the site (particularly for the presence of remains that are otherwise not recorded in the study area), but more importantly to present the documented details of any sites that are known (see *Section 4*).

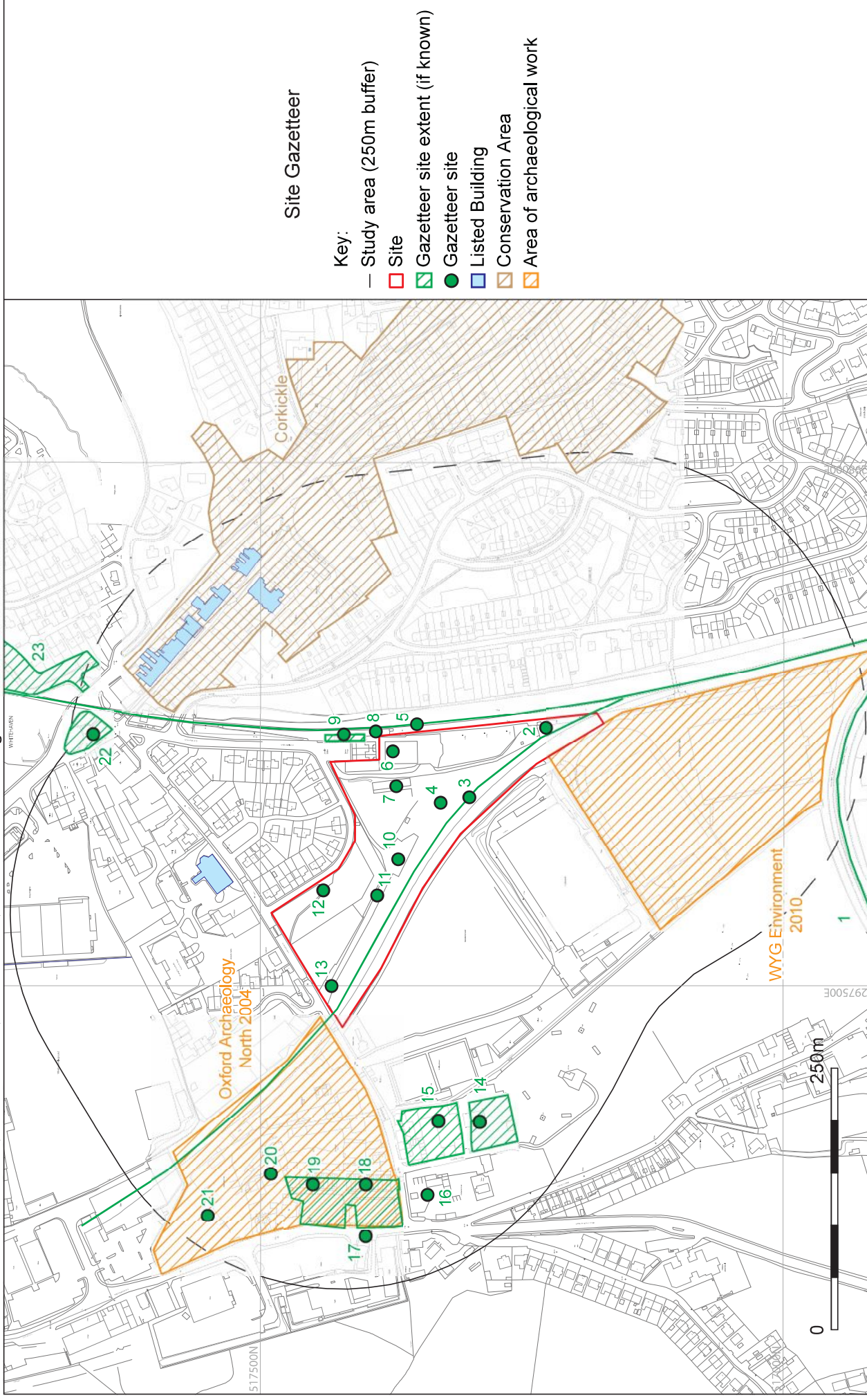


Figure 2: Site Gazetteer

### 3.3 Map and Image Progression

3.3.1 **Introduction:** although there are a number of early detailed plans of Whitehaven these typically do not extend as far as the proposed development area, which was clearly on the periphery of the town. However, it is clear that the area immediately to the north-west had begun to see some development by the end of the 18<sup>th</sup> century, with a number of industries established in the area (e.g. **Sites 14** and **15**). The tithe map for Preston Quarter, which covers this area, is also not very extensive suggesting that much of it was not subject to tithes. This means that the earliest useful maps only date from the second half of the 19<sup>th</sup> century onwards.

3.3.2 **Ordnance Survey c1864:** this is the first edition 25 inch map for this area, unfortunately only available in its plastic case, hence the reflection on the image (Plate 1). It shows a branch of the Whitehaven and Furness Junction Railway along the proposed development area’s south-western boundary (**Site 3**). To the east of this there are some field boundaries, clearly relating to fields that have been divided by the coming of the main line of the Whitehaven and Furness Junction Railway, on which Corkickle Station (**Site 9**) lies. The Electric Telegraph runs parallel with the main railway line, on its west side. In the northern part of the site are some paths, possibly associated with grounds of a large house. Close to the southern end of the site is a group of buildings, one of which is labelled on later maps as the Station Master’s House (see Plate 3).

3.3.3 **Ordnance Survey c1865:** the proposed development site is split over two map sheets, 67.3.3 in the north, and 67.6.8 in the south, both at 1:500 scale – a suitably detailed mapping for the Whitehaven town plan (Plate 2). There is little difference between this map and the previous map, which is not surprising given their proximity in date.

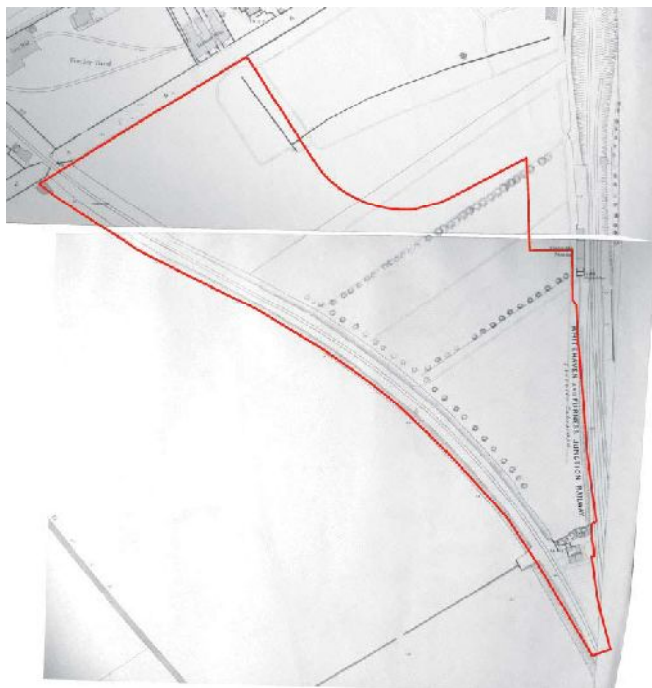


Plate 1 (left): Extract from Ordnance Survey c1864

Plate 2: (right) Extracts from Ordnance Survey Whitehaven town plans c1865

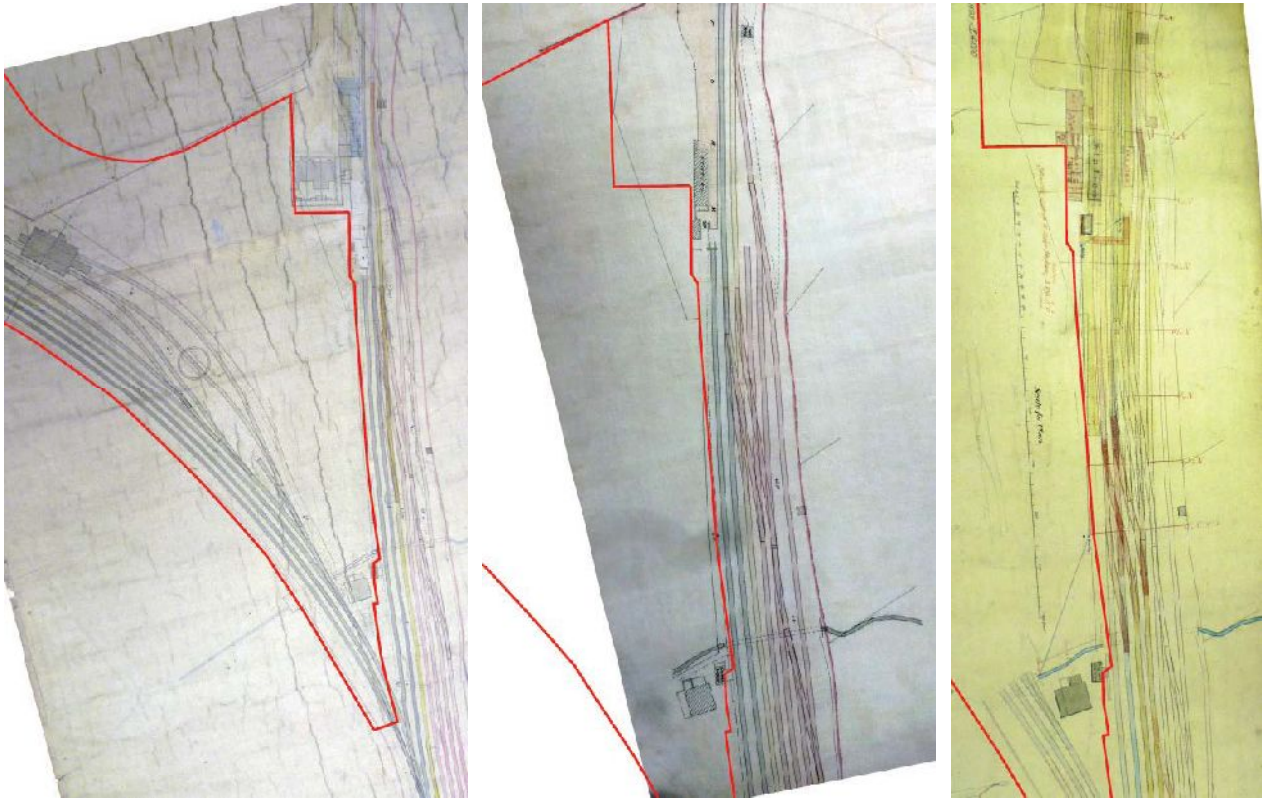
3.3.4 **Corkickle Station plan, c1874:** this plan is inscribed ‘This is the plan marked ‘B’ referred to in the article of agreement made between the Furness Railway Company and the Whitehaven Cleator and Egremont Railway Company and dated the 30<sup>th</sup> December 1874’ (Plate 3). The plan’s key states:

- ‘Lines coloured Black used by the Furness Railway Co
- Lines coloured Yellow used by the Whitehaven, Cleator & Egremont Railway Co
- Lines coloured Red used by Joint Companies’

There are pencil annotations on the plan, and these include labels for some of the buildings, including the Station Master's House (the large building at the south end of the site, to the west of the building marked Signal Cabin; **Site 2**). The annotations may well have been done at a later date than the plan, since one apparently reads 'Pulled out 1880'. Indeed, the dating of the plan itself appears to be problematic, as it includes three houses to the west of Corkickle Station, just outside the site boundary, which do not appear on the 1899 Ordnance Survey map, and the building proposal plan for the said three houses is dated 1920 (see Plate 7). In addition, it shows the new, as opposed to the old, station building at Corkickle Station (**Site 9**), which is labelled 'Proposed New Station' on the same plan dated 1920. New lines of track have been built along the east side of the branch line, and there is a turntable (**Site 4**) and a large building associated with these new tracks (**Site 10**). The pencil annotations on the large new building are not easy to read, but appear to include 'Urinal' next to the northern-most element of the structure, and possibly 'Squ. (?) Furnace' at the eastern end. A covered area seems to be shown on the platform of Corkickle Station, adjoining the station buildings. A tank house is marked on the eastern side of the track, opposite the station.

**3.3.5 Corkickle Station plan, 1874:** this is similar to the previous plan, and appears to relate to it as the colour-coding of the railway lines seems to be the same (Plate 4). It is noticeable that the three houses to the west of the station (proposed to be built in 1920) do not appear on this map, unlike the previous plan. It is clear that a watercourse runs through the site, to the north of the Station Master's House.

**3.3.6 Corkickle Station plan and sections, 1898:** this plan apparently shows proposed buildings and other additions around Corkickle Station, the estimated cost of the 'Waiting Shed and Station Buildings' was £875, while the total estimated cost for the scheme proposed in the plan was £4,800 (Plate 5). It is not clear if these new buildings were ever built, and in any case they would have lain either outside or on the boundary of the proposed development area. The proposed buildings included a booking office, waiting room, refreshment room, still room, gents, porters room, and coal store. Once again, the three new houses to the west of the station are not shown.



**Plate 3 (left): Extract from plan of Corkickle Station (CAC(W) TBR 1/1/14 c1874)**

**Plate 4 (centre): Plan of Corkickle Station, 1874 (CAC(W) TBR 1/1/15 1874)**

**Plate 5 (right): Extract from plan and sections of Corkickle Station, 1898 (CAC(W) YDX 313/1 1898)**

**3.3.7 Ordnance Survey, 1899:** this is the second edition 25 inch map for the area (Plate 6). Whereas the three previous plans did not cover the whole of the site area, this map does, and it shows the first appearance of a second new building on the branch line (Furness Railway's Preston Street Goods Branch), one marked 'Engine Shed' (**Site 11**). There are some small buildings to the north-west, apparently labelled 'Oil Tanks' (**Site 13**). It is noticeable that the three houses to the west of the station, shown in Plate 3, have not yet been built (there is a building proposal plan for these three houses dated 1920 (Plate 7), so this is not surprising). Also of interest are three stones labelled on this map running along a former field boundary. These are likely to just be remnants of the field boundary itself but could denote an early date for this or that the boundary was originally marked only with large stones.

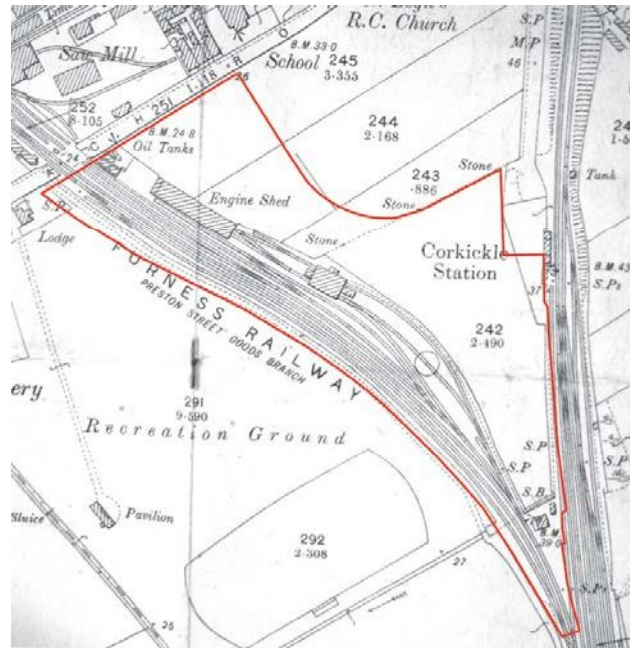


Plate 6 : Extract from Ordnance Survey map, 1899

3.3.8 **Plan of new houses next to Corkickle Station, 1920:** the three houses which are the subject of this plan lie just outside the proposed development area boundary (Plate 7). However, their presence is useful in refining the dating of other undated station plans, and, in particular, casting doubt on the assumed dating of the plan shown in Plate 3. Other parts of the site are also shown on the plan. This includes the proposed new station, and the labelling of the signal cabin as 'Preston Street Junction Signal Box'.

3.3.9 **Corkickle Station rating plan, early 20<sup>th</sup> century:** this plan (Plate 8) must post-date the previous one, since the three houses proposed in 1920 appear on it, the new station is shown and the previous one not (other than one small building at the south end of the old station, which remains). The new station (whether proposed or actually built it is not clear) includes the following rooms: booking office and cloak room, general waiting room, ladies waiting room, WCs, gents 1<sup>st</sup> class waiting room, coal area, and porters room. The building remaining from the southern end of the previous station is labelled the telegraph office, still standing, no doubt, as the electric telegraph is still marked. It is also likely to pre-date 1923 since it does not appear to include The Gardens, which appear on the following map. It is a very detailed plan, marking the uses of all the various buildings. This includes bins to the north of the turn table, and a coal stack close to them. The building between the turntable at the engine shed has areas marked 'Urinal', 'Mess Room', 'Sand', and 'Pit' (**Site 10**).

3.3.10 **Ordnance Survey, 1925:** this is the third edition 25 inch map for this area, which was revised in 1923 (Plate 9). It is the first map to show The Gardens (**Site 12**), the west side of which was subsequently demolished, and which lies within the proposed development area. It is very similar to the previous plan, showing the new (and not the old) station building at Corkickle Station, the three houses to the west of the station, and all the other features associated with the Preston Street Goods Branch (only in less detail and with fewer captions). It is not clear what the open rectangle to the south of the three houses represents, and it is the first map that this appears on.

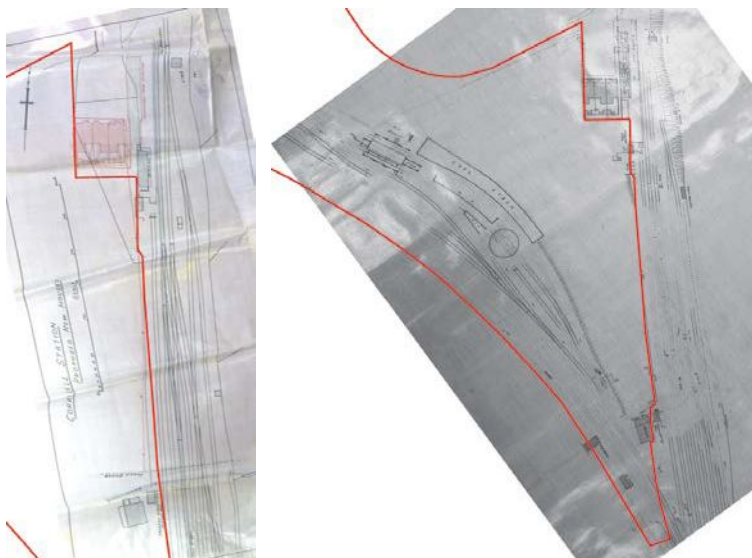


Plate 7 (left): Plan of three houses next to Corkickle Station, 1920 (CAC(W) SMBWH/3/3 910 1920)

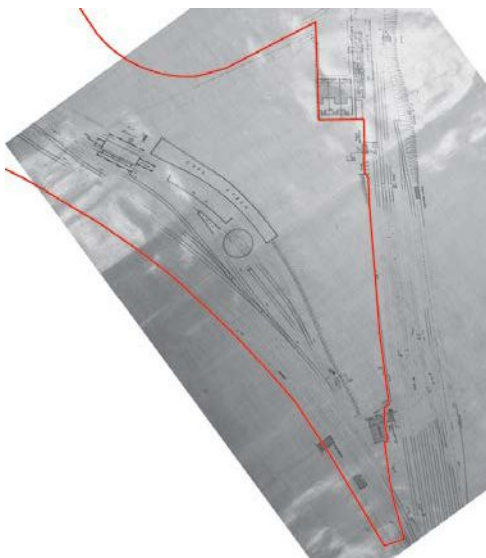


Plate 8 (centre): Rating plan of Corkickle Station, early 20th century (CAC(W) TBR 1/8/95 early 20th century)



Plate 9: Extract from Ordnance Survey map, 1925

3.3.11 **Ordnance Survey, c1957:** this is the fourth edition 6 inch map for this area (Plate 10). It is less detailed than the previous map, due to its scale, but there are nevertheless some notable differences. The oil tanks no longer appear, but a new building has appeared to the east of where they previously stood. There is also a new line of railway track running north from the goods branch line, and there is a track parallel to it to the east. The open rectangle to the south of the three houses appears again, but it is not shown on the later maps.

3.3.12 **Ordnance Survey, 1962:** this is the most detailed Ordnance Survey map since the Whitehaven town plan of almost 100 years previously (Plate 11). The three houses to the west of the station are labelled 'Station Houses'. There have been further developments associated with the new track running north from the goods branch line, including a small building to the east of it. The structure to the east of the former oil tanks is no longer present. The building formerly marked as the Station Master's House is named Bank Top Cottage. The Coach Road level crossing is also shown and labelled as such.



Plate 10: Extract from Ordnance Survey map, c1957

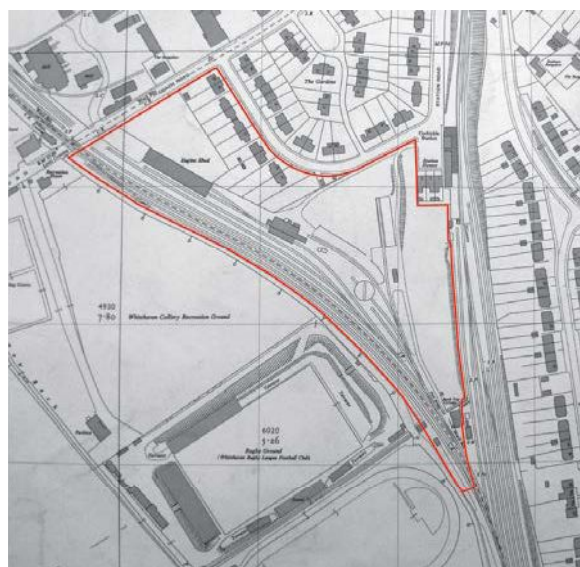


Plate 11: Extract from Ordnance Survey map, 1962



3.3.13 **Photo, early 1960s:** this photo (Plate 12) shows the Stationmaster's House (**Site 2**), now derelict according to Quayle (2007, 36), at the south end of the proposed development area. That it no longer functioned as the station master's house appears likely, since the Ordnance Survey map from 1962 labelled it simply as Bank Top Cottage. The signal box is also shown.

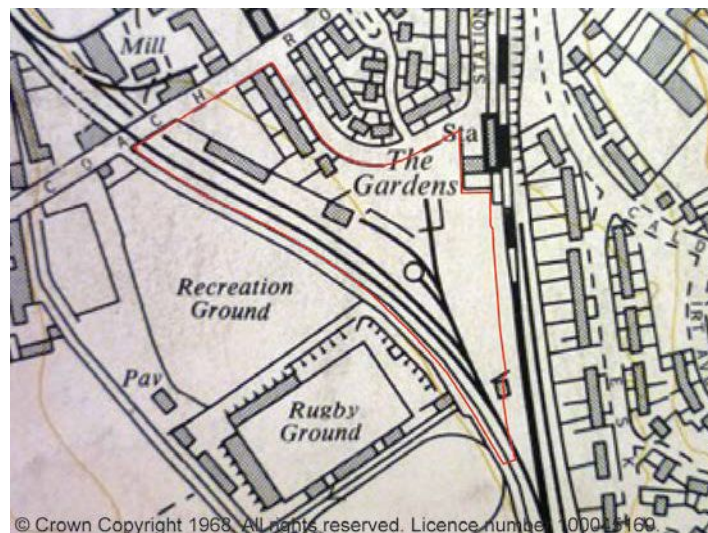
3.3.14 **Photo, 1967:** this photo (Plate 13) shows the level crossing at the north-west corner of the proposed development area. It is not clear what the building covered in scaffolding is. The orientation does not appear correct for the Engine Shed, and it appears to show a building in the process of construction, which is not marked on any of the maps. It is possible that it does not appear on the Ordnance Survey map of 1968 since this map was surveyed in 1961, and the building in question was not under construction until 1967. Boundaries were revised in 1967, but this may well not have included new buildings.



**Plate 12 (left):** Photo from the early 1960s showing the derelict Stationmaster's House at Corkickle Station (Quayle 2007, 36)

**Plate 13 (right):** Photo from 1967 showing Coach Road level crossing on the Corkickle-Preston Street goods branch, looking north (Quayle 2007, 44)

3.3.15 **Ordnance Survey, 1968:** this is the fifth edition 6 inch map for the area. It is lacking in detail, but shows essentially the same as the previous Ordnance Survey map for the site.



**Plate 14: Extract from Ordnance Survey map, 1968**

3.3.16 **Discussion:** in addition to all the changes shown on the various maps and plans, there are certain events, important for the history of the proposed development area, that are not shown, or not shown in great detail. Perhaps the most important of these is the demolition of the western side of the development known as The Gardens, which first appeared on the mapping in 1925, and remained present until 1968, after which the gap in the mapping until the present day leaves a large time window

for its demolition. These houses were demolished after 1990 due to problems with the foundations making them uneconomical to repair (Cumbria County Council 1998, 2). It is possible that the building apparently shown under construction in 1967, and located to the west of The Gardens, which demolished at a similar time and for a similar reason. However, this can only remain speculation as the building is not recorded on any mapping.

### 3.4 Previous Archaeological Work

3.4.1 Two pieces of previous archaeological work have been carried out within the study area: a desk-based assessment of a large area to the north-west (OA North 2004) and a desk-based assessment of a large area to the south-west (WYG Environmental 2010). In addition a desk-based study was also carried out in 1998 in advance of a proposed rail freight depot that was never constructed. Although not specifically examining the archaeology of the site it does identify a number of items of interest in terms of understanding the development of the site (Cumbria County Council 1998).

3.4.2 The area to the west was found to contain evidence for several industrial complexes, including potteries, a copperas works, a glass works and a foundry (OA North 2004). The site to the south-west was essentially open fields before being used as a rugby ground from the middle of the 20<sup>th</sup> century (WYG Environmental 2010).

### 3.5 Site Visit

3.5.1 **Site Arrangement and Character:** the site comprises an approximately triangular area, bounded by the railway on the east side, Coach Road on the north-west side and The Gardens on the north-east side and a large area of sports fields to the west and south-west accessed by a narrow road (Figure 1). It is now entirely overgrown with shrubs, small trees and grass (Plate 15) and has also been subdivided with temporary metal fencing. Large areas are finished with tarmac surfaces (Plate 16), mostly around the edges, while the centre is very hummocky and has dumped concrete within it (Plate 17). The exception is a small area of land in the north corner, immediately adjacent to The Gardens, which comprises a well kept grass verge with a footpath running through it. The western boundary is constructed from upright timber railway sleepers and incorporates bracketed iron columns, presumably taken from one of the railway buildings and evidently not *in situ* (Plate 18). Part of the north-west boundary comprises an early cinder or breeze block wall (Plate 19).



Plate 15 (left): Typical extent of the vegetation in the centre of the site

**Plate 16 (right): Tarmac road surface in the north-west corner**



**Plate 17: Dump of concrete in the centre of the site, perhaps originally part of a structure**



**Plate 18 (left): South-west boundary constructed from re-used sleepers showing one of the incorporated bracketed iron columns**

**Plate 19 (right): North-west boundary constructed from breeze or concrete blocks**

**3.5.2 Archaeological features:** four features of seemingly archaeological interest relating to former structures known to have been situated on the site were identified. An approximately rectangular sunken area bounded by brick walls on the north, east, and west side is situated in the east corner (**Site 6**; Plate 20 and Plate 21). The walls survive to approximately 1m tall (up to 15 courses) and are constructed from red brick laid in English garden wall bond. The base of the area is finished with concrete. In the centre of the site there are sections of apparently *in situ* railway track (**Site 7**; Plate 22 and Plate 23), some sections apparently in sunken 'cuttings'. To the west of these is a large concrete surface (**Site 10**; Plate 24) evidently corresponding to a building formerly located in this area although there is no evidence for extant walls. To the north-west of this is a length of sandstone wall topped with concrete slabs (**Site 11**; Plate 25, Plate 26 and Plate 27). This is built along a slope and so survives to a considerable height on the north-east side, where there are numerous buttresses, and its line is continued to the south-east by a lower sandstone wall, which turns to the east, topped with triangular stone copings.



**Plate 20 (left): General view of brick walled area (Site 6)**



**Plate 21 (right): West side of brick walled area (Site 6)**



**Plate 22 (left): Section of *in situ* railway track (Site 7)**



**Plate 23 (right): Section of *in situ* railway track (Site 7)**



**Plate 24: Concrete surface (Site 10)**



**Plate 25 (left): Extant tall sandstone wall (Site 11)**

**Plate 26 (right): Extant tall sandstone wall and adjoining boundary wall (Site 11)**



**Plate 27: Sandstone boundary wall (Site 11)**

**3.5.3 Constraints:** the major constraint to the survival of archaeological remains is the presence of later structures, such as the concrete surfaces and the brick walled feature (**Site 6**), although these essentially form part of the historic development of the area. The massively overgrown nature of the site, the internal fencing, and the presence of dumped material comprising both structural remains such as concrete, but also fly tipped rubbish also makes access difficult and hazardous, and would be a major constraint to further work on the site. The extent of any services on the site is recorded in some detail in the earlier study (Cumbria County Council 1998) and are largely confined to running along the boundaries of the site and on a north-south orientation through its eastern half, but given the number of structures historically located on the site it is likely that other buried pipes and cables will be present.

## 3.6 Conclusion

**3.6.1** The lack of early maps of the area is a hindrance in terms of understanding the area's development, but it is likely to have initially been marginal to the main urban area of Whitehaven, although it was beginning to see industrial development by at least the end of the 18<sup>th</sup> century. The map regression shows that once the railway reached the area it was quickly developed, with a number of new railway buildings and houses being added at the turn of the 20<sup>th</sup> century.

3.6.2 The site visit revealed that the site is very overgrown but despite this structural elements and remains relating to several buildings shown on the early maps are present.

## 4. Site History

### 4.1 Introduction

4.1.1 The site's proximity to Whitehaven means that the historical development of the study area is inevitably connected to the town, which is primarily a post-medieval creation under the influence of the Lowther family. The wider area has remains dating from the early prehistoric period onwards, although in some cases examples have to be found much further afield. Information relating to specific sites recorded during the desk-based assessment (see *Section 3* above) is included where relevant.

### 4.2 Prehistoric Period (c11,000BC – 1<sup>st</sup> century AD)

4.2.1 While there is limited evidence for human activity in the county in the period immediately following the last Ice Age, this is typically found in the southernmost part on the north side of Morecambe Bay. Excavations of a small number of cave sites have found the remains of animal species common at the time but now extinct in this country and artefacts of Late Upper Palaeolithic type (Young 2002). No remains of this date are known from the immediate area of the site, although a pair of barbed spear heads made from antler were found at Crosby-on-Eden (Hodgson 1895), which, although undated, may belong to the end of the Palaeolithic or early Mesolithic. The county was clearly more densely inhabited during the following period, the Mesolithic (c8,000 – 4,000 BC), as large numbers of artefacts of this date have been discovered during field walking and eroding from sand dunes along the coast, but these are typically concentrated in the west coast area and on the uplands around the Eden Valley (Cherry and Cherry 2002). More recently a particularly large assemblage has been recovered during excavations, directly on the edge of the River Eden, outside Carlisle (Clark 2010) and field walking has found additional scatters of some significance also in the Eden valley near Penrith (Clarke *et al* 2008). Coastal areas and river valleys are notably places where such material is frequently found in the wider region (Middleton *et al* 1995, 202; Hodgkinson *et al* 2000, 151-152; Hodgson and Brennand 2006, 26).

4.2.2 In the following period, the Neolithic (c4,000 – 2,500 BC), large scale monuments such as burial mounds and stone circles begin to appear in the region and one of the most recognisable tool types of this period, the polished stone axe, is found in large numbers across the county, having been manufactured at Langdale in the central Lake District (Hodgson and Brennand 2006, 45) and examples are known in the area around Corkickle (OA North 2004, 7). During the Bronze Age (c2,500 – 600 BC) monuments, particularly those thought to be ceremonial in nature, become more common still, and it is likely that settlement sites thought to belong to the Iron Age have their origins in this period. Sites of this type, while not present in the study area, are recorded, typically as crop marks revealed in aerial photographs, in the wider area although they are typically undated and little understood. In addition, there is likely to have been a considerable overlap between the end of the Iron Age and the beginning of the Romano-British period; it is evident that in this part of the country, initially at least, the Roman invasion had a minimal impact on the native population in rural areas (Philpott 2006, 73-74).

4.2.3 No known sites of prehistoric date are recorded within the study area.

### 4.3 Romano-British to Early Medieval Period (1<sup>st</sup> century AD – 11<sup>th</sup> century AD)

4.3.1 While there is no convincing evidence for substantial Roman activity in Whitehaven itself a number of Roman coins are known from the town potentially indicating a settlement or fort there, with a particular concentration found at Whitehaven Castle and dating from the late 3<sup>rd</sup> to late 4<sup>th</sup> century (Caruana and Shotter 2005). However, more conclusive evidence of a settlement is not yet forthcoming. The nearest certain Roman fort to Whitehaven is at Moresby to the north-east, which was established by at least the early 2<sup>nd</sup> century (Shotter 2004, 76), although a site is suggested at Beckermeth, to the south, where coins have been found at St Bridget's church (Routledge 2002, 7).

4.3.2 Physical and archaeological evidence from the post-Roman early medieval period is rare across the whole region and especially so around Whitehaven. The west coast of Cumbria is well known for its collection of early medieval crosses (Newman 2006, 102), but corresponding structural evidence is

generally rare. Excavations at St Michael's church at Workington to the north represent one of the few occasions where remains associated with crosses of this type have been uncovered (Carlisle Archaeological Unit 1996; Flynn 1997) but other evidence exists for religious establishments in the local area from as early as the 7<sup>th</sup> century (Todd 2003). Further north, ongoing work at Maryport is revealing what appears to be a very early church, extending in use into the post-Roman period (Haynes and Wilmott 2012). Place-name evidence in general shows a mixture of Anglian and Norse names (Armstrong *et al* 1950, 452-453), indicating that the area was well inhabited during the period, with a recent re-interpretation of the name 'Corkickle' suggesting it comes from the Irish or Hiberno-Norse personal name Corc and 'oak valley' (Godwin 2004).

4.3.3 No sites of Roman or early medieval date are known from the study area, although there have been finds of Roman date made at Whitehaven Castle (**Site 23**).

#### 4.4 Medieval Period (11<sup>th</sup> century AD – 16<sup>th</sup> century AD)

4.4.1 Whitehaven was still a relatively insignificant settlement in the medieval period, first recorded as a port in 1150 (Armstrong 1950, 450). The area in general was still largely dominated by a few local families and religious houses, such as St Bees Priory to the south, which was established in the early 12<sup>th</sup> century, probably on an earlier site (Todd 2003; see *Section 4.3.2*). There is little information specifically relating to the area around Corkickle during this period, although it is first recorded in c1220 (Armstrong *et al* 1950, 452).

4.4.2 There are no known sites of medieval date within the study area, although Whitehaven Castle (**Site 23**) may have medieval origins.

#### 4.5 Post-Medieval (16<sup>th</sup> century AD – present)

4.5.1 The map evidence (see *Section 3.3*) demonstrates that the study area was relatively undeveloped as late as the early 18<sup>th</sup> century, by which time it became increasingly industrialised. Pottery and glass kilns and associated structures were established to the west by this time (OA North 2004; **Sites 14, 16-17, 19 and 21**). However, the main part of the study area remained undeveloped until the late 19<sup>th</sup> century and the coming of the Whitehaven and Furness Junction Railway, which was completed in 1856 (Andrews 2012, 53; **Site 5**). This led to a rapid development of the site, with a number of additions made, although elements such as a branch line (**Site 3**) to a goods shed at Preston Street and the station master's house (**Site 2**) were probably also constructed in 1856. A number of buildings were added before the end of the 19<sup>th</sup> century (**Sites 4, 8, 10-11, and 13**) and others added in the early 20<sup>th</sup> century (**Sites 7 and 12**); including the extant station (**Site 9**).

4.5.2 Apart from those sites already mentioned other industrial sites to the west included a chemical works (**Site 15**), a copperas works (**Site 18**), a fever hospital (**Site 20**), and a bone mill (**Site 22**). Whitehaven Castle (**Site 23**) is also largely or entirely post-medieval in date.



## 5. Discussion

### 5.1 Introduction

5.1.1 The discussion of the results of the desk-based assessment and site visit are intended to determine the archaeological significance and potential of any known remains (above or below ground) and the potential for any as yet unidentified remains being present. The system used to judge the significance of the remains identified within the development area, or those thought to have the potential to be present within the development area, is based on the criteria used to define Scheduled Monuments (DoE 1990, Annex 4; *Appendix 2*). Of the 23 sites identified within the study area, nine are situated within the proposed development area and they are therefore likely to be affected by any subsequent groundworks.

### 5.2 Significance

5.2.1 Nine sites of archaeological interest are recorded within the proposed development area, many of which relate to the railway and all of which are of post-medieval date.

5.2.2 The level of significance of the site within the proposed development area is categorised, according to each criterion, as high, medium, or low, and an average of this has been used to produce an overall level of significance for each site (see Table 2 below: H=high, M=medium, L=low). As can be seen in Table 3 all of these features are considered to be of medium or low significance.

<b>Site No.</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
<i>Period</i>	M	L	M	L	L	M	M	L	L
<i>Rarity</i>	L	L	L	L	L	M	M	L	L
<i>Documentation</i>	M	L	M	L	M	M	M	M	L
<i>Group value</i>	M	M	L	L	M	M	M	M	M
<i>Survival/condition</i>	M	L	M	M	M	M	M	L	L
<i>Fragility/Vulnerability</i>	L	L	L	M	M	L	L	L	M
<i>Diversity</i>	L	L	L	L	L	L	L	L	L
<i>Potential</i>	M	L	L	L	L	M	M	L	L
<b>Significance</b>	<b>L-M</b>	<b>L</b>	<b>L</b>	<b>L</b>	<b>L-M</b>	<b>M</b>	<b>M</b>	<b>L</b>	<b>L</b>

**Table 2: Significance by site**

### 5.3 Potential for Unknown Archaeological Remains

5.3.1 The details of those archaeological remains present within the proposed development area is presented in the results of the desk-based assessment (*Section 3*; *Figure 2*; *Appendix 1*) and the significance of these sites is discussed above (*Section 5.2*). The potential for as yet unidentified archaeological remains to be present, however, is based on the known occurrence of such remains elsewhere in the study area and local environs (see *Section 4*). Where there are no remains known within the study area the potential is based on the known occurrence within the wider local area. The degree of potential is examined by period and the results are presented in Table 3 below; in each case the level of potential is expressed as low, medium, or high.

Period	Present in study area?	Potential
Late Upper Palaeolithic	N	L
Mesolithic	N	M
Neolithic	N	L
Bronze Age	N	L
Iron Age	N	L
Roman	N	L
Early Medieval	N	L
Medieval	N	M
Post-medieval	Y	H

**Table 3: Degree of potential for unknown archaeological remains by period**

5.3.2 In consideration of Table 3 it is worth noting that the possibility of finding Mesolithic remains could perhaps be assessed as medium because they are often associated with sites adjacent to watercourses and in coastal areas (Middleton *et al* 1995, 202; Hodgkinson *et al* 2000, 151-152). Areas along the River Eden in particular have also recently been the site of significant and large-scale discoveries of finds and sites of Mesolithic date (Clark 2010; Clarke *et al* 2008). Sites of Bronze Age and Iron Age date are extremely rare from the general area, and none are present within the study area.

5.3.3 There are no known sites of Palaeolithic, Neolithic, Iron Age, Roman, or early-medieval, medieval date within the study area although sites of medieval date might be considered to have some potential as Whitehaven has some evidence for medieval origins, although this part of the town was probably on somewhat marginal land. The study area is dominated by sites of post-medieval date, including both elements relating to the railway and several industrial complexes, in particular potteries. While several elements relating to the railway are situated directly within the proposed development area, none of the other post-medieval sites are. However, the area having been marginal and probably boggy land until the post-medieval period it is possible that it was used as a place to dump waste material from the numerous industrial sites in the area, the potteries in particular.

## 5.4 Disturbance

5.4.1 The numerous railway structures on the site, subsequent activity, and associated below-ground services, will have undoubtedly caused considerable disturbance to any earlier deposits, structures, or features in some areas. The post-medieval elements of the site, by contrast are clearly relatively well preserved.

## 5.5 Impact

5.5.1 Although no detailed plans were available regarding proposed developments, the nature of the ground cover and topography, which would presumably require considerable landscaping, would suggest that any development of the site would substantially impact on any archaeological remains that might be present.

## 5.6 Recommendations

5.6.1 It is clear from the preceding sections that there is some potential for archaeological remains to be present within the site, although the majority of these are post-medieval in date and of relatively low significance. The potential for earlier remains to be present is less certain, although they would be likely to have been disturbed by later activity on site. In addition, it is conceivable, given the proximity of both potteries and a glass works that area of formerly marginal land such as this might have been utilised for dumping waste products, which would be extremely important in understanding the development of these industries were they found to be present.

5.6.2 As a minimum it is recommended that the areas known to contain the remains of elements considered to be of at least low-medium significance (**Sites 2, 7, 10 and 11**) be subject to further archaeological work. This should involve topographic survey and building recording (where appropriate) in the cases where there are standing remains (**Site 7 and 11**), and all of these sites should be subject to

archaeological evaluation, with further excavation being carried out depending on the extent to which remains are found to survive. Ideally, further sample evaluation of a percentage, perhaps between 1-3%, of the whole of the proposed development area should also be carried out in order to ascertain whether earlier remains are present. Given the current condition of the site it is possible that some vegetation may need to be cleared and rubbish removed before any archaeological work takes place, but this could be carried out as part of the work if required. In addition, known hazards such as any live services and the area of the former Caustic Soda tanks and related structures (**Site 6** and the area immediately to the south of this) would need to be avoided.

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## Appendix 1: Site Gazetteer

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**Site Number: 1**

**NGR:** 296550 515900

**HER No:** 12835

**Sources:** HER

**Designation:** None

**Description:** Site of the Ladysmith Works coal mine, the shaft for which was sunk in 1902. An earlier mine labelled 'Croft Pit' is shown on the 1<sup>st</sup> and 2<sup>nd</sup> edition Ordnance Survey maps.

**Period:** Post-medieval

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**Site Number: 2**

**NGR:** 297739 5177239

**HER No:** -

**Sources:** CAC(W) TBR 1/1/14 c1874; CAC(W) TBR 1/1/15 1874; CAC(W) TBR 1/8/95 early 20<sup>th</sup> century; CAC(W) YDX 313/1 1898; OS c1864; c1865; 1899; 1925; c1957; 1962; 1968; Quayle 2007, 36; Cumbria County Council 1998

**Designation:** None

**Description:** Site of the stationmaster's house, as shown on early maps from the 1870s onwards, with a single box shown adjacent to it to the east. It was apparently still standing although derelict at the end of the 20<sup>th</sup> century and reduced to foundation level by 1998.

**Period:** Post-medieval

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**Site Number: 3**

**NGR:** 297680 517300

**HER No:** 43909

**Sources:** HER

**Designation:** None

**Description:** Branch line from the Furness Railway (Site 05), shown on the 1<sup>st</sup> edition Ordnance Survey map. It was presumably constructed in 1856 with the main railway.

**Period:** Post-medieval

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**Site Number: 4**

**NGR:** 297702 517305

**HER No:** -

**Sources:** CAC(W) TBR 1/1/14 c1874; CAC(W) TBR 1/1/17 nd; CAC(W) TBR 1/8/95 early 20<sup>th</sup> century; Ordnance Survey 1899; 1925; c1957; 1962; 1968; Cumbria County Council 1998, Appendix 2

**Designation:** None

**Description:** Turntable shown on maps from c1874 onwards. This was still visible although partially filled with demolition material during a site visit in 1998.

**Period:** Post-medieval

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**Site Number: 5**

**NGR:** 297750 517350

**HER No:** 43834

**Sources:** HER

**Designation:** None

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**Description:** Extant railway, originally the 'Whitehaven and Furness Junction Railway'. Opened in 1856.  
**Period:** Post-medieval

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**Site Number: 6**

**NGR:** 297725 517371

**HER No:** -

**Sources:** Site visit, Ordnance Survey 1925; c1957; Cumbria County Council 1998

**Designation:** None

**Description:** Structure shown on maps of 1925 and c1957 of uncertain function. The site visit revealed a large rectangular area within brick walls on three sides and a concrete floor. This formed the containment bund for Caustic Soda tanks situated to the south as revealed during the site visit in 1998.

**Period:** Post-medieval

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**Site Number: 7**

**NGR:** 297687 517375

**HER No:** -

**Sources:** Site visit, Ordnance Survey c1957; 1962; 1968

**Designation:** None

**Description:** Sections of *in situ* railway lines visible during the site visit, corresponding to those shown on maps of c1957 onwards.

**Period:** Post-medieval

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**Site Number: 8**

**NGR:** 297737 517385

**HER No:** -

**Sources:** CAC(W) TBR 1/1/14 c1874; CAC(W) TBR 1/1/15 1874; Ordnance Survey c1864; c1865; 1899

**Designation:** None

**Description:** The original station at Corkickle, presumably built with the railway in 1856, slightly to the south of the present (**Site 09**), which was constructed prior to 1925.

**Period:** Post-medieval

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**Site Number: 9**

**NGR:** 297740 517420

**HER No:** 12888

**Sources:** HER; Ordnance Survey 1925

**Designation:** None

**Description:** Site of the present Corkickle railway station, built prior to 1925.

**Period:** Post-medieval

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**Site Number: 10**

**NGR:** 297628 517371

**HER No:** -

**Sources:** Site visit; CAC(W) TBR 1/1/14 c1874; CAC(W) TBR 1/8/95 early 20<sup>th</sup> century; Ordnance Survey 1899; 1925; c1957; 1962; 1968

**Designation:** None

**Description:** Area of concrete denoting the footprint of a building shown on early maps from c1874, possibly a workshop for the railway.

**Period:** Post-medieval

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**Site Number: 11**

**NGR:** 297538 517412

**HER No:** -

**Sources:** Site visit; Ordnance Survey 1899; 1925; c1957; 1962; 1968; Cumbria County Council 1998

**Designation:** None

**Description:** Sections of standing red sandstone wall capped with concrete slabs and with buttresses on the north-east side. Revetted into the slope so that the base of the north-east side is much lower than the south-west side. Its line is continued to the south-east by a lower sandstone wall topped with v-shaped sandstone blocks, which turns to the north-east for a short distance at its south-east end. Corresponds to an engine shed shown on plans of the site from 1899 onwards. The structure was apparently in a similar condition to its present state in 1998.

**Period:** Post-medieval

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**Site Number: 12**

**NGR:** 297538 517412

**HER No:** -

**Sources:** Ordnance Survey 1925; c1957; 1962; 1968

**Designation:** None

**Description:** Row of houses forming part of the estate known as 'The Gardens' and built in the early 20<sup>th</sup> century, prior to 1925. This side of the street was demolished after 1990 when the buildings became uneconomical to repair due to subsidence (Cumbria County Council 1998, 2).

**Period:** Post-medieval

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**Site Number: 13**

**NGR:** 297496 517439

**HER No:** -

**Sources:** Ordnance Survey 1899; 1925

**Designation:** None

**Description:** Group of small structures shown on maps between 1899 and 1925. Of unknown function, although the label 'Oil tanks' seems to relate to at least them.

**Period:** Post-medieval

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**Site Number: 14**

**NGR:** 297370 517290

**HER No:** 11971

**Sources:** HER

**Designation:** None

**Description:** Site of the Whitehaven Pottery, which was opened in 1819 by Woodnorth, Harrison and Hall. Woodnorth later moved to the Ladypit Pottery and they were joined by Ralph Hall of Burslem, Staffordshire, whose daughter married John Wilkinson in 1822. Wilkinson took over the pottery between 1829 and 1868 and was succeeded by his wife until 1877, and his son until it closed in the 1880s.

**Period:** Post-medieval

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**Site Number: 15**

**NGR:** 297370 517330

**HER No:** 11970

**Sources:** HER

**Designation:** None

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**Description:** Site of the Whitehaven Chemical Works, owned by Messrs Randleson and Forster, which was destroyed by fire in 1863 (which also damaged the adjacent pottery; Site 14) having stood for 50-60 years.

**Period:** Post-medieval

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**Site Number: 16**

**NGR:** 297300 517340

**HER No:** 11969

**Sources:** HER

**Designation:** None

**Description:** Site of the Ginns or Brown Pottery, operating from the end of the 18<sup>th</sup> century and latterly in conjunction with a copper works. It operated until about 1915.

**Period:** Post-medieval

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**Site Number: 17**

**NGR:** 297260 517400

**HER No:** 19092

**Sources:** HER

**Designation:** None

**Description:** Site of a post-mill intended to remove water from the coal mines. Its exact location is uncertain but it is known from correspondence between Sir John Lowther and his agent, Thomas Tickell, that it was constructed between 1681 and 1700.

**Period:** Post-medieval

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**Site Number: 18**

**NGR:** 297310 517400

**HER No:** 14881

**Sources:** HER

**Designation:** None

**Description:** Site of a copper works at the Ginns. It was advertised for sale in 1820 but is thought to have been established in 1718.

**Period:** Post-medieval

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**Site Number: 19**

**NGR:** 297310 517450

**HER No:** 40823

**Sources:** HER; OA North 2004, 19

**Designation:** None

**Description:** A building shown as the 'old glass house' on a plan of 1815 but not shown in 1830. It was apparently opened in 1732.

**Period:** Post-medieval

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**Site Number: 20**

**NGR:** 297320 517490

**HER No:** 12881

**Sources:** HER

**Designation:** None

**Description:** Site of the Ginns Fever hospital, known as the 'House of Recovery', opened in 1819 as an isolation hospital for those suffering from contagious diseases.

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**Period:** Post-medieval

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**Site Number: 21**

**NGR:** 297280 517550

**HER No:** 12882

**Sources:** HER

**Designation:** None

**Description:** Site of a pottery probably known as the Preston Street Pottery. It is thought to have been established in 1813 by John Goulding and John Tunstall who were possibly from Staffordshire. They were later joined by John Trousdale, who was in charge in 1829. It was still in operation into the later 19<sup>th</sup> century and is described as making brown or black pottery.

**Period:** Post-medieval

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**Site Number: 22**

**NGR:** 297740 517660

**HER No:** 11968

**Sources:** HER

**Designation:** None

**Description:** Site of a bone and manure works shown on the early Ordnance Survey maps.

**Period:** Post-medieval

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**Site Number: 23**

**NGR:** 297720 517840

**HER No:** 12841

**Sources:** HER

**Designation:** Grade II Listed

**Description:** Mansion and grounds, known as 'The Flatt' in 1675 when owned by Sir George Fletcher of Hutton, later purchased, improved and enlarged by Sir John Lowther. By 1769 it had reached its present form under the ownership of Sir James Lowther who renamed it 'Whitehaven Castle'. Cartographic evidence shows that the area immediately to the south of the castle was occupied by a number of buildings from at least 1774 and a riding school was situated on part of the site from the middle of the 19<sup>th</sup> century until 1938.

**Period:** Post-medieval

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## Appendix 2: Significance Criteria

After DoE 1990, Annex 4: 'Secretary of State's Criteria for Scheduling Ancient Monuments'

- i) *Period*: all types of monuments that characterise a category or period should be considered for preservation;
- ii) *Rarity*: there are some monument categories which in certain periods are so scarce that all surviving examples which retain some archaeological potential should be preserved. In general, however, a selection must be made which portrays the typical and commonplace as well as the rare. This process should take account of all aspects of the distribution of a particular class of monument, both in a national and regional context;
- iii) *Documentation*: the significance of a monument may be enhanced by the existence of record of previous investigation or, in the case of more recent monuments, by the supporting evidence of contemporary written records;
- iv) *Group Value*: the value of a single monument (such as a field system) may be greatly enhanced by its association with related contemporary monuments (such as a settlement and cemetery) or with monuments of different periods. In some cases, it is preferable to protect the complete group of monuments, including associated and adjacent land, rather than to protect isolated monuments within the group;
- v) *Survival/Condition*: the survival of a monument's archaeological potential both above and below ground is a particularly important consideration and should be assessed in relation to its present condition and surviving features;
- vi) *Fragility/Vulnerability*: highly important archaeological evidence from some field monuments can be destroyed by a single ploughing or unsympathetic treatment; vulnerable monuments of this nature would particularly benefit from the statutory protection which scheduling confers. There are also existing standing structures of particular form or complexity whose value can again be severely reduced by neglect or careless treatment and which are similarly well suited by scheduled monument protection, even if these structures are already listed historic buildings;
- vii) *Diversity*: some monuments may be selected for scheduling because they possess a combination of high quality features, others because of a single important attribute;
- viii) *Potential*: on occasion, the nature of the evidence cannot be specified precisely but it may still be possible to document reasons anticipating its existence and importance and so to demonstrate the justification for scheduling. This is usually confined to sites rather than upstanding monuments.