
NORTH PENNINES ARCHAEOLOGY LTD

Client Report No. CP/585/07

**ARCHAEOLOGICAL
DESK-BASED
ASSESSMENT
OF THE OLD GARAGE,
(IVINSON'S)
CARLISLE ROAD,
BRAMPTON,
CARLISLE**

**FOR
NORTHERN
DEVELOPMENTS**

**NY 526 610
Planning Application Ref:
06/0280 and 06/0285**

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EXECUTIVE SUMMARY

In October 2007, North Pennines Archaeology Ltd was commissioned by Northern Developments to undertake an archaeological desk study in advance of the proposed development of two sites, which formerly made up Iverson's Garage, Carlisle Road, Brampton, Cumbria.

The study involved the examination of all pertinent documents and cartographic sources held in the County Records Office in Carlisle, and the consultation of the Historic Environment Record (HER) of Cumbria County Council based in Kendal. The HER includes the locations and settings of Scheduled Ancient Monuments, Listed Buildings, Parks and Gardens and other, non-designated archaeological remains. In addition, a number of published sources were consulted to provide background information, including the Transactions of the Cumberland and Westmorland Antiquarian and Archaeological Society.

The walkover survey identified that the former workshop on the eastern side of the road junction had originally been one or two cottages of at least mid 19th century date. The garage on the opposite side of the road end was constructed on previously undeveloped land. The fuel tanks relating to the former petrol station are located to the south of the building at a depth of approximately 2 metres, the insertion of which would have cut through any archaeological remains.

Despite a significant number of important archaeological remains within a 1.5km radius of the development sites, there is no evidence that the proposed development sites lay within the medieval core of the town. There does not appear to have been any development on the sites until the mid 19th century.

ACKNOWLEDGEMENTS

North Pennines Archaeology Ltd would like to thank Alessandro Morganella of Northern Developments for commissioning the project, Stephen White, local studies librarian at Carlisle Library, and Iain Parsons, local historian, for providing photographs and historical information about Brampton and the site itself.

North Pennines Archaeology Ltd would also like to extend their thanks to Jo Mackintosh, Historic Environment Record Officer of the Cumbria Historic Environment Record (HER), Jeremy Parsons, Assistant Archaeologist, Cumbria Historic Environment Service, and the staff of Cumbria Record Office in Carlisle for their help during this project.

The desk-based assessment and walkover survey were undertaken by Fiona Wooler. The report was written by Fiona Wooler. The project was managed by Frank Giecco, Technical Director for NPA Ltd. The report was edited by Juliet Reeves.

1. INTRODUCTION

1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 Cumbria County Council Historic Environment Service (CCCHES) were consulted by Carlisle City Council regarding planning applications submitted for proposed housing developments on the sites of two former garage buildings (Planning Application No: 06/0280 and 06/0285). The sites are located at the junction of Carlisle Road and the old A69; the former workshop is located on the eastern side of the junction, whilst the former petrol station is located on the western side (Figure 2). Both of the sites are situated within the Brampton Conservation Area. CCCHES have advised that a programme of archaeological works would be necessary prior to the proposed developments. North Pennines Archaeology Ltd (NPAL) were commissioned by Northern Developments to undertake the required archaeological desk-based assessment of the general area around The Old Garage (Ivinson's), and a walkover survey within the development areas themselves.
- 1.1.2 The desk-based assessment comprised a search of both published and unpublished records held by the Historic Environment Record (HER) in Kendal, the Cumbria County Record Offices in Carlisle (CROC), and the archives and library held by North Pennines Archaeology Ltd. The principal objective of this assessment was to undertake sufficient work in order to identify and characterise the archaeological constraints associated with the development area, in order to assess the archaeological and historical potential of the development site.
- 1.1.3 A walkover survey was carried out on the sites of the proposed developments, in order to relate the landscape and surrounding area to the desk-based assessment. During the walkover survey a photographic record was made of the exterior of the buildings and their settings, and of the interior of the former workshop.
- 1.1.4 This report sets out the results of the work in the form of a short document outlining the findings, followed by a statement of the archaeological potential of the area, an assessment of the impact of the proposed development, and recommendations for further work. This report also contains the results of the site visit carried out in conjunction with the desk-based assessment.

2. METHODOLOGY

2.1 PROJECT DESIGN

- 2.1.1 A project design was submitted by North Pennines Archaeology Ltd in response to a request by Northern Developments for an archaeological desk-based assessment and walkover survey of the study area, in accordance with a brief prepared by Cumbria County Historic Environment Service. The project design was adhered to in full, and the work was consistent with the relevant standards and procedures of the Institute of Field Archaeologists (IFA), and generally accepted best practice.

2.2 DESK-BASED ASSESSMENT

- 2.2.1 Several sources of information were consulted, in accordance with the project design. The study area consisted of a 1.5km radius centred on the proposed development area. The principal sources of information were the Historic Environment Record (HER), maps and secondary sources.
- 2.2.2 ***Historic Environment Record (HER):*** the HER in Kendal, a database of archaeological sites within the county, was accessed. This was in order to obtain information on the location of all designated sites and areas of historic interest and any other, non-designated sites within the study area, which included monuments, findspots, Listed Buildings and Conservation Areas. A brief record including grid reference and description was obtained for the various sites within the study area, and was examined in depth. Aerial photographs of the area were also studied.
- 2.2.3 ***County Record Office (Carlisle):*** the County Record Office in Carlisle (CROC) was visited to consult documents specific to the study area. Historic maps of the study area, including surveys, Tithe and Enclosure Maps, and early Ordnance Survey maps, were examined. A search was made for any relevant historical documentation, particularly regarding the use of the area, drawing on the knowledge of the archivists.
- 2.2.4 ***North Pennines Archaeology Ltd (NPAL):*** various publications and unpublished reports on excavations and other work in the region are held within the North Pennines Archaeology library and any undeposited archives of the sites themselves were examined. An electronic enquiry was also made of English Heritage's National Monuments Record and the website of the Archaeology Data Service. This was in order to enhance and augment the data obtained from a search of the appropriate repositories.

2.3 WALKOVER SURVEY

- 2.3.1 The site was visited in order to complete a rapid identification survey of the area with the purpose of relating the existing landscape to research findings. The exterior of the buildings and their surroundings were photographed and any areas of archaeological interest and of potential significant disturbance were noted. Possible hazards and constraints to further archaeological work on the sites were also noted.

2.4 ARCHIVE

- 2.4.1 A full professional archive has been compiled in accordance with the project design, and in accordance with current UKIC (1990) and English Heritage guidelines (1991). The paper and digital archive will be deposited in Cumbria Record Office, Carlisle.

3. LOCATION, TOPOGRAPHY AND GEOLOGY

3.1 LOCATION

- 3.1.1 The town of Brampton lies c.14km east of the city of Carlisle, at a height of approximately 70 metres above sea level. The town lies within a vale between the rivers Irthing to the north, and the Gelt to the south-west (Figure 1). The town, until the construction of the bypass to the south, lay astride the busy main A69 Carlisle to Newcastle road.
- 3.1.2 The development areas are situated to the western side of the town, on the south side of Carlisle Road, and either side of the junction with the old A69 (Figure 2)
- 3.1.3 Brampton is located approximately 3.5km from Hadrian's Wall and associated sites (Figure 3).

3.2 TOPOGRAPHY

- 3.2.1 The development sites are located within the town, in an area which is largely residential. The ground level rises gently to the north and south.

3.3 GEOLOGY

- 3.3.1 The solid geology of the region comprises Triassic grey and red sandstone with partings of red mudstone from the Sherwood Sandstone group¹.

¹ British Geological Survey, 1976

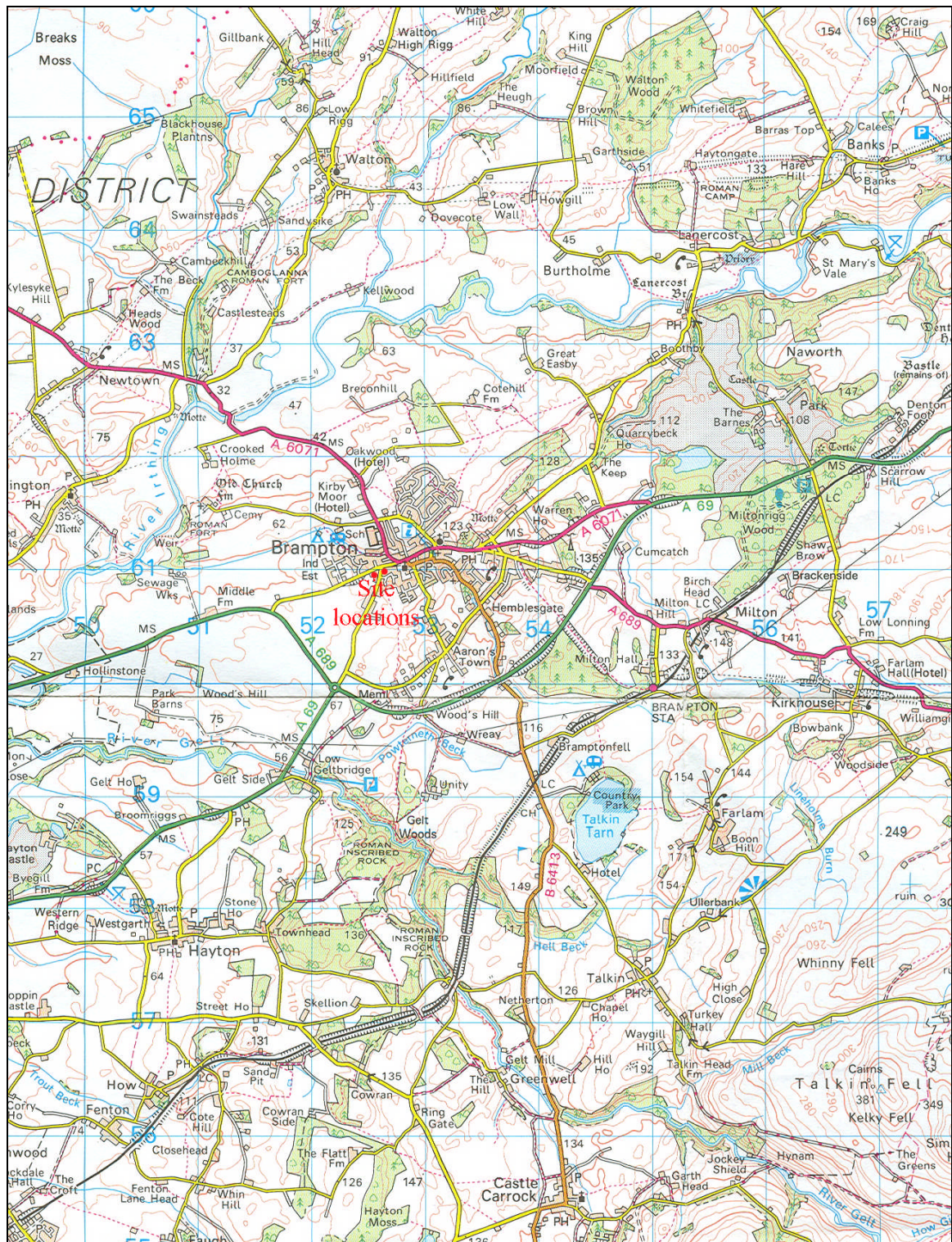
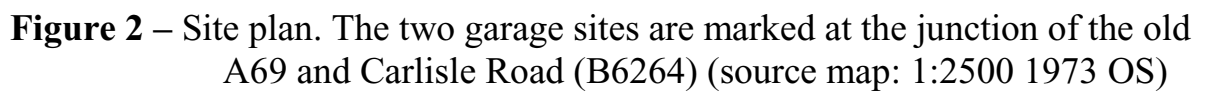


Figure 1 – Site location. The red dots show the location of the two sites either side of the road.

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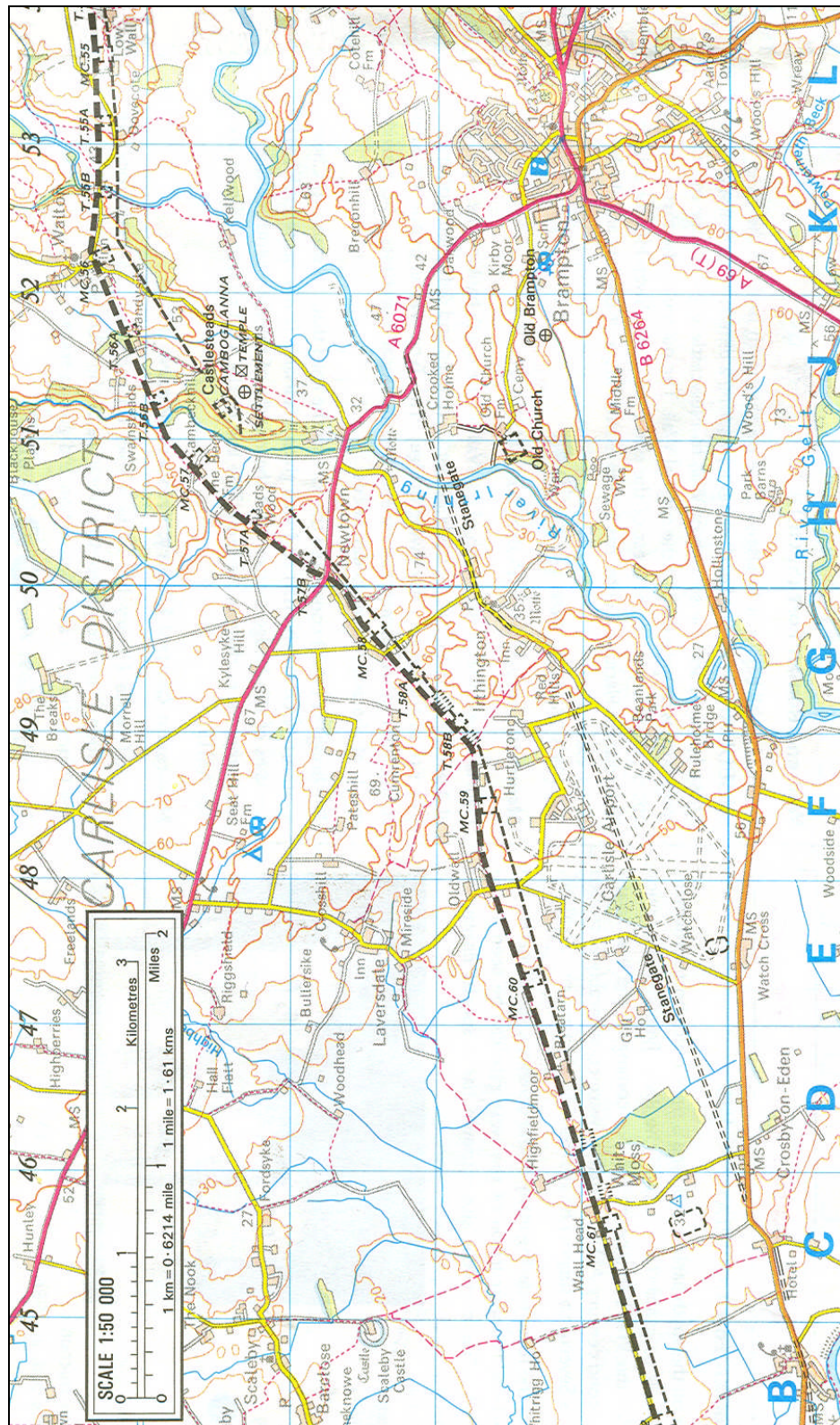


Figure 3 –Brampton in relation to Hadrian’s Wall and associated sites.

Reproduced from the Ordnance Survey Historical Map and Guide to Hadrian’s Wall 1989. Licence number 100014732

4. ASSESSMENT RESULTS

4.1 INTRODUCTION

- 4.1.1 The assessment results are based on primary documents, most notably maps, and on secondary sources such as publications, which include trade directories and histories, and articles from the Transactions of the Cumberland and Westmorland Antiquarian and Archaeological Society. The HER was consulted for entries within a 1.5km radius of the sites, as well as information regarding previous archaeological work within the vicinity. The collection of aerial photographs held within the HER was also consulted. The results are presented according to the archive from which they were obtained.

4.2 CARTOGRAPHIC SOURCES

- 4.2.1 ***Hodskinson and Donald's Map 1774 (Figure 4):*** The earliest readily available map to show the general layout of the town of Brampton is Hodskinson and Donald's map of 1774, which was surveyed in 1770 (Figure 4). This map shows the two main streets within the town, Front Street and Main (or Back) Street. Carlisle Road is shown entering the town from the west, with the line of the old A69 shown exiting the town to the east, with the ridge of high ground, which includes The Moat, to the north of this road. The other roads entering the town from outlying areas include Longtown Road; Tarn Road; which goes past Hemblesgate; The Lonning, now known as Gelt Road, and another is shown in the general location of the old A69 which joins Carlisle Road, although the orientation of this road appears slightly wrong. Iain Parsons believes that this road is now a footpath and is not the old A69 (there is a present footpath from Carlisle Road through a strip of land known as Drying Ground (See 4.2.8 below), which continues southwards)². The Capon Tree is annotated to the south-west of the town, and Brampton Old Church is shown to the north-west. The stippled areas to the south of Brampton are areas of common land.
- 4.2.2 ***Map of Brampton 1777 (Figures 5 and 6):*** According to Mawson, this map was drawn by Lord Carlisle's agent, Thomas Ramshay³, and it shows the properties in the town along with the names of occupiers. The original was drawn with north to the bottom (Figure 5); therefore it needs to be rotated to compare with later maps. The section of this map showing the areas of the proposed development does not contain any buildings or other features where the garage buildings stand today; instead this piece of land appears to be fenced and is described as 'Mr Lord's Jacks Closes' (Figure 6 has been rotated to allow for easier identification). Shown in the location where the present Police Station is situated (within an island where Longtown Road meets Carlisle Road), was the tithe barn and pinfold, where stray cattle or sheep would be impounded. Mawson suggests that the tithe barn was more likely to have been for Lord Carlisle's

² Pers.comm. Iain Parsons

³ Mawson, D.J.W, 1973

tithe rather than the vicars⁴. Buildings at Townfoot Farm are shown on the north side of Carlisle Road, and some of the present buildings on the north side of Carlisle Road, opposite the garage buildings, also appear to be shown, possibly including Oulton House, which was recorded in 1985 by John Robinson, and revealed traces of a 16th century tenement⁵.

- 4.2.3 **Enclosure Map 1778 (Figure 7):** Enclosure maps were produced from c.1770 as land that had previously been common or waste was taken into cultivation. The Enclosure Map for Brampton does not show the town itself but rather those areas where enclosure was taking place at this date, i.e. to the south and east of the town. Figure 7 is an extract from the map showing land to the south being converted into strip fields, with the names of owners marked. The Capon Tree is shown to the left-hand side of this extract at the join of two roads. The road marked 'to Brampton' north of the Capon Tree is no longer in existence, and now appears to be a footpath.
- 4.2.4 **Tithe Map 1850 (Figures 8 and 9):** The Tithe map for Brampton is quite detailed, especially as it includes a large scale plan of the town with most of the properties numbered to correspond with the accompanying Award which details ownership, occupation, tithe payable etc. The small-scale plan (Figure 8) shows that the old A69, sometimes also referred to as Carlisle Road, has been constructed (this is the road between which the two garage sites now stand). The larger scale plan shows that a house has been constructed to the west of the garage, and that West Hill, another house, has been constructed to the south. The former workshop on the eastern side of the road stands, or may incorporate parts of, properties on the south side of Carlisle Road. The westernmost of these houses does not have a plot number, so for some reason no tithe was payable. This building is larger than its neighbours, however as it is not numbered then no information about who owned it and what its use may have been could be obtained. This map shows that the pinfold and tithe barn have been demolished by this date to make way for a National School.
- 4.2.5 **First Edition Ordnance Survey Map 6" to 1 mile scale 1863 (Figure 10):** The First Edition OS map is the first to show the town and surrounding countryside in detail. The extensive gardens of West Hill can be seen extending northwards to the southern boundary of the former workshop site, and the property to the west of the old garage has a garden which extends to the road junction, where the garage would eventually be constructed. To the west of the town, this map shows the location of Brampton Park which contains several *tumuli* or burial mounds, as well as the site of a village, and the assumed position of *Aballaba* (the Roman fort). St Martin's Church is shown on an elevated position overlooking the River Irthing; the lane to the church is marked as 'Old Church Lane'. It is interesting to note that many of the strip fields shown on the Enclosure Map (Figure 7) are still visible to the south of the town (Figure 10).
- 4.2.6 **First Edition Ordnance Survey Map 25" to 1 mile scale 1863 (Figure 11):** This larger scale map shows the properties in the town in detail. The gardens of West Hill and the house to the west of the old garage are clear, as is the division in the houses on Main Street, part of which make up the former workshop site. To the

⁴ Mawson, D.J.W, 1973, Page 302

⁵ Perriam, D and Robinson, J, 1998, Page 140

north of Main Street, at the end of Longtown Road, are the Gas Works and the New Brewery. The National School has either been demolished or has been converted to the Police Station.

- 4.2.7 ***Second Edition Ordnance Survey Map 25" to 1 mile scale 1901 (Figure 12):*** By 1901 very little has changed within the vicinity of the old garage sites. To the west a building, which had stood on the roadside, and is shown on Figure 11, has been demolished and replaced by two semi-detached houses, although not in exactly the same position [these have a date stone of 1877]. A thin strip of land to the west of these houses (marked as Field No.460) may be one of two public drying greens; it is certainly marked as such on the Third Edition OS map, along with another area on the western side of The Moat.
- 4.2.8 ***Third Edition Ordnance Survey Map 25" to 1 mile scale 1924 (Figure 13):*** The Third Edition OS map shows that there has been a building constructed to the rear of some of the houses on Main Street, on the site of the former workshop. The strip of land referred to above is marked as a 'Drying Green', along with the area beneath The Moat. According to Mr Parsons, these drying grounds were for drying domestic washing, as many houses did not have a large enough yard, or had no yard at all. Exactly which houses this thin strip of land was serving is unclear; presumably it was for the cottages to the east which fronted Carlisle Road, as there is very little development west of the drying green. No photograph appears to exist for the drying green at the west side of the town; however one does exist for the one under The Moat (Plate 1).
- 4.2.9 ***Ordnance Survey Map 6" to 1 mile scale 1957 (Figure 14):*** This map appears to show a building on the site of the old garage, although it is unclear as to why it is not blacked in, like many of the other buildings.
- 4.2.10 ***Ordnance Survey Map 1:2500 scale 1973 (Figure 15):*** This large-scale map clearly shows the garage buildings marked as such, on both sides of the road junction between the old A69 and Carlisle Road (B6264). The large house, West Hill, is not shown as it was demolished in the mid-1960s to be replaced by three-storey flats and single storey bungalows that make up St Martin's Drive and Well Lonning Close⁶.

⁶ Parsons, I, 2006, Page 84

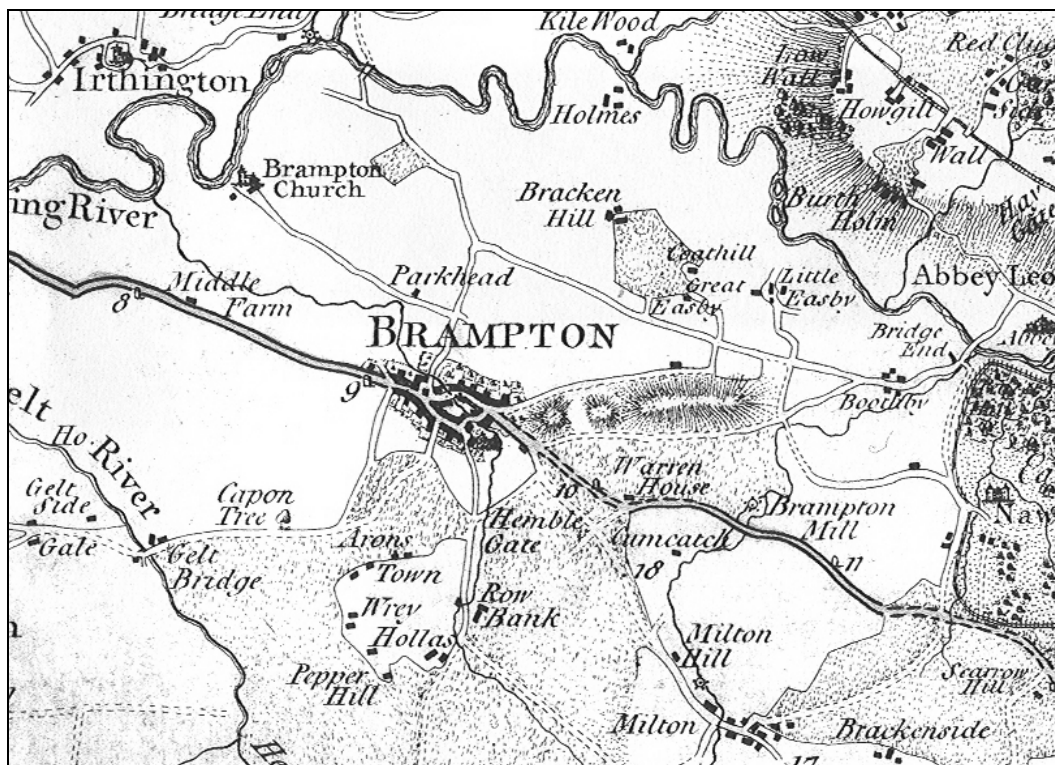


Figure 4 – Extract from Hodkinson and Donald's map of 1774 (CL)

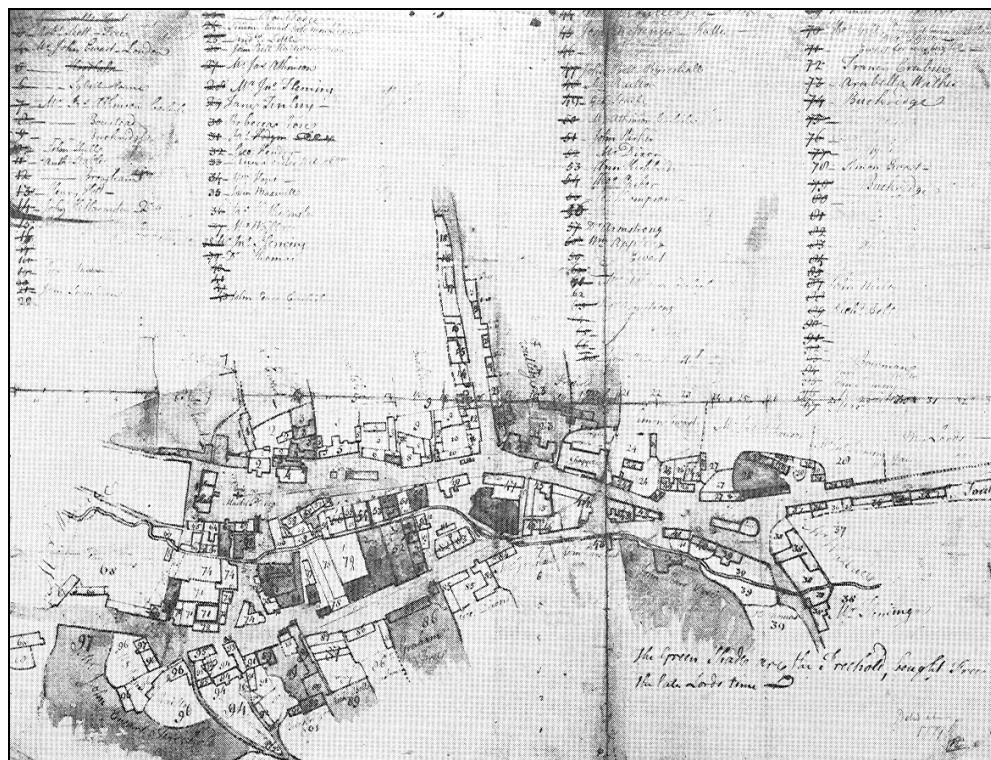


Figure 5 – 1777 map of Brampton (drawn upside down)

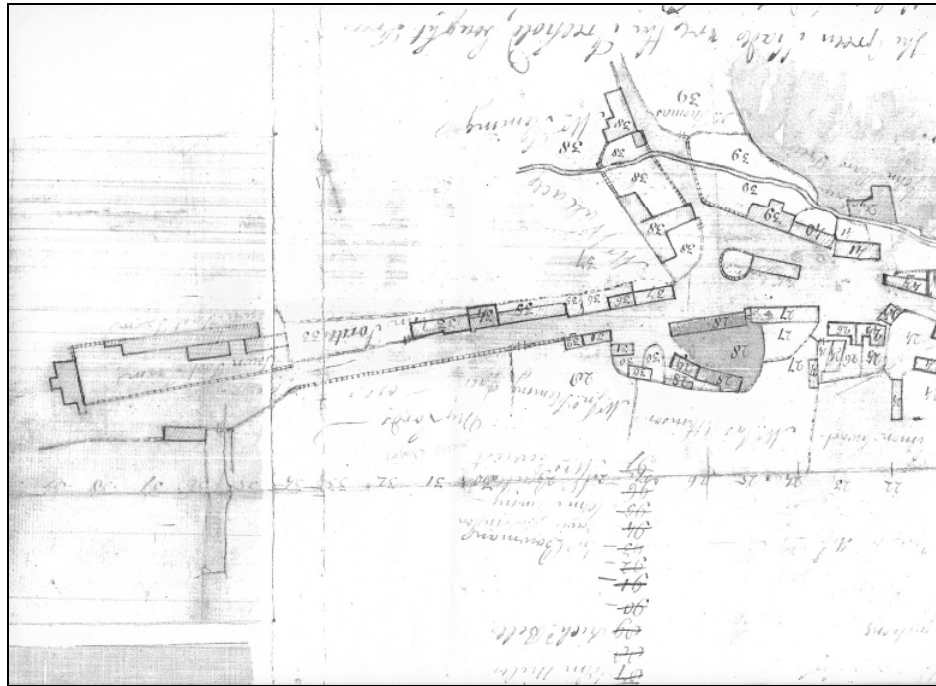


Figure 6 – Extract from the 1777 map of Brampton showing the western side of the town. This map does not appear to show the line of the old A69 or any buildings on the site of the garage



Figure 7 – Extract of the Enclosure map 1778 shows land divided into strip fields to the south of Brampton. The Capon Tree is marked to the left



Figure 8 – Extract from the Tithe Map 1850 showing main roads and streets in and around Brampton as well as the Union Workhouse on Gelt Road (The Lonning) and Townfoot

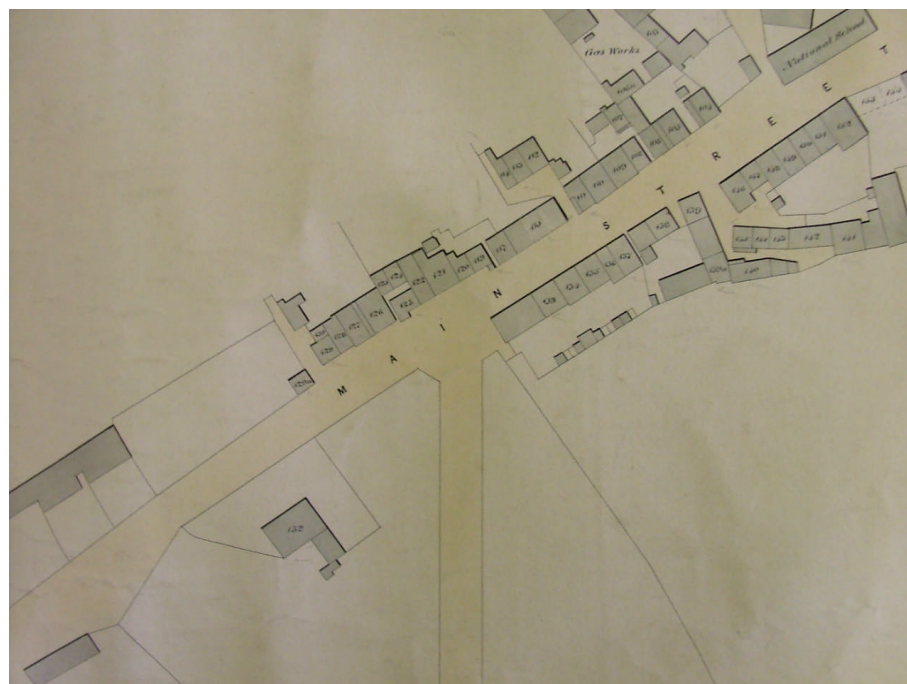


Figure 9 – Large-scale version of the Tithe Map 1850 showing house to west of the garage sites, and a row of houses on part of the site of the former workshop

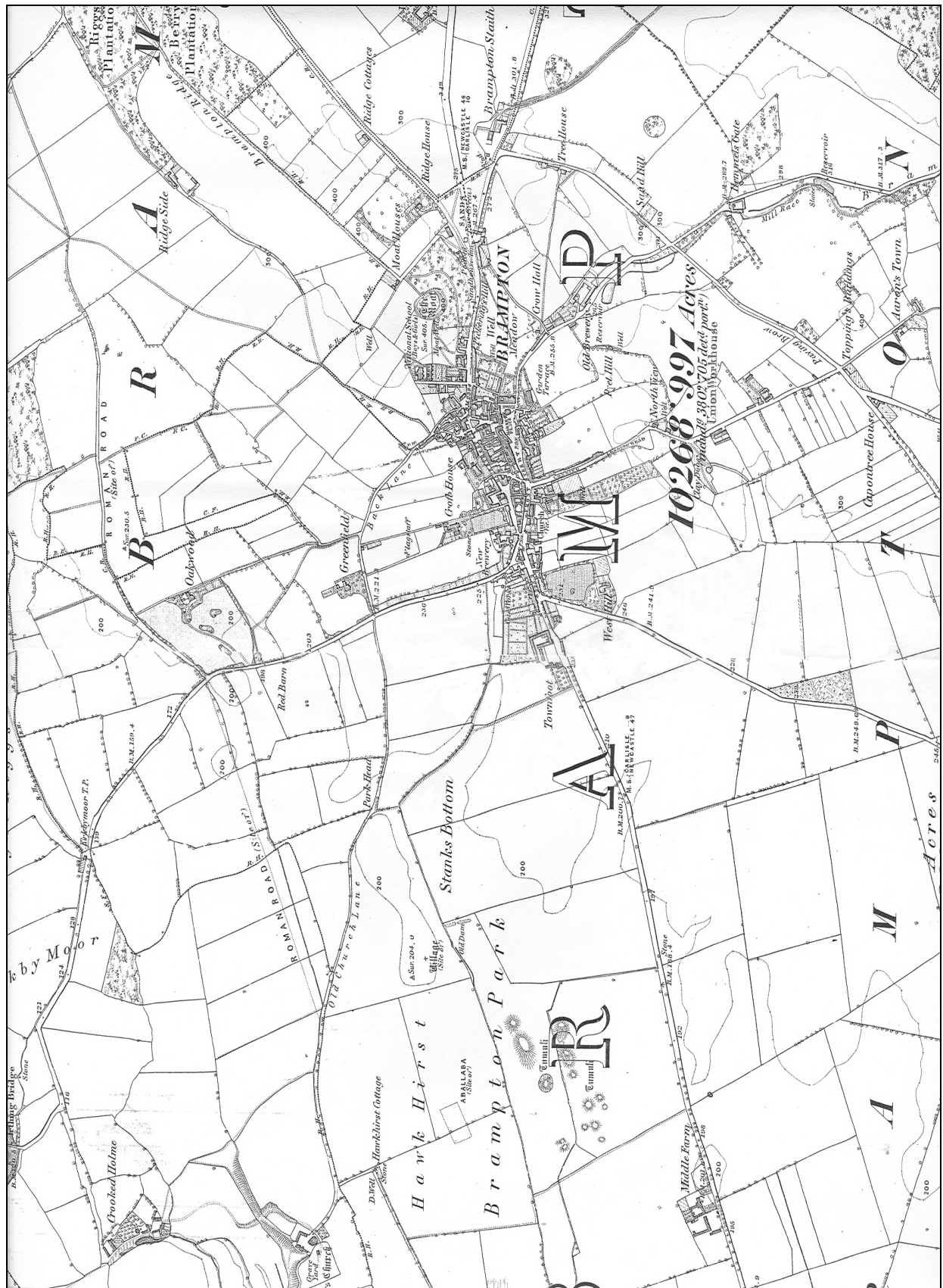




Figure 11 – First Edition Ordnance Survey map 1863 (25'' to 1 mile)

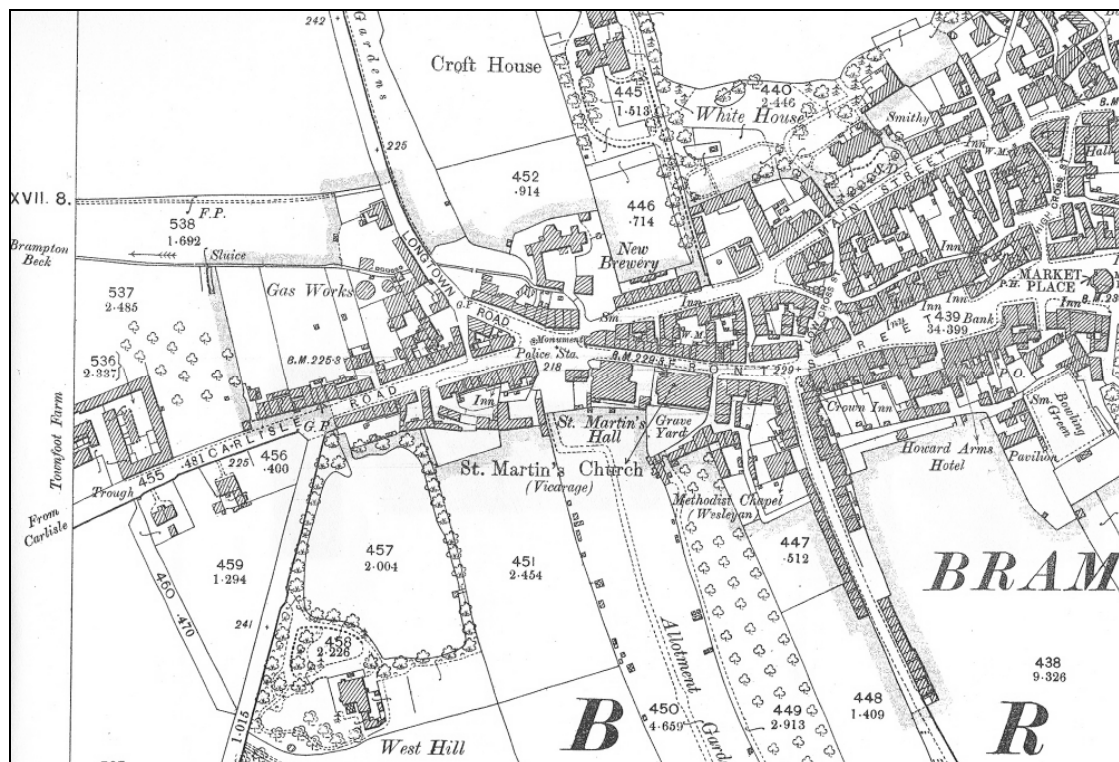


Figure 12 – Second Edition Ordnance Survey map 1901 (25'' to 1 mile)

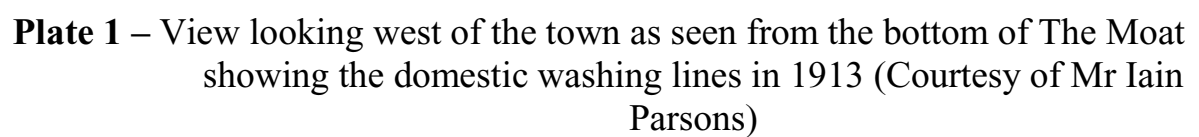
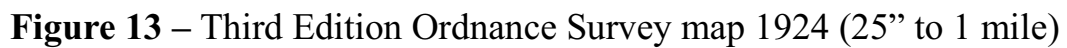




Figure 14 – Ordnance Survey map 1957 (6" to 1 mile)



Figure 15 – Ordnance Survey map 1973 (1:2500)

4.3 PUBLICATIONS AND ARTICLES

- 4.3.1 One of the earliest published works consulted during the desk-based assessment was Thomas Denton's *'Perambulation of Cumberland 1687-1688'*. Denton notes that Brampton was *'in old time Bremeturacum, at the very line and range of the Picts [Hadrian's] Wall'*. He describes the town as being an ancient market which, at the end of the 17th century, was *'of late improved both in building and trade, and the market well stored with all sorts of corn'*⁷. According to Whellan, Brampton was granted a market charter in the 37th year of King Henry III's reign (1252-3) by Thomas de Multon, Lord of Gilsland⁸.
- 4.3.2 The earliest known church at Brampton would appear to be Brampton Old Church, located approximately 1½ km to the north-west of the town within the site of the Roman fort (Figure 1). Pevsner describes the remains of this church as being only a chancel with a Norman north window, the eastern half of the building being a 19th century addition⁹. According to Robinson the church existed before the 12th century, when the first Norman lords appeared in the Barony of Gilsland in 1158 when Henry II finally assumed direct control of the Land of Carlisle from the Scots. The church is mentioned first as a gift at the Dedication of Lanercost Priory 1169 when *'Osbertus..persona de Brampton'* witnessed the Deed¹⁰. Figure 18 in the Appendix shows Robinson's interpretation of how the site at Brampton Old Church developed from the Roman fort to the late 19th century. Within the church are several medieval grave slabs, one of which names Master Richard de Caldecoates *'who was once vicar of this church'* and can be fairly accurately dated to c.1350¹¹.
- 4.3.3 Thomas Denton refers to a *'capital messuage'* [a dwelling house with adjoining buildings] at Brampton Foot, which stood at the west end of the town and adjoined the Park. As Denton then notes that the Park lay to east of this building, then the building he is referring to must be outside the town of Brampton¹². There is however the possibility that this *'capital messuage'* lay at Townfoot. According to Rev Henry Whitehead, Lancelot Carleton lived at Brampton Foot in the early 17th century, he notes that this house stood near to Townfoot farmhouse, and describes it as an old mansion that stood *'within living memory'*¹³. As Whitehead's book was published in 1907, the old mansion at Townfoot could have still been standing in the early half of the 19th century, although its exact location is unknown. A 1603 survey describes *'the lorde hath a faire stonehouse with diverse inclosed groundes..'*; the remains of this stonehouse have been suggested by Penn as being incorporated within Oulton House, immediately opposite the development sites, however a survey of the property by Robinson did not reveal that this was the case. Instead, Perriam and Robinson have suggested that the stonehouse stood on the south side of Carlisle Road, approximately opposite Townfoot Farm, set slightly at an angle to the road¹⁴. Consequently this may be the property shown on Figure 11 but

⁷ Denton, T, 2003, Page 358

⁸ Whellan, W, 1860, Page 648

⁹ Pevsner, N, 2002, Page 76

¹⁰ Robinson, J, 1982, Page 74

¹¹ Ryder, P, 2005, Page 53 (see also Bower, TCWAAS, 1907)

¹² Denton, T, 2003, Page 359

¹³ Whitehead, Rev. H, 1907, Page 62

¹⁴ Perriam, D.R, and Robinson, F, 1998, Page 140

demolished by 1901 (Figure 12). In an Inventory of 1923, Collingwood refers to Barracks at Town Foot built of stone, although it is unclear if he is referring to the same stone house or a separate building altogether¹⁵.

- 4.3.4 The presence of an old church to the north-west of the present town has created much debate. It has been suggested that around 1252, Thomas de Multon, Lord of Gilsland, removed the settlement around Brampton Old Church to the present town site, to create Brampton Park¹⁶. The Extensive Urban Survey for Brampton however suggests that there is no evidence for the original settlement of Brampton being at Brampton Old Church, and that there may have been some confusion with the remains of the Roman fort and the nearby Romano-British farmsteads¹⁷.
- 4.3.5 Like many towns and villages in north Cumbria, Brampton suffered as a result of the Border Wars between the 14th and early 16th centuries. The parish was laid waste in 1318 and 1384 and was allowed a remission of dues in 1346 after the '*destruction by the Scots after Michaelmas last*'¹⁸. The evidence for the threat of border warfare can be suggested at Naworth Castle, first mentioned in documents in 1323, which was the subject of a licence to crenellate in 1335, and the vicar's pele in Old Church Farm which also dates to the 14th century. Apart from these defensive structures and the possibility that The Moat was utilised in this period, whether as a defensive enclosure or as a beacon, there is very little archaeological evidence for Scottish raids within the town of Brampton.
- 4.3.6 The Moat is an artificial earthwork cut from the higher end of a long ridge located to the east of the town, on the north side of Main Street. It is believed to be a medieval motte of 12th century date; however Hutchinson suggests that it may date to the Anglo-Saxon period, of which there is little evidence within the vicinity of Brampton. Hutchinson believed that the word 'mot' is Saxon, and that The Moat was used as a *parley hill* or open court, or for the protection of the inhabitants of the town¹⁹.
- 4.3.7 Until the construction of General Wade's military road in 1758, Brampton was largely bypassed apart from local traffic, as the main route from Carlisle to Newcastle appears to have been via Low Gelt Bridge to the south-west of the town, along what is now Capon Tree Road, along Paving Brow to join with, what is now the A6071 to the east of Brampton (See Figures 1 and 10). Penfold notes that the Capon Tree, an historic oak tree which will be discussed below, stood on the side of the old paved road from Newcastle to Carlisle²⁰. The road at which junction the proposed development sites are located appears to have been constructed in the early 19th century; it is not shown on the 1777 map of Brampton, however it is shown on the Tithe Map of 1850 (Compare Figures 6 and 8). Whitehead notes that this road was constructed in 1827 between West Hill and the old toll bar, which was located near Geltside, to the south-west of the town²¹.

¹⁵ Collinwood, W.G, 1923, Page 214

¹⁶ Penn, A, 1968

¹⁷ Extensive Urban Survey, 2001, Page 7

¹⁸ Robinson, J, 1982, Page 75

¹⁹ Hutchinson, W, 1794-1797. Page 127

²⁰ Penfold, H, 1905, Page 129

²¹ Whitehead, H, 1907, Page 55

- 4.3.8 The Capon Tree (or site of) was located to the south-west of Brampton, along what was the old road from Carlisle to Newcastle. It is difficult to know the historical significance or importance of this tree; it is clearly marked on Hodkinson and Donald's map of 1774 (Figure 4) and it appears to be the only tree shown on the Enclosure Map of 1778 (Figure 7). The origins of its name have created much debate; it has been suggested that Capon comes from the Anglo-Saxon '*Cepan*', Teutonic [Germanic peoples] '*Kappan*', meaning to catch or capture, therefore it could relate to a favourite pastime of girls which involved throwing a ball into the air. Another possibility is it comes from '*covyne*' signifying a meeting or trysting place, or from the Scottish word '*kep*' to meet²². The Capon Tree was the site where six Scots were hanged following the Jacobite Rebellion in 1745, a memorial records the names of these men who had been hung, drawn and quartered after being dragged through the streets on a hurdle²³.
- 4.3.9 Despite being largely bypassed by passing traffic prior to the construction of the Military Way in 1758, Brampton has played its part in several major events in the history of the Borders. During the Civil War of 1642-1649, prisoners were held in the Moot Hall, (the present hall dates to 1817) and in the first Earl of Carlisle's accounts it is recorded that '*Lieft. Gen. Cromwell quartered at Naward [Naworth]*' along with some of the army quartered amongst the townsfolk²⁴. In November 1715 during the Jacobite rising, '*the adherents of the house of Stuart, having crossed the border, took up their quarters at Brampton*'²⁵. The army only appears to have stayed one night on this occasion, marching to Penrith the next day, however it was reported in the London Gazette on the 5th and 8th of November that 600 horse and 900 foot had arrived in Appleby from the north. It does not appear to be known where such potentially large numbers of troops and horses were camped at Brampton²⁶. Thirty years later in November 1745, Prince Charles Stuart and his army stayed at Brampton. The Prince stayed at High Cross Street (then known as Souter How) in what is now known as Hamilton's shoe shop. Parsons notes that some of the army quartered at the Half Moon Inn on Front Street²⁷.
- 4.3.10 Writing at the end of the 18th century, Hutchinson describes the dwelling houses in the town of Brampton as mean and irregular. He goes on to note that the town is '*placed in a propitious spot for manufactory and trade; the inhabitants are numerous and in want of employment, particularly the children; there is good water, plenty of fuel and provision, and every requisite, but an example and a generous institution*'. At this time there was a '*manufactory of checks*', which employed about 60 weavers, and the spinning was mainly done in the neighbourhood²⁸. It would appear that this manufactory was Messrs Fleming and Temperly who were the town's largest employers prior to their bankruptcy in 1798²⁹. Their factory buildings were located at the bottom of Longtown Road, close to the proposed development sites. The 1777 map of the town shows

²² Penfold, H, 1905, Page 131-132

²³ Parsons, I, 1996, Page 73

²⁴ *Ibid*, Page 27

²⁵ Whellan, W, 1860, Page 649

²⁶ Jarvis, R.C, 1954, Page 23

²⁷ Parsons, I, 1996, Page 23

²⁸ Hutchinson, W, 1794-1797, Page 127

²⁹ Mawson, D.J.W, 1973, Page 300

buildings fronting Longtown Road marked with Mr Fleming's name on the north side of Brampton Beck (Figure 6), immediately to the north of where the Gas Works were constructed. Speaking in 1893, Peter Burn in his lecture *'Brampton as I have known it'* refers to the amount of people employed in hand loom weaving in Brampton in the first half of the 19th century. He noted that *'sixty years ago Brampton stood high as a business town. Hand-loom weaving was then at its height. It is supposed that at one time as many as four hundred men worked at the loom'*³⁰.

- 4.3.11 According to Mawson the 1790s were a period of expansion and economic fortune for the town, with the population doubling and new trades being attracted. Yet a comparison of the 1777 map of the town and the 1850 Tithe Map does not appear to show obvious expansion except perhaps to the east of the town centre, along Shuttle Row and Brewery Road (now Craw Hall), it is possible that the increasing population were housed in properties which infilled previously open spaces. Although, there were certainly changes in and around the town which no doubt aided in its prosperity. The enclosure of the commons in the 1790s created land that could be cultivated and the linking of the collieries at Tindale Fell and Talkin to the town allowed cheap and plentiful coal to be brought in³¹. Parson and White observed in 1829 that the principal support for the town was its weekly market which was held every Wednesday, with four large annual fairs being held for sheep, cattle etc³².
- 4.3.12 Brampton's prosperity may have continued if a permanent railway station had been constructed within the town. The closest station to Brampton was at Milton (sometimes known as Brampton or Brampton Junction) on the Newcastle and Carlisle Railway. It would appear that there may have been some opposition to a station being constructed within the town in the mid-19th century, as Ferguson observed in 1890 that *'Brampton is a melancholy instance of that folly which insisted on the railway being carried past it at a distance – a fatal mistake which cannot be remedied!'*³³. By the 1880s a more improved link between Milton and the Brampton coal staithes, east of The Sands, was provided, although there has been a horse-drawn 'dandy' service provided for many years before along Lord Carlisle's railway intended for the transportation of coal³⁴.
- 4.3.13 During the 20th century, the expansion of the town was mainly residential, particularly during the 1950s when Spadeadam was established³⁵. The Wilson homes were constructed to the east of the town in the 1930s, and the Cottage Hospital was formally opened in 1923³⁶. Millfield to the east of the town was constructed in the 1950s to house the higher ranks of staff at Spadeadam³⁷. St Martin's Drive and Well Lonning Close, immediately to the south of one of the development sites were constructed in the mid-1960s³⁸.

³⁰ Burn, P, 1893

³¹ *Ibid*, Page 313

³² Parson and White, 1829, Page 415

³³ Ferguson, R.S, 1890, Page 285

³⁴ Whittle, G, 1979, Page 156

³⁵ Cumbria Women's Institute, 1992, Page 43

³⁶ Parsons, I, 1999, Pages 14 and 75

³⁷ Parsons, I. 2006, Page 86

³⁸ *Ibid*, Page 84

- 4.3.14 There is some history known of one of the sites of the proposed development. The former workshop, on the east side of the road junction, formerly belonged to the Hope family, who established their garage on the site after running their business from Longtown Road and then The Sands³⁹. W J Hope moved into the premises on Carlisle Road in the 1920s and Plates 2 and 3 shows the building in the first half of the 20th century. Plates 4 and 5 show views of the garage buildings as seen from the west at different times in the early part of the 20th century. Plate 4 shows that the doorway on the corner of the building does not exist, and instead it appears to be a simple gabled wall. This photograph possibly dates to the 1900s. Plate 5 shows the large door has been inserted, but it also shows the old garage on the other side of the road end. The car in this photograph could possibly be dated to around the 1930s; therefore this building may have been constructed by this date. There is some oral history that the former workshop was used as a drill hall⁴⁰, although it is not known if it was used firstly as a drill hall and then converted to a garage, or if the garage was used as a drill hall by the Home Guard during the Second World War. Hope's sold the lease of the garage to the Ivinson family on 1st May 1980, who then bought the freehold in 1987⁴¹, however some locals still refer to it as Hope's Garage⁴². The two cottages to the east of the former workshop were also incorporated within the garage during Ivinson's time and used as stores. They have only fairly recently been converted back into cottages again⁴³.

³⁹ *Pers.comm.* Iain Parsons

⁴⁰ *Pers.comm.* Iain Parsons and Mr Ivinson

⁴¹ *Pers.comm.* Mr Ivinson

⁴² *Pers.comm.* Iain Parsons

⁴³ *Pers.comm.* Mr Ivinson

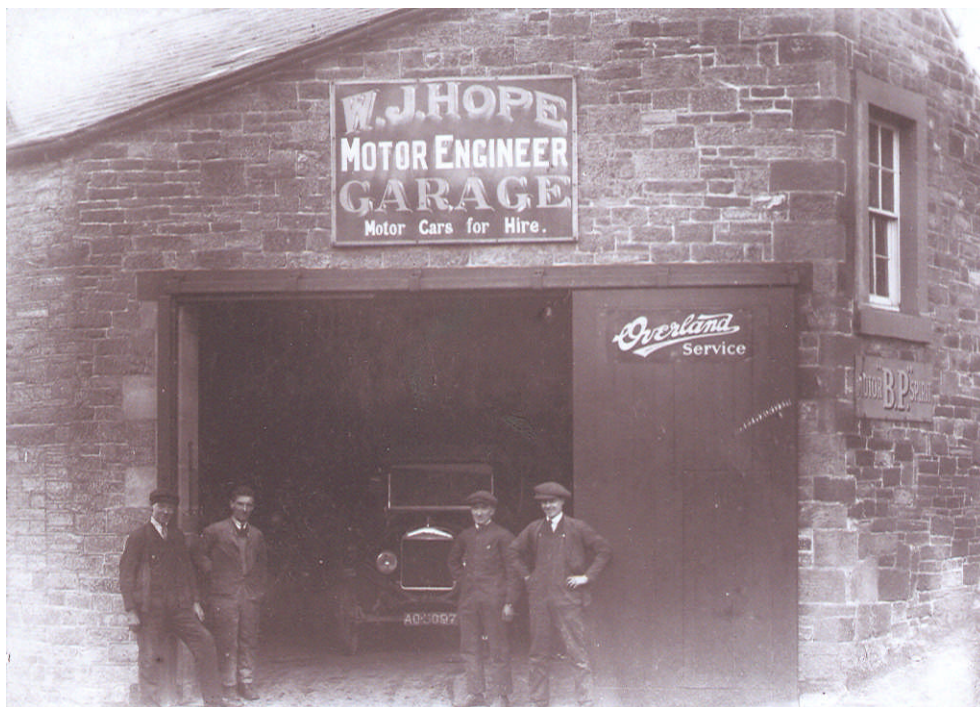


Plate 2 – Hope's garage c.1930 (Courtesy of Mr I Parsons)



Plate 3 – Hope's garage c.1930 (Courtesy of Mr I Parsons)



Plate 4 – View looking east down Carlisle Road c.1900? The external stairs to the house on the left are shown on the Second Edition OS map of 1901 but have gone by 1924. Note that the large door to the workshop cannot be seen (Courtesy of Mr I Parsons)



Plate 5 – The same view in the 1920s or 1930s showing the large door to garage and the building on the opposite side of the road has been constructed (Courtesy of Mr I Parsons)

4.4 HISTORIC ENVIRONMENT RECORD (HER)

- 4.4.1 **HER:** there were 14 pertinent HER records within a 1.5km radius of the study area. These include 4 entries of Prehistoric date, 6 entries of Roman/Romano-British date, 3 medieval and 2 post-medieval. A description of each of these records can be found in Appendix 1.
- 4.4.2 **Listed Buildings:** the listed building records show 5 buildings within the vicinity of the site. A description can be found in Appendix 1.
- 4.4.3 **Scheduled Ancient Monuments:** There are six Scheduled Ancient Monuments within an approximate 1.5km radius of the proposed development sites. These date to the prehistoric, Roman and medieval periods.

4.5 AERIAL PHOTOGRAPHY

- 4.5.1 Aerial photographs pertaining to the study area were studied at the HER. There were no photographs that included the proposed development sites.

4.6 ARCHAEOLOGICAL INVESTIGATIONS

- 4.6.1 There have been 11 archaeological investigations within a 1.5km radius of the proposed development area, a synopsis of which are given below.
- 4.6.2 Excavations in 1935 on the Roman fort at Old Church, Brampton (Old St Martin's Church lies within the north-east corner of the fort – see Figure 16 in Appendix), located to the north-west of the development site, identified parts of the fort granary, the southern gateway, some of the ramparts and the *principia*⁴⁴.
- 4.6.3 In the 1950s, excavations were undertaken at Hawk Hirst in Brampton Park, to the south-east of Old Church, and to the north-west of the development site. The excavations were based on an aerial photograph taken by Dr J K St Joseph which revealed earthworks. The site also appears to be marked on the First Edition Ordnance Survey map of 1863 as 'Village (site of)' (Figure 10). The excavations revealed a rectangular building of 3rd or early 4th century date⁴⁵.
- 4.6.4 In May 1963 a Roman auxiliary tiler was discovered within the recreation grounds to the west of, what was then known as Irthing Valley School (now called William Howard School) (See Figure 17 in Appendix). During the excavations eight kilns were uncovered which were characteristic of military works where the main manufactured items were bulkier products such as tiles and bricks. An analysis of the pottery sherds recovered during the excavations suggested a period of activity between AD100-125, consequently the kilns were probably associated with the phase of military consolidation along the Stanegate line in the first half of the 2nd century, but prior to the construction of the forts on Hadrian's Wall⁴⁶. In the following year a hoard of ironwork was discovered during levelling work for an extension to the school. The hoard appears to have been associated with the tiler, and a date of deposition within a deep, narrow

⁴⁴ Simpson, F.G and Richmond, I.A, 1936

⁴⁵ Blake, B, 1959

⁴⁶ Hogg, R, 1965

pit, has been suggested as around AD125. Many of the objects within the hoard could be compared to similar from Newstead, south Scotland, of late 1st of 2nd century date⁴⁷.

- 4.6.5 In February 1997 Carlisle Archaeological Unit undertook an archaeological evaluation within a field at William Howard School, prior to its conversion to a playing field. The field is located immediately north of the school, on the north side of Old Church Farm, close to its junction with the A6071. The evaluation established that potentially important archaeological remains, namely the Mesolithic soil-horizon and probable Roman structural features were present on the site⁴⁸.
- 4.6.6 A desk-based assessment and archaeological evaluation was undertaken at Townfoot Industrial Estate, to the west of the development site, in 2001 by Headland Archaeology Ltd. Despite the fact that the site lies within an area of extensive Romano-British and prehistoric activity [to the west and north-west], no archaeologically significant sites were identified in either the desk-based assessment or the evaluation trenches, and it was suggested by the author that the area may have been prone to seasonal flooding⁴⁹.
- 4.6.7 In 2002, Headland Archaeology undertook an archaeological assessment of land at Union Lane. The assessment indicated that the site lay outside the medieval town of Brampton and therefore it is likely that the land was used for agricultural use during this period⁵⁰.
- 4.6.8 Within the grounds of Croft House, on the north side of Main Street (Figure 14), an archaeological evaluation was undertaken by North Pennines Archaeology Ltd in 2003. A desk-based assessment of the development site indicated that the study area was unlikely to be situated within the limits of the medieval village of Brampton. The results of the archaeological evaluation confirmed this, with no medieval features recorded in any of the five trenches⁵¹.
- 4.6.9 North Pennines Archaeology Ltd undertook a desk-based assessment and archaeological evaluation at Union Lane, on the north side of the town, in November 2003. No Roman or medieval deposits were revealed; the earliest archaeological deposits dated to the late 19th century⁵².
- 4.6.10 During the demolition of a garage and adjoining houses between 1 and 11 Main Street (currently the site of the Co-op) an archaeological watching brief was undertaken by Headland Archaeology Ltd in December 2003. The site is at the edge of medieval Brampton and it appears that it was undeveloped until the 18th century. No significant archaeological deposits or features were revealed⁵³.
- 4.6.11 An evaluation conducted by Headland Archaeology Ltd in 2003 at William Howard School, prior to a classroom extension located close to the site of the

⁴⁷ Manning, W.H, 1966

⁴⁸ Zant, J, 1998

⁴⁹ Conolly, R, 2001

⁵⁰ Stronach, S, 2002

⁵¹ Giecco, F, 2003

⁵² Denham, K, 2003

⁵³ Conolly, R, 2003

Roman tilery, revealed only one archaeological feature, a gully, which could not be dated⁵⁴.

- 4.6.12 In August 2007 Headland Archaeology Limited undertook an archaeological watching brief at William Howard School within the footprint of a temporary car park and classrooms. No archaeological features were identified⁵⁵.

4.7 PLACE NAME EVIDENCE

- 4.7.1 Brampton has been referred to in various historical documents as 'Brandstown'⁵⁶, 'Braunton'⁵⁷, 'Branceton' and 'Branton'⁵⁸. There have been several different suggestions put forward concerning where the name 'Brampton' derived from. According to Armstrong the name derives from the description of the town as lying in a 'bramley place'⁵⁹. Lee also suggests the name may have come from the Middle English⁶⁰ 'brame', therefore it may mean 'farm where there were brambles'. Alternatives could be 'hamlet by the post' from the Old Norse 'brandr' and the Old Norse 'tun' or 'farm where broom grew from the Old English 'brom' and 'ton'⁶¹. Harding and Irving, writing in 1925, suggest that the name Brampton or 'Burh-am-ton' is derived from the word 'burh', a fortified town, relating the place name to the first Norman overlord in the district and the 12th century motte (The Moat)⁶².

⁵⁴ Masser, P, 2004

⁵⁵ Gillis, R, 2007

⁵⁶ Denton, T, 2003, Page 358

⁵⁷ Graham, T.H.B, 1926, Page 286

⁵⁸ Extensive Urban Survey, 2001, Page 7

⁵⁹ Extensive Urban Survey, 2001, Page 4

⁶⁰ Middle English = language spoken in England between the 12th and 15th centuries, Old English = Anglo-Saxons from the 6th to 12th centuries and Old Norse = Language spoken by Norwegians who settled in England from the 9th to 12th centuries (Source = Lee, 1998)

⁶¹ Lee, J, 1998, Page 13

⁶² Harding and Irving, 1925, Page 8

5. WALKOVER SURVEY RESULTS

5.1 INTRODUCTION

- 5.1.1 The sites were visited in order to complete a walkover survey of the area with the purpose of relating the existing landscape to research findings. The sites are located on the junction of the old A69, which was the main road through Brampton until the by-pass was constructed, and Carlisle Road. The buildings surrounding the site are largely residential, many of which are 20th century in date, although the properties fronting Carlisle Road are much earlier, some dating to the 18th century. Both of the development sites were visited on 2nd November 2007 with Mr Ivinson, the previous owner, who pointed out the location of underground fuel tanks on the western site, and provided access within the interior of the former workshop on the eastern side of the road junction to allow any historic features to be observed by the attendant archaeologist.

5.2 RESULTS

- 5.2.1 The proposed development comprises two sites on either side of the junction of the old A69 with Carlisle Road (Figure 2). The former workshop is located on the eastern side and is obviously much older than its counterpart on the opposite side of the road end, as it is constructed of roughly coursed red sandstone masonry (Plates 6 and 7). This is a two-storey building with a slate roof and brick-built chimney, with coping stones and a kneeler on the south facing line of the remains of the western gable. On the western elevation, which is on an angle, there are two windows, one at ground level and one at first floor level, both with sandstone surrounds which project slightly from the wall (Plate 8), and a large doorway. The lower of the two windows is a later addition as shown by the photograph from the 1920s/30s which shows it did not exist at this time (Plate 2). The large doorway was obviously intended to allow vehicular access, and as this was a busy road end prior to the construction of the bypass, it is likely that it was presumed to be safer to have the door on an angle to allow maximum visibility. As the photograph showing the building c.1900 shows this as a gable end (Plate 4), it would appear that this elevation was altered when Hope's started to use the building as a garage.
- 5.2.2 The north elevation of the former workshop contains several windows, and blocked apertures, which suggest that this building was once one or two cottages. There are three small blocked windows at ground level, one of which has been slightly obliterated by the insertion of the large ground-floor window (Plate 10). The remains of quoins between this building and the adjoining cottage suggest that the former workshop building was constructed after, and alternating quoins were removed to allow the walls to be bonded together (Plate 9). The first floor blocked window may have been a first floor doorway, although there was no evidence for an external staircase, however across the road, the property to the east side of Oulton House is known from early photographs to have had an external staircase (Plate 4). The large inserted doorway, which has subsequently

been converted to a window, may be in the location of a ground floor doorway (Plate 9).



Plate 6 – View looking east showing the location of the two sites, the former workshop is to the left of photograph with the blue door



Plate 7 – West and north elevations of former workshop



Plate 8 – West elevation of former workshop (Scale = 2m)



Plate 9 – North elevation of former workshop



Plate 10 – North elevation showing blocked windows to right of post box, 1 where the ranging pole is located and at first floor level above the post box (Scale = 2m)



Plate 11 – View of the former workshop as seen from the south

- 5.2.3 Against the southern elevation of the former workshop is a single-storey building which is constructed of profile sheeting on a masonry base. The profile sheeting was inserted when the garage was in the ownership of the Ivinsons⁶³ (Plate 11). It would appear that the masonry sections of the walls are the remains of the building shown on the 1924 Third Edition Ordnance Survey map (Figure 13).
- 5.2.4 The interior of the former workshop still retained the original southern wall of the 19th century cottage(s) from which it was converted. In this wall are two first floor windows which flank a blocked-up doorway with alternating long and short blocks of masonry making up the jambs, and at ground level there is a blocked window. Two large doorways have obliterated any further features (Plate 12). In the eastern wall which separates the workshop from the cottage next door, there are two blocked doorways at ground level and two at first floor level, these relate to the period when the two cottages next door were also part of the garage, and have only been blocked-up with concrete blocks within the last twenty years (Plate 13).
- 5.2.5 In the southern wall of the addition, which is partly constructed of profile sheeting, there were no blocked doorways or windows observed. This may suggest that the addition, which was constructed some time between 1901 and 1924, was built from the outset as a garage, as a drill hall may have required more light from windows, although this is purely conjectural and it is hoped that future research may provide evidence for the original purpose of this addition.
- 5.2.6 The former office, sales room and filling station of the garage is located on the western side of the road junction (Figure 2). This is a single storey building constructed of brick, the exterior walls of which have been pebble-dashed, and it has a red tile roof. The eastern gable is shaped and has coping stones which provides a hint of architectural detail to the main façade of the building seen from the town (Plates 14 and 15). An addition to the western end of the building was constructed approximately 15 years ago, on land that was formerly garden for the property next door⁶⁴ (Plate 16).
- 5.2.7 The area to the south of the former office/sales room is of concrete below which are the fuel tanks for the former filling station. One of the tanks closest to the south elevation, is at a depth of c.2m, however as the proposed development is within the footprint of the existing building then it is possible that this tank will not cause any obstruction. Further tanks exist to the southern boundary of the concrete area⁶⁵.
- 5.2.8 To the south of the former workshop is an electricity substation, and a street light exists on the pavement. Also to the south of the former workshop, on the green space which separates the building from the flats at St Martins Drive, are several trees which appear to be the subject of Tree Preservation Orders, these include 2 birch, 2 cherry, 1 beech and 1 sycamore⁶⁶.

⁶³ *Pers. Comm* Mr Ivinson

⁶⁴ *Ibid*

⁶⁵ *Ibid*

⁶⁶ Information obtained from Cumbria County Council's GIS, Kendal



Plate 12 – Interior of former workshop showing the original south wall of cottage(s) (Scale = 2m)



Plate 13 – East wall of former workshop



Plate 14 – View looking west of east and north elevations of former filling station



Plate 15 – View looking north of the east elevation and petrol forecourt, with Oulton House in background



Plate 16 – North elevation of former filling station/office/sales room showing addition to western end of building

6. CONCLUSION

6.1 ARCHAEOLOGICAL POTENTIAL

- 6.1.1 Despite the large number of significant archaeological remains dating to the prehistoric, Roman and medieval periods within a 1.5km radius of the proposed development sites, there was no evidence obtained from the desk-based assessment that the sites are located within an area of high archaeological potential. The sites appear to be situated outside the medieval core of the town, in an area that has only seen development within the post-medieval period.
- 6.1.2 Up until the 19th century, the area on which the development sites are located appears to have remained open and used for agriculture as shown by the 1777 map of Brampton (Figure 6). By the 19th century, the area on the west side of the road junction (the old office/sales room/filling station) was being used as a garden for the property to the west (Figure 11). The former workshop appears to incorporate one or two former cottages, possibly constructed for hand-loom weavers, which were in existence by 1850 as shown by the Tithe Map of that date (Figure 9). This building has been photographed and described above; consequently a record has been made.
- 6.1.3 It has been requested by Jeremy Parsons, that consideration be given to the survival of late 18th/early 19th century archaeological remains on the sites. From the cartographic evidence it would appear, as mentioned above, that the land was not developed until the mid-19th century.
- 6.1.4 During the desk-based assessment, reference has been made to a Stonehouse and 'Barracks', which were located at Townfoot. Therefore the possibility that remains of either of these buildings could be within the vicinity of the developments areas has been considered. As Whitehead, however, refers to the Stonehouse as still standing within living memory when writing in 1907, and Collingwood noted the 'Barracks' at Townfoot in 1923 (and not listing them as having been demolished), then it is likely that both of these buildings were shown on historical maps referred to above, although their exact location remains unclear.
- 6.1.5 The fuel tanks that relate to the filling station are located to the south of the building at an approximate depth of 2m. It is therefore likely that any below ground archaeological remains will have been severely disturbed by their insertion into the ground.

7. BIBLIOGRAPHY

7.1 PRIMARY SOURCES

Hodskinson and Donald's Map of Cumberland 1774 (CROC)
1777 Map of Brampton – CROC Ref. D/MAW
Brampton Enclosure Map 1778 – CROC Ref. QRE 1/76
Brampton Tithe Map 1850 – CROC Ref. DRC 8/26
First Edition Ordnance Survey Map 1863, 6" to 1 mile scale
First Edition Ordnance Survey Map 1863, 25" to 1 mile scale
Second Edition Ordnance Survey Map 1901, 25" to 1 mile scale
Third Edition Ordnance Survey Map 1924, 25" to 1 mile scale
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APPENDIX 1: GAZETTEER OF SITES

Historic Environment Record (HER):

HER No.	Grid Ref.	Site Name	Site Type	Description	General Period
243	NY 522 560	Townfoot Farm settlement cropmark	Settlement	Probable Romano-British settlement	Roman
244	NY 517 613	Hawk Hirst Farmstead, Old Church	Enclosure/farmstead	Native settlement visible on air photographs. Limited excavation by Blake in 1956	Roman
248	NY 510 615	Brampton Old Church Deserted Medieval Village	Deserted Village	Class D DMV reported. No visible earthworks when site visited in 2000	Medieval
282	NY 533 612	The Mote Castle Mound	Beacon/motte/park	12/13 th c medieval motte castle	Medieval
283	NY 524 613	Roman Tilery and iron hoard	Hoard/tile works	Roman tilery discovered May 1963, 8 kilns found. Hoard of ironwork found in pit (well) July 1964	Roman
286	NY 509 614	Brampton Old Church Roman Fort	Frontier defence/fort/findspot	Trajanic fort	Roman
305	NY 512 612	Hawk Hirst Farmsteads, Old Church	Enclosed settlement/farmstead	Includes 4 Romano-British farmsteads located SE of Old Church	Prehistoric (iron age)/Roman (Romano-British)
4189	NY 526 512	Brampton Tannery	Tannery	Built in or before 1869. Red sandstone building. Tanpits to S side. Building no longer survives	Post Medieval
4568	NY 514 609	Brampton Park Bowl Barrow	Bowl barrow	Located in the shallow valley of Brampton Beck 710m SE of St Martin's Church	Prehistoric (Bronze Age)

4909	NY 520 610	Roman Coin Hoard, Townfoot	Findspot	Coin hoard found in 1826 while ploughing field near Townfoot	Roman
6997	NY 529 610	Brampton Brewery	Brewery	Grid Ref may be wrong, may actually be New Brewery shown on 1850 map off Longtown Road	Post Medieval
15288	NY 513 609	Brampton Park Bowl Barrow	Bowl barrow	Bowl barrow located 760m SSE of St Martins Church	Prehistoric (Bronze Age)
40221	NY 514 609	Brampton Park Barrow Cemetery	Barrow cemetery	Barrow cemetery shown on the first edition OS map	Prehistoric
40371	NY 531 612	Brampton Medieval Settlement	Settlement	Medieval Brampton was focused on the 12 th c motte. No evidence of street planning, an irregular pattern of medieval tenement blocks and encroachment suggests organic growth during periods of expansion and prosperity	Medieval

Listed Buildings (LB):

LB No.	Grid Ref.	Building Type	Description	Date	Grade
20287	NY 5261	House	Oulton House, 66 Carlisle Road	17 th C	II
20288	NY5261	Public House	Barley Stack Inn, Carlisle Road	19 th C	II
20289	NY 5261	Houses	13, 15, 17 Carlisle Road	19 th C	II
20317	NY 5261	House	10 Longtown Road	17 th C	II
20319	NY 5261	Police Station	Longtown Road	1860s	II

Scheduled Ancient Monuments (SAM):

NMR No.	Grid Ref.	Name	Description
27694	NY5333 6127	The Mote Castle	A 12/13 th century medieval motte castle located on the summit of Castle Hill, which was later used as the site of a signalling beacon during the 15 th century. This system of beacons was created to warn of impending attack by Scottish invaders and was developed from the time of Henry III (1216-72). A list of beacons dated to 1468 indicates that the beacon at Brampton connected with a system of beacons which ran along the Tyne valley to the east
27698	NY5176 6132	Romano-British farmstead and associated enclosure	Site visible as crop marks on air photographs. Limited excavation by Blake in 1956 confirmed that the enclosure was defended by a ditch and an internal timber palisade. Within the enclosure the excavation located the foundations of a building measuring c.7.3m square which was divided into 8 small rooms. Close to this main building further fragments of walls indicated the presence of farm buildings. Pottery dated to late 3 rd /early 4 th centuries AD
27701	NY5142 6099	Bowl Barrow 710m SE of Old Church	Oval-shaped mound of sand and gravel up to 4m high with maximum dimensions of 45m EW by 38m NS. Funerary monument dating from the Late Neolithic period to the Late Bronze Age with most examples belonging to the period 2400-1500BC
27702	NY5135 6090	Bowl Barrow 760m SSE of Old Church	Circular grass-covered mound of sand and gravel measuring 40m in diameter and up to 3m high. Survives well and remains unencumbered by modern development.
27704	NY5122 6120	Four Romano-British farmsteads 370m SE of Old Church	Site visible as crop marks on air photograph. Limited antiquarian investigation in 1890s on one of the farmsteads revealed that it measured c.48m EW by 45m NS and that it was defended by a steep sided ditch measuring c.3m wide and 1.3m deep
27705	NY5098 6149	Brampton Old Church Roman Fort and the medieval Church of St Martin	Monument includes the late 1 st /early 2 nd century AD Roman fort at Brampton Old Church and the upstanding and buried remains of the medieval Church of St Martin which is located within the northern half of the Roman fort

APPENDIX 2: DOCUMENTARY SOURCES

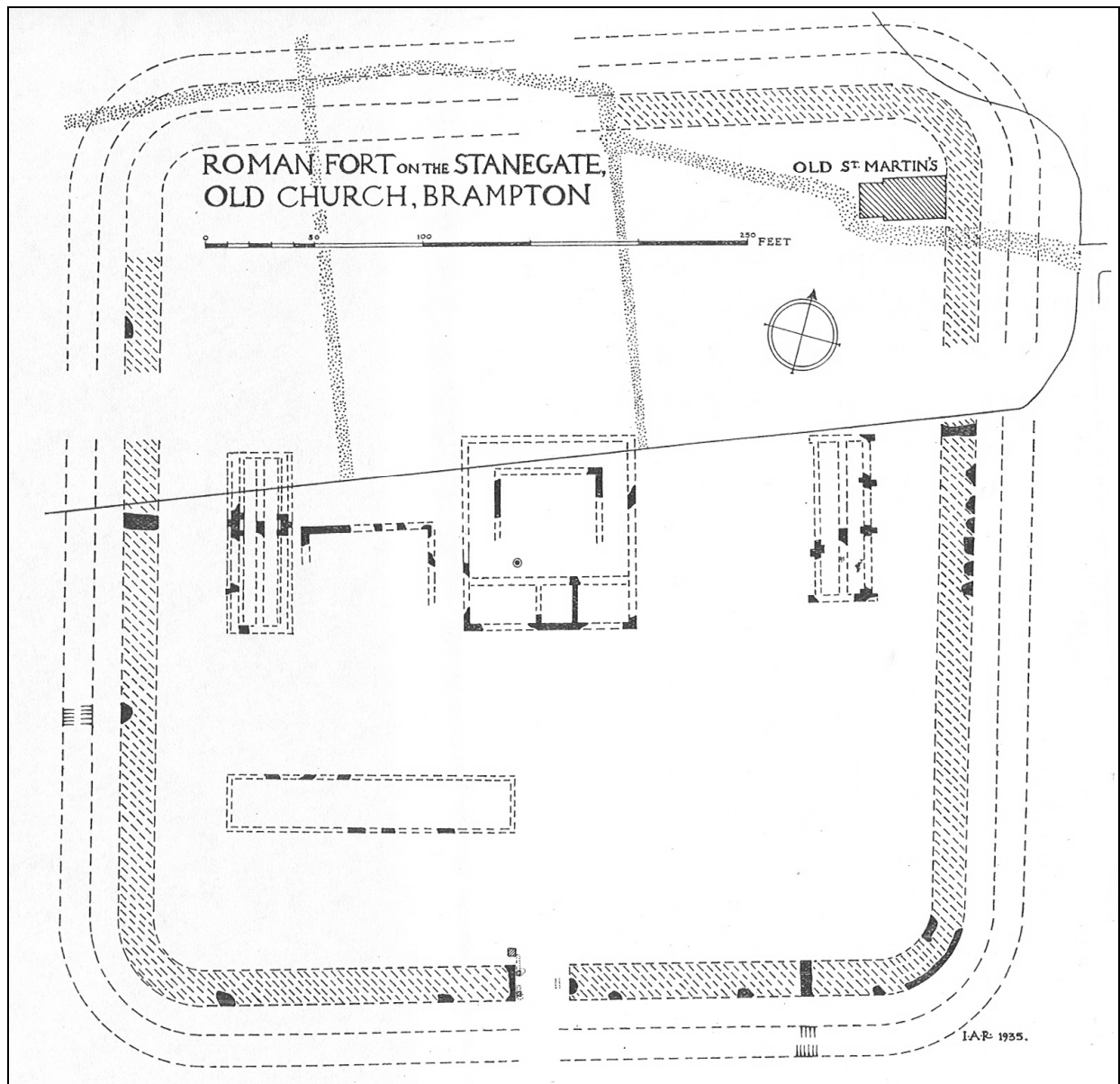


Figure 16 - Plan of the Roman fort at Old Church, Brampton, based on excavations in 1935 (Source: Simpson and Richmond)

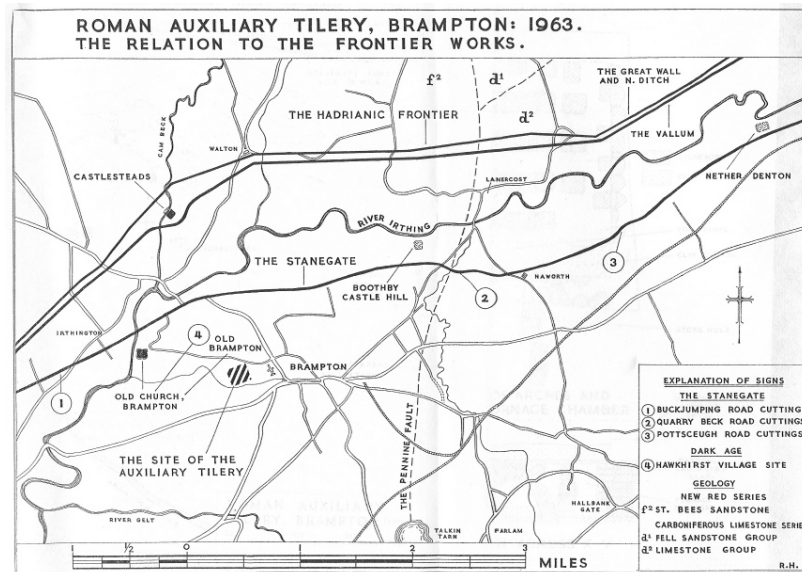


Figure 17 - Location of the Roman tiler, Brampton (Source: Hogg)

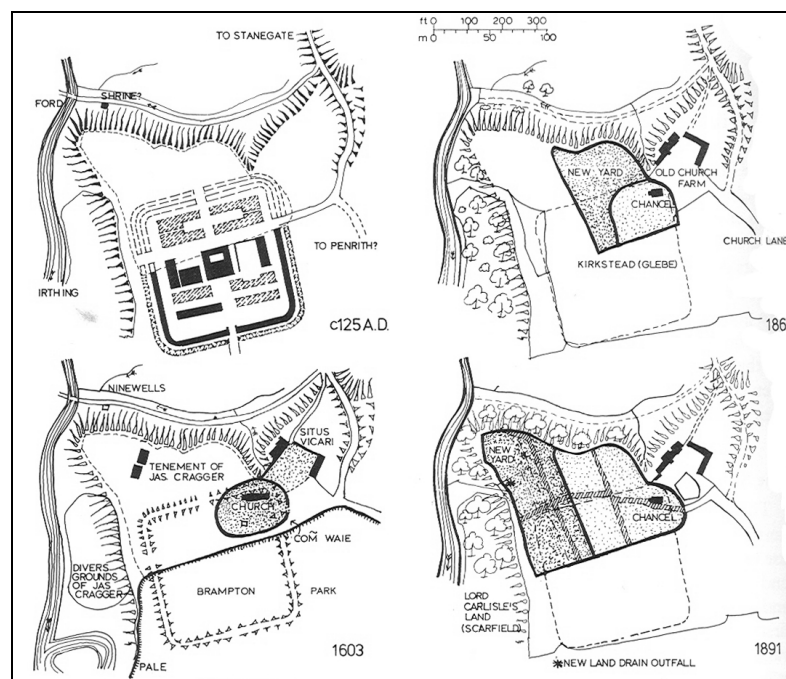


Figure 18 - Development of Brampton Old Church (Source: Robinson)

An Inventory of Cumberland – Collingwood, 1923, Transactions of the Cumberland and Westmorland Antiquarian and Archaeological Society, Second Series**Brampton District:**

Earthworks – Tower Tye or Tortie, N of Naworth Station; double rampart, circular, c.40 yards diameter. Of two supposed tumuli in Brampton Park, one was found to be natural.

Roman – ‘Written Rock’ 1/2m above Low Gelt Bridge. Written rock, Lodge Crag. Statuette, casting with legend IOVIS and other bronze objects found at Brampton.

Hawkhurst; urn, coins, horse-shoes and foundations of two non-Roman enclosures, explore 1898.

Motte of 12th century – Castle Hill, E of Brampton; 136 ft high, summit circular, 40 yards diameter; on the slope a surrounding ditch 20ft wide, with rampart. Statue of the 7th Earl of Carlisle by Foley, 1870. In 1468 the site of a beacon.

Church – St Martins, 1 1/2m W of Brampton, 12th century, dismantled 1781, restored 1891. Graveslabs of R de Caldecoats 1346; of Milburn of Talkin, one 13th c and one 14th c. Many old gravestones. Site of Ninewells or Priests Well in churchyard. Ancient cross-base.

Hospital or Almshouse chapel 1688, used as parish church after 1781, rebuilt 1827-8 and 1879.

Old Presbyterian meeting house 1674, now a warehouse at Scotch Arms Inn, altered c.1903.

Meeting-house 1722, now Central Hall. *Town Hall* 1817, on site of Moot Hall; bull-ring.

Castles and Towers – Naworth Castle, licence to crenellate 1335 to Ranulph de Dacre; Howard Tower and barbican built and great hall rebuilt by Thomas, Lord Dacre c.1520; upper part of Howard Tower, SE front etc by Lord William Howard c.1604-19. Restored 1844; Morpeth Tower 1845; Stanley Tower 1881.

Stonehouse, Naworth Park East – two windows of the tower remain.

Cumcatch – 16th century pele-house, remains.

Domestic – in Brampton, Hetherington the Draper’s and the Barracks at Town Foot are named as of stone, 1603.

Brackenhill Farm, of Atkinson’s, lintel 1663.

Great Easby, house of Bowsteads, lintel 1736.

Boothby, house (lately remodelled) of Walkers, lintel 1742.

Old Dykes – Castle beck to Red Yeat Foot at Hawbank, and ‘the Castledyke of the Mandholme’, W from Lanercost Bridge, mentioned in the Bounder of 1589.

At Haha Lonning, remains of sunk fence of Brampton Park.

Old roads – one from Castlesteads towards Brampton, with foundations of bridge at Irthington Mill and ford at Crooked Holme (supposed Roman by Rev. J Maughan).

‘Tithebarn Lonning’, Great Easby to Naworth park.

Military Road, paved, past Lower Gelt Bridge and the Capon Tree.

Lanercost Bridge.

Sites – Capon Tree, 1/2m S of Brampton. St Martins Oak cut down in early 19th century.

‘Old Brampton’ 1/2m ENE of Hawkhurst enclosure. The idea that population was removed c.1348 is erroneous.

Battlefield – of February 20th 1570, on the Talkin side of Hell Beck, near Gelt Bridge. Relics found, skeleton in hollow tree.

Talkin Tarn – tradition of submerged village; a crannog?

Finds – Stone axe, at back of Half Moon Inn, Brampton. Bronze celt on Hell Beck near the Written Rock

A Guide to Brampton and District – Harding and Irving, 1925 (Copy at CRO)

'Brampton is an ancient market town, ancient it is, without doubt, for a charter to hold markets and fairs was obtained in the year 1252, in the reign of Henry III (1216-72). The town is situated in a vale surrounded by hills, whose wooded slopes and verdant sides add to the beauty of the scene. It is 2 miles from Brampton Junction Station on the Newcastle and Carlisle section of the London and North Eastern Railway, 9 ½ miles ENE from Carlisle and 46 miles west from Newcastle upon Tyne. It is between the two rivers Gelt and Irthing, which unite their streams about 2 ½ miles from Brampton, and soon afterwards these waters become part of the river Eden. The population of the rural district of Brampton was in the year 1921, 8050 persons and the population of the town itself about 2700 persons'.

'Brampton consists of two principal streets, named respectively Front Street and Main Street, and a spacious market place. The town is lighted with gas from works belonging to a company formed in 1836, and is supplied with excellent water obtained from a spring near Brampton Junction and conveyed in pipes to a reservoir a mile east of the town'.

'The Trustees of the Earl of Carlisle's railway extended from the town to the collieries near Tindale Fell, up to October 1923 a portion of this line from the junction at the Sands was used as a passenger line by the North Eastern Railway Co. In that month the line was abandoned for passenger purposes and is now derelict. Other means of communication are however established and are extremely popular. The motor buses of Carlisle run a dozen times each way daily'.

'The Mote – is a conical hill at the east of the town. It is 405 feet above sea level, surrounded by a fosse, and thickly overgrown with trees. The visitor will note with interest the dry ditch or mote surrounding the summit of this fine hill. It is probable that here was the 'burg' of the first Norman overlord of the district, and it is also probable that the name Brampton or 'Burh-am-ton' is derived from this typical example of a fortified 'burgh'. On the summit of the Mote there is a bronze statue of a late Earl of Carlisle. It was erected in 1870 from a design by J H Foley'.

'Passing from the Sands by the Tree Road and Paving Brow we soon reach a small plantation in which stands the memorial marking the site where the famous Capon Tree once stood. On this tree six rebels were hanging for giving their assistance on behalf of the Young Pretender the 'Bonnie Prince Charlie'.

'The Capon Tree has been supposed to receive its name from the capons with which judges and their retinue regaled themselves en route from Newcastle to Carlisle. This fiction has been exploded and recent research shows that the name is from the Anglo-Saxon word 'cepan' meaning to keep a tryst, so that in reality the site of this historic oak was in former times a trysting or meeting place'.

The Brampton-Longtown Turnpike Trust – Jean Coulthard, 1970 (Unpublished essay at CRO)

The Brampton-Longtown Turnpike Trust was established in 1807. Brampton was a small market town with a population of 1300 in 1811.

'The road was never a route for stage coaches or the fast Royal Mail coaches, and unlike many similar turnpike roads was never in competition with a railway. In fact it would be called a very ordinary road'.

Page 31 – Usage of the road

[Information from the Toll Collectors Notebook August 1st 1837 to April 1st 1838]

'In 1838 carts made up the major part of the traffic along the road and Wednesday is the busiest day of the week. This is true of the whole period. The 1829 Directory gives Wednesday as the market day at Brampton and comments that the market is well supplied with corn and

provisions. This would probably explain the high number of carts on a Wednesday and also the number of horses. The carts vary from the lowest number of 64 on January 7th to the highest number of 145 on December 21st. Before Christmas between 25 and 35 horses went through on a Wednesday dropping to between 13 and 21 after Christmas’.

‘The Directory [1829] also mentions that the second Wednesday in September is set aside for the sheep and cattle sales. On Wednesday 13th September it is recorded that 95 carts, 103 horses, 5 gigs, 1 carriage, 342 sheep, 13 cows passed. Through the Kirkby Moor toll and 130 sheep had passed through the previous day’.

‘A proportion of the carts passing and re-passing during the week would be carrying lime for the fields probable from Clowsgill Limeworks owned by Lord Carlisle. It was estimated (from an average taken in years 1824, 1825, 1826) that 6250 carts of lime per year would pass Kirkby Moor Bar and the 1829 Act has a special note “one toll to be paid in respect of every lading of lime only at the first tollgate”.

‘In 1872 the Secretary of the Trust filled in a form which mentions usage of the road. His comment about traffic refers to coal and lime, agricultural produce and passenger traffic. He says that he cannot give an approximation of the daily traffic but about 15,000 carts pass and re-pass in 12 months’.

‘Neither Brampton nor Longtown appear to have expanded industrially, and in any case both had railway stations, although not on the same lines, so the road remained mainly for local use. Carts carrying coal probably from the mines beyond Brampton and carts with lime for the fields seem to have provided the major traffic throughout. It would appear that horse-drawn traffic was still important here when it had been superseded by the iron horse elsewhere’.

Poor Relief in Brampton Union 1837-1857 – Ian Macdowell, undated, Unpublished Dissertation (CRO)

Brampton Union contained 11 parishes: Brampton, Lanercost, Hayton, Farlam, Irthington, Cumwhitton, Walton, Castle Carrock, Nether Denton, Cumrew and Upper Denton.

‘The economic centre of the Union was the town of Brampton, where many tradesmen and shopkeepers were established. Linen was woven and treated here; there was a gas supply and railway connection. It was not a large place – a man could have walked through it in less than 10 minutes and lacked a sizeable bank, but in the eyes of the residents ‘Brampton stood high as a business town’. Other more isolated industrial sites were to be found throughout the Union. After hand-loom weaving, the largest industrial employment was mining, which took place in the east and south-east of the union’.

‘In 1850 the Guardian [of the workhouse] could report that ‘cotton weaving is the only manufacture carried on here to any extent; we have about 400 in this Union, all well employed’.

Page 28 – The Workhouse

‘Built in 1798, the workhouse was of red sandstone with a blue slate roof and in 1863 comprised three main buildings with a boundary of 130 feet by 105 feet or 13,650 square feet. No plan of the House has survived, but some picture may be constructed from other sources. There were few alterations after 1838, and it remained substantially as shown in the outline plan

Page 50 – Table 2 ‘The principal occupations of the adult population in the area of Brampton Union 1851’

Total population over 20 years old: Males 3066, Females 3027

The main occupations given for males in this year are farmers (355), farmers family helpers (228), agricultural labourers (out-doors) (417), farm servants (in doors) (248), cotton workers (226) and coal miners (174).

Castles and Towers of Cumberland and Westmorland – John F Curwen, 1913, Titus Wilson, Kendal

‘Brampton Castle Hill – to the east of the town there is a very steep conical mound which commands a most extensive view to the west, north and east. The motte is artificially cut out of the higher end of a long ridge and stands 136 feet above the surrounding level. About 40 feet down the slope there is a ditch, 20 feet wide, cut all round the sides, with an outer rampart 900 feet in length and 8 feet in height. There are no traces of any bailey, but there may well have been such an enclosure on the green ridge to the north. Motte – the plateau is oval in shape and measures about 120 feet in length and 60 feet in breadth. It is levelled and dished with a breastwork’.

The Castles and Tower Houses of Cumbria – M Salter, 2002, Folly Publications, Malvern

‘Brampton Motte – A statue of 1870 of the 7th Earl of Carlisle lies on a motte east of the village. It is set on a ridge high above the surrounding ground and has a ditch 6m wide with a counterscarp bank 2.5m high about 12m below the summit measuring 38m by 14m’.

The Old Parish Churches of Cumbria – M Salter, 1998, Folly Publications, Malvern

‘Brampton – St Martin. The church in the town is of 1874-8 by Philip Webb. The old church 1.7km to the west comprises a square Norman chancel later lengthened eastwards. Original are one south window and the blocked south doorway. The chancel arch now facing a large porch built on the site of the nave was rebuilt in 1891, the east wall was rebuilt in 1861, and the west corners of the chancel were rebuilt in 1788’.