

FORMER PYE'S WAREHOUSE Lancaster



Building Survey Report



Oxford Archaeology North

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**Persimmon Homes
(Lancashire) Ltd**

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SUMMARY

An archaeological building survey was undertaken in February 2002 of the proposed development site of the former Pye's warehouse, Damside Street, Lancaster (NY 4702 2937 - Fig 1), by Oxford Archaeology North (OA North) on behalf of Persimmon Homes (Lancashire) Ltd.

The survey comprised an outline analysis of the form, function, age and development of the warehouse, consistent to RCHM(E) Level II standards, where Health and Safety constraints permitted. Unfortunately, it was not possible to gain safe access to the structure, and thus only the exterior was surveyed. The survey also included the production of a scaled drawing of the eastern elevation, showing the earliest fabric and architectural detail in outline.

The warehouse is Grade II Listed and comprises two nineteenth century wharf warehouses fronted onto the quayside, with twentieth century additions to the south and west. The two nineteenth century warehouses appear well preserved, retaining many original features. Both were slightly unusual in their construction, the northern warehouse being canted to the west, and the southern warehouse having an asymmetrical apex, suggesting it butted a building to the south. Although functional in their design, both nineteenth century warehouses showed several purely aesthetic architectural features, such as convex corbel stones and moulded timber hoist covers.

ACKNOWLEDGEMENTS

Oxford Archaeology North (OA North) would like to thank Mike Blakely of Persimmon Homes (Lancashire) Ltd for commissioning the work. In addition, thanks go to Peter McCrone of Lancashire County Archaeology Service for information relating to the former Pye's warehouse.

The building recording and report was undertaken by Chris Wild. The project was managed by Alan Lupton, who also edited the report.

1. INTRODUCTION

1.1 CIRCUMSTANCES OF PROJECT

- 1.1.1 Lancaster City Council have granted Persimmon Homes (Lancashire) Ltd (hereafter the client) planning permission for the demolition of the former Pye's Warehouse on Damside Street, Lancaster (NY 4702 2937) and the erection of a residential development. Planning permission was granted on the condition that the client secured a programme of building recording of the former feed mill prior to its demolition, as the first stage in a programme of archaeological works designed to assess the archaeological and historical importance of the site and the impact of the proposed development.
- 1.1.2 The warehouse is situated at the foot of Castle Hill, the site of a series of Roman forts which date from the first century AD onwards (Jones and Shotter 1988). The River Lune, to the north, almost certainly flowed closer to the site of the forts than it does today and it has been suggested that a harbour may have existed in this area, protected by the fourth century fort, which was aligned parallel to the river. Trial excavations alongside Damside Street (LUAU 1991) have also indicated Roman material along the old line of the Lune, perhaps indicating an extended river frontage at the base of Castle Hill.
- 1.1.3 The present warehouse structure overlies the course of the former Bridge Lane, a thoroughfare which led from China Lane to Lune Square and was associated with the bridge over the Lune, which was referred to from the thirteenth century onward. By 1749 the river was subject to improvement and the quayside upgraded - such improvements seem to have given a considerable boost to trade with the West Indies and Lancaster entered a period of unparalleled prosperity during which many fine buildings were erected (Penney 1981, 29).
- 1.1.4 Oxford Archaeology North (OA North) was contracted by the client to undertake the archaeological works relating to the site. Following a telephone conversation with the Development Control Officer at Lancashire County Archaeology Service, the first stage in the programme of archaeological works was defined so as to provide a level of archaeological building recording of the former warehouse prior to its demolition (see *Appendix I*).

2. METHODOLOGY

2.1 BUILDING RECORDING

- 2.1.1 **Photographic Archive:** a photographic archive was produced utilising both 35mm and medium format cameras to produce both black and white contact prints and colour slides. The archive comprised general external shots of the warehouse building (internal shots were precluded by the unsafe nature of the warehouse) and its surroundings, and detailed coverage of architectural features.
- 2.1.2 **Site Survey:** the eastern elevation of the warehouses was recorded by means of rectified photography in conjunction with a reflectorless total station survey to establish the survey control. The rectified photography was taken with a medium format camera with black and white roll film (Fig 2). The use of rectified photography resulted in photographs that had a minimal level of oblique distortion. Base survey data was produced utilising a reflectorless electronic distance measurer (REDM), the data from which were captured onto a portable data logger and down loaded into AutoCAD Release 14 for the production of final drawings. The drawings were checked in the field and annotated with the relevant detail. The photographs were processed in conjunction with survey control on the photographs, which allowed for the digital correction of oblique distortion. The photographs were enhanced using CAD (AutoCAD) and the principal structural features were highlighted and incorporated as a separate line drawing (Fig 3).
- 2.1.3 **Interpretation and Analysis:** a visual inspection of the warehouse was undertaken utilising the OA North buildings *pro-forma* sheets. An outline description was maintained to RCHM(E) Level II-type survey. This level of recording is descriptive and produced an analysis of the development and use of the building.

2.2 HEALTH AND SAFETY

- 2.2.1 Full regard was given to all health and safety constraints and regulations. A risk assessment was carried out in advance of work commencing and complied with OA North's Health and Safety Statement and Unit Safety Policy. All site procedures were in accordance with the guidance set out in the *Health and Safety Manual* compiled by the Standing Conference of Unit Managers (rev. 1999).

2.3 ARCHIVE

- 2.3.1 A full archive has been produced to a professional standard in accordance with current English Heritage guidelines (English Heritage 1991) and the *Guidelines for the Preparation of Excavation Archives for Long Term Storage* (UKIC 1990). The archive will be deposited in the Lancashire Record Office

with additional copies of the report being lodged with the Lancashire Sites and Monuments Record. A synthesis of the archive has also been made available for deposition in the National Monuments Record.

3. BACKGROUND

3.1 HISTORICAL BACKGROUND

- 3.1.1 The development of the settlement of Lancaster is known from the time of the Roman military exploitation of its strategic position at the end of the first century AD (Jones and Shotter 1988). A series of forts was situated on Castle Hill throughout the Roman occupation, which afforded a commanding position overlooking the lowest fording point of the River Lune. The river almost certainly flowed further to the south and closer to the site of the forts than it does today, possibly along, or near, the line of North Road and Damside Street (LUAU 1991).
- 3.1.2 Excavation has identified several phases of fort construction and in the mid fourth century the area was redesigned with one wall aligned parallel to the Lune (Jones and Shotter 1988). It has been tentatively suggested that the wall may have protected a harbour. This final fort appears to have architectural parallels with the Saxon Shore forts of the south coast which were established in the fourth century as a defence against sea-borne attack. It may have been that Lancaster was part of a similar defence system for the north-west coast and was perhaps a naval supply base serving the Irish Sea (Shotter 1997). Lancaster is well positioned, and its navigable waters contributed to its survival as a settlement beyond its importance during the Roman occupation. The principal development of the extramural settlement of Roman Lancaster was primarily to the east of Castle Hill, along Church Street to Penny Street; however, the full extent of the settlement has yet to be established (Miller *et al* forthcoming).
- 3.1.3 Following the Roman occupation, little is known of Lancaster apart from isolated archaeological finds and place name evidence. Early medieval Lancaster may have developed from two dependent villas of the manor of Halton mentioned in the Domesday Survey, one based on the Castle Hill area (*Chercalonastre* or Church Lancaster) and the other (*Loncastre*) perhaps in the Stonewell area to the east (Faull and Stinson 1986). Calkeld Lane had certainly been established by the thirteenth century, the name is derived from the Old Norse words *kaldr* and *kelda* meaning cold well, suggesting the area was of some significance in the earlier medieval period (Penney 1981, 13). Knowledge of later medieval development has been largely derived from documentary sources, the archaeological record for this period in Lancaster being limited (*ibid*). By the seventeenth century there were cartographic representations which add another dimension to the understanding of the development of the town.
- 3.1.4 Recent excavation has added to the archaeological picture of the development of Lancaster. A trial trench on the south side of Damside Street was undertaken by Oxford Archaeology North, in its former guise as the Lancaster University Archaeological Unit, in November 1990 (LUAU 1991). The excavations revealed that the Roman levels of activity were separated from the medieval by

an accumulation of silts, deposited by the river either as it changed its course, or the river may have been enhanced during the post-Roman period by a marked rise in sea level.

- 3.1.5 It is known that a mill was in existence from the twelfth century, occupying a site opposite Calkeld Lane on a low-lying area of marshy wasteland known as Green Ayre (Penney 1981, 19). This area was bounded by the Lune to the north and the mill leat to the south. The alignment of the mill leat, on the line of present day Damside Street and North Road, may reflect the line of an earlier course of the Lune. The course of the old mill race survives, indeed its northern extent, beyond Fleet Square was open at the beginning of the nineteenth century.
- 3.1.6 The first reference to a bridge over the River Lune concerns the supply of wood for repairs in 1215 (*ibid*, 18). A stone structure was built during the fifteenth century and is depicted on John Speed's sketch map of the town in 1610 (reproduced as Fig 1 in Jones and Shotter 1988). The bridge was situated to the north of Lune Square and was eventually demolished during the nineteenth century. Bridge Lane, which led from China Lane, past the Carpenter's Arms (now the Three Mariners public house) and under Pye's warehouse to Lune Square, presumably developed in association with the earliest bridge, although there are no early references to the lane; the lane survives as a cobbled area to the south of the former Pye's warehouse. It has been assumed that the bridge was constructed on the site of a Roman bridge but there is no actual evidence for this.
- 3.1.7 There are records of a port at Lancaster during the medieval period although there are no details concerning the position or nature of early wharves (Penney 1981, 20). Both Kenneth Docton's reconstructed map of 1684 (reproduced as Fig 5 in Penney 1981) and Stephen Mackreth's map of 1778 (reproduced as Fig 2 in Jones and Shotter 1988) show an unnatural bend in the river immediately upstream from the bridge; the course of the river may in part have been affected by the position of the bridge or perhaps have reflected the use of the area as a quay.
- 3.1.8 It would seem that Lancaster passed through a period of stagnation during the sixteenth and seventeenth centuries. However, during the eighteenth century there was a change in the fortunes of the town marked by an increasing trade with the West Indies (Penney 1981, 29); the port took a significant share of this trade after Liverpool, Bristol and London. The end of the previous century had seen the beginnings of the growth of trade via the port, with the establishment of the first sugar refinery on the site now known as Sugar House Alley (*ibid*, 31). As the town prospered there was an increase in population and a subsequent increase in property development, particularly in the area of Green Ayre and St George's Quay.
- 3.1.9 Mackreth's map of 1778 illustrates the expansion of the town. Most of the redevelopment was accommodated by infilling previously open land and the early property boundaries largely survived. Associated with this was the building of new roads, such as Damside Street, Cable Street and Chapel Street.

At this time Bridge Lane is shown as the main thoroughfare leading to the bridge. The original *c* mid nineteenth century warehouse which lies at the core of the former Pye's feed mill was built backing on to Bridge Lane, but by the late twentieth century the mill complex had expanded sufficiently to block off the lane.

- 3.1.10 A limited evaluation of the site was undertaken in 1992, with Trenches 6-8 to the south of the warehouse and Trench 9 to the north (LUAU 1992). It was clear from the trial trenches that archaeology did survive on the site, although its full extent could not be ascertained from the excavations, as it was not feasible to examine certain parts of the site. It appears that some parts of the site were not utilised or developed until relatively recently, for example the area to the east of the former Bridge Lane in Lune Square. Yet to the south of the warehouse there are earlier Roman and medieval archaeological deposits on the eastern side of the former Bridge Lane with possible water front activity and potential waterlogged deposits.

4. RESULTS

4.1 ORIGINAL FABRIC

- 4.1.1 The earliest surviving remains pertaining to the original warehouse buildings were located at the northern end of the former Pye's feed mill complex. Much of the southern elevation was covered by later, twentieth century, additions, though the eastern elevation survived almost unchanged. Unfortunately, it was not possible to examine the interior of the building due to Health and Safety concerns.
- 4.1.2 **Eastern elevation:** the eastern elevation fronted onto the quayside and comprised two contemporary five-storey warehouses, most probably of early / mid nineteenth century date. Both were constructed of roughly-dressed and squared coursed yellow and pale pinkish local sandstone. The northern warehouse is significantly wider (8.8m compared to 6.6m) and was canted slightly to the west, following the bend in the road. The junction between the two warehouses was dressed with quoins moulded to span the angle. Each of the five storeys originally had a central doorway with apertures either side, all dressed with quoins. Both gables are capped with projecting flagstone copings, the southern being higher, and with the apex offset slightly to the south.
- 4.1.3 Above ground floor level, the two warehouses were of similar style. Each had full height central doorways to each storey, with only the boarded floor projecting to the wall-face, supported by simple convex stone corbels. The original loading doors were flush with the internal wall-face and survived in all but the upper northern doorway (where it had been infilled with a metal frame and partly glazed in the twentieth century). Each comprised double batten doors, inward opening, with a double safety chain externally across the doorway. The doorways of the upper floor had large sandstone lintels below central projecting hoists, each supported by a pair of projecting convex corbels, and with moulded timber cover above. The hoist of the northern warehouse appeared to be *in-situ* at the time of the survey. Each floor had a four-light window either side of the central doorway, with projecting sandstone sills, and flush sandstone lintels, the tops of which were aligned with the base of the doorway corbels supporting the floor above. The upper southern window of the southern warehouse had been replaced with timber slat vents, probably in the early twentieth century, and the first floor northern window of the same warehouse was blocked with concrete and housed two mid-twentieth century fire alarm bells.
- 4.1.4 The ground floor of each warehouse had a slightly wider central doorway, with similar windows to those above on the southern side of the south doorway and the northern side of the north doorway. To the north of the southern doorway was a man door, lower than window height, probably giving access to a stair down to the cellar. This was later blocked with similar stones to those used in the construction of the main wall. A lintel was observed at present ground level, directly below the southern window, and of similar style. It most

probably represents the visible remains of a similar window to those above, providing natural light to the cellar of the warehouse. It became blocked as the road was widened up to the external wall of the warehouse. A similar lintel was also observed to the north of the northern doorway. To the south of the northern doorway, immediately north of the angle between the two warehouses, was an aperture at ground level, 1.5m high. It was of similar construction to the windows, with flush sandstone lintel, but was slightly wider. It was unclear whether it continued below ground level into the cellar, as the area was obscured by a modern kerb, and the aperture blocked with cinder block; it is probable that the aperture represents a small loading door into the cellar from the quayside.

- 4.1.5 The valley between the two warehouses was drained down the eastern side via a cast iron downpipe. Much of its length had been replaced during the twentieth century, but the basal 0.75m survived in the original cast iron, recessed flush with the wall-face for the lowest 0.65m, and probably continuing below present ground level. At the valley top the drain projects through an aperture within the extended façade, which continues to the same height as the north elevation.
- 4.1.6 **Northern elevation:** most of this elevation was obscured by twentieth century additions. However, it was possible to observe some detail of the original nineteenth century warehouse structure. The wall comprised faced rough sandstone rubble, covered in many coats of limewash, most of which had deteriorated at the time of the survey. Below present road level the wall appears to have been underpinned with concrete.
- 4.1.7 Windows of similar style to those in the eastern elevation were observed on the upper two storeys, towards the eastern end of the wall, which stepped 0.5m to the north immediately to the west of a large twentieth century asbestos-clad structure. Access was not possible to analyse whether this represented a joint between two different walls, or a contemporary widening of a single structure. The western end of the sandstone wall appears to have been cut by a large concrete structure added to the north-western corner of the building in the mid twentieth century.
- 4.1.8 The doorway at the western end of the elevation was a blocked sliding door and appears most probably to date to the early twentieth century. No evidence was observed of an original doorway within the elevation, although the majority of it was obscured at ground level at the time of the survey.

4.2 LATER FABRIC

- 4.2.1 The majority of the surviving structure related to its twentieth century usage, and incorporated the original fabric, described above, within it. Two major extensions were undertaken during the twentieth century, one to the south of the original warehouse buildings, and a second to the west.
- 4.2.2 **Southern structure:** a five-storey rectangular structure was butted onto the southern side of the two surviving warehouses. It was constructed of brick, in

English bond, with projecting piers at each corner, and concrete coping stones to the parapet, which had a steel hand-rail above. The eastern and western elevations were cement rendered above *c* 2m, and had six three-light metal casement windows on each floor, each with projecting concrete lintels and sills. The ground floor of the western elevation also had six windows, whilst on the eastern elevation, the north central aperture was constructed as a doorway of the same width and style as the windows. The two windows to the north had subsequently had doorways added below.

- 4.2.3 The southern elevation was the main focus of the new structure and was clad with a steel framework above the ground floor windows. Metal-framed windows formed part of the framework, and were continuous across the elevation, either side of the central, corrugated steel-clad, stair tower / (?)lift shaft, which projected above the elevation to allow access to the flat roof. The façade was clad in green metal sheeting between the rows of windows. Large loading doors were observed at the western end of the elevation, with a slightly smaller double doorway, with projecting canopy over, located immediately north of the stair tower. A man door was also observed to the east of the main western door, 1m above ground level, presumably at the height of an internal loading platform.
- 4.2.4 **Western structure:** this was constructed flush with the northern face of the modern southern structure and on the western side of the original warehouses; it projected beyond the northern elevation of the original warehouses in a L-shape. It was concrete rendered, probably of concrete construction, and was significantly higher than the southern structure and the original warehouses. The northern part of the extended L-shape had single light, metal windows on the northern and eastern elevations, suggesting five floors internally. An asbestos-clad, metal-framed outshut had been added at ground and first floor level. The north elevation of the main part of the structure was asbestos-clad and had a large, full width roller door at ground level. The western elevation was entirely rendered.
- 4.2.5 A similar concrete and asbestos structure, without windows, was located further along the north elevation of the original warehouses, and was connected to the western structure by an asbestos canopy, located at third floor height of the original warehouses. Several metal-framed, asbestos-clad structures appear to have been added onto the roof of the original warehouses at this time, but it was not possible to examine these.

5. DISCUSSION

- 5.1 The former Pye's Warehouse is a Grade II listed building, and is of historic importance regarding the development of the quayside of Lancaster. Although the listing information (1685 – 1/3/111) only records the earliest phase of the structure, the whole forms part of the listed building. The majority of wharf warehousing within Lancaster has been either demolished or converted to dwellings, and the former Pye's warehouse is the only surviving such structure at the southern end of the quayside. It is also probably the only surviving warehouse in Lancaster containing many original fixtures.
- 5.2 Unfortunately, little analysis of the building's phasing and early function was possible following the survey, as the majority of the building was unsafe, and access was therefore not permitted. However, it was possible to determine that the earliest surviving fabric comprises two unusual wharf warehouses that appear to be well preserved.
- 5.3 Although the two warehouses appear, on first impression, to be almost identical, they are of quite different sizes. The northern warehouse appears of 'standard' proportions for such a building, although the front, eastern elevation is canted to the west to follow the quayside. The southern warehouse, however, is only three-quarters of the width, but is 0.2m higher. The offset apex gives it an unusual 'squashed' appearance. It would appear that it was constructed against the northern face of an existing structure, which was probably higher than the two warehouses. The southerly offset apex would therefore allow for better (higher) access between the two structures at upper floor level, and the asymmetric roofline of the southern warehouse might have visually improved the aesthetic view of the join between the two structures. If the warehouses were constructed purely to fill a void in the quayside frontage, then it would have been simpler to construct two warehouses of identical dimensions, particularly for the production of trusses.
- 5.4 Although warehouses are associated with functionality, several qualities were observed that demonstrate the relatively high status of these two warehouses. Most noticeable was the difference in building materials between the side elevations, which were of rubble, and the dressed and coursed front eastern elevations, with quoined jambs and ends. The corbels supporting doorway flooring and hoists are all convex, a feature which would have increased cost. The extension of the façade above the valley between the two warehouses also appears to be a purely aesthetic construction. The timber coverings to the hoists were also moulded.
- 5.5 Many of the doors and windows within the eastern façade appear original, as do the safety chains, or at least their fixings, within the doorways. The hoist mechanisms also appear to be at least partly *in-situ*.

6. IMPACT AND RECOMMENDATIONS

6.1 IMPACT

- 6.1.1 As outlined above (*Section 5*), the structure is Grade II Listed, and comprises a good example and survival of slightly unusual nineteenth century wharf warehousing, in a part of the quayside of Lancaster where all other such structures have been lost. The proposed development will completely destroy the Listed building and any original fixtures or fittings contained within it.

6.2 RECOMMENDATIONS

- 6.2.1 The survey has revealed important information regarding the construction and form of the structure, but basic information remains that has not been recorded, allowing only limited analysis of its function and development. As the structure is proposed for demolition, the only means of preservation is by adequate recording prior to this act; for a Grade II Listed building, a plan of all floors, and brief description of the interior would normally form part of the basic minimum record. Unfortunately, Health and Safety constraints preclude access to the original nineteenth century structures, so a plan of all floors, and internal descriptions and photographic survey, can not be undertaken safely. It is therefore recommended that an archaeological watching brief should be undertaken during demolition in order to identify and record any features revealed that may elucidate the analysis already undertaken.
- 6.2.2 Original fixtures and fittings, if removed safely, should be inspected by local museums, most appropriately the Lancaster Maritime Museum, to identify any items which may be preserved within a collection.

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APPENDIX 1: PROJECT DESIGN

February 2002

**Oxford
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North**

FORMER PYE'S WAREHOUSE, LANCASTER

ARCHAEOLOGICAL BUILDING RECORDING

Proposals

The following project design is offered in response to a request from Mr Mike Blakely, of Persimmon Homes Ltd, for recording of the former Pye's Feed Mill, Lancaster, prior to demolition and development.

1. INTRODUCTION

- 1.1 Lancaster City Council have granted Persimmon Homes Ltd (hereafter the client) planning permission for the demolition of the former Pye's Warehouse on Damside Street, Lancaster and the erection of a residential development. Planning permission was granted on the condition that the client secured a programme of building recording of the former mill prior to its demolition, as the first stage in a programme of archaeological works designed to assess the archaeological and historical importance of the site and the impact of the proposed development.
- 1.2 Following a telephone conversation with the Development Control Officer at Lancashire County Archaeology Service, this document has been written to provide a level of archaeological building recording of the former warehouse prior to its demolition.
- 1.3 The warehouse is situated at the foot of Castle Hill, the site of a series of Roman forts which date from the first century AD onwards. The River Lune, to the north, almost certainly flowed closer to the site of the forts than it does today and it has been suggested that a harbour may have existed in this area, protected by the fourth century fort, which was aligned parallel to the river. Trial excavations alongside Damside Street (LUAU 1991) have also indicated Roman material along the old line of the Lune, perhaps indicating an extended river frontage at the base of Castle Hill.
- 1.4 The present warehouse structure overlies the course of the former Bridge Lane, a thoroughfare which led from China Lane to Lune Square and was associated with the bridge over the Lune which was referred to from the thirteenth century onward. By 1749 the river was subject to improvement and the quayside upgraded - such improvements seem to have given a considerable boost to trade with the West Indies and Lancaster entered a period of unparalleled prosperity during which many fine buildings were erected, including St George's Quay, the Custom House, and many of the warehouse buildings on the Quay.
- 1.5 A limited evaluation of the site was undertaken in 1992, with trenches 6-8 to the south of the warehouse and trench 9 to the north. It was clear from the trial trenches that archaeology did survive on the site, although its full extent could not be ascertained from the excavations as it was not feasible to examine certain parts of the site. It appears that some parts of the site were not utilised or developed until relatively recently, for example the area to the east of the former Bridge Lane in Lune Square. Yet to the south of the warehouse there are earlier Roman and medieval archaeological deposits on the eastern side of the former Bridge Lane with possible water front activity and potential waterlogged deposits.
- 1.6 The area lies within an Area of Archaeological Potential and is regarded as being of archaeological interest due to the proximity of known Roman archaeology, and possible waterfront activity of this and subsequent periods. The location of any archaeological remains and the nature of the former

topography of the area will add to the understanding of the changing course of the river Lune and how this has affected the use of the area.

- 1.7 Oxford Archaeology North (OA North) has considerable experience of the recording of historic buildings together with evaluation and excavation of sites of all periods, having undertaken a great number of small and large scale projects during the past 20 years. Fieldwork has taken place within the planning process and construction programmes, to fulfil the requirements of clients and planning authorities, to very rigorous timetables. OA North has undertaken the recording of numerous buildings in Lancashire, as well as many other parts of the country.
- 1.8 OA North has the professional expertise and resource to undertake the project detailed below to a high level of quality and efficiency. OA North and all its members of staff operate subject to the Institute of Field Archaeologists (IFA) Code of Conduct. OA North is an IFA registered organisation, number 17.

2. OBJECTIVES

- 2.1 The objectives of the building survey are to provide a drawn and textual record of the former warehouse, prior to demolition being carried out whilst offering an outline analysis of the historic development of the site.
- 2.2 To achieve the objectives outlined above the following listed specific aims are proposed:
 - (i) To provide an outline analysis of the plan, form, function, age and development of the warehouse to RCHM(E) Level II type survey;
 - (ii) To relate the development of the building to its local setting.

3. WORK PROGRAMME

- 3.1 In line with the objectives and stages of the archaeological works stated above, the following work programme is submitted:
- 3.2 **Building Investigation:** to undertake a visual inspection and photographic record of the warehouse to Royal Commission on Historic Monuments England (RCHM(E)) level II type survey.
- 3.3 **Report and Archive:** a report will be produced for the client within six weeks of completion of the fieldwork. A site archive will be produced to English Heritage guidelines (MAP 2) and in accordance with the *Guidelines for the Preparation of Excavation Archives for Long Term Storage* (UKIC 1990).

4. METHODOLOGY

4.1 BUILDING SURVEY

- 4.1.1 **Photographic Archive:** a photographic archive will be produced utilising both 35mm and medium format cameras to produce both black and white contact prints and colour slides. The archive will comprise general external shots of the warehouse building (internal shots are precluded by the unsafe nature of the warehouse) and its surroundings and detailed coverage of architectural features.
- 4.1.2 **Site Drawings:** architects drawings, if available from the client, will be annotated to show form and location of any external structural features of historic significance and recording the form and location of any significant external structural details.
- 4.1.3 **Interpretation and Analysis:** a visual inspection of the warehouse will be undertaken utilising the OA North buildings *pro-forma* sheets. An outline description will be maintained to RCHM(E) Level II type survey. This level of recording is descriptive and will produce an analysis of the development and use of the building.

5. REPORT

- 5.1 The assessment will be submitted in report format, illustrated with the relevant drawings and/or photographs. The report will include account of the buildings past and present use and attempt to relate these findings to its local setting.
- 5.2 One bound and one unbound copy of the report will be submitted to the client. The Lancashire Sites and Monuments Record will also be sent a copy of the report.
- 5.3 The report will be in the same basic format as this project design. Copies of the brief (if applicable), and project design will be included. A copy of the report will be provided on 3.5" IBM compatible disk in either ASCII or windows format if required.

6. ARCHIVE

- 6.1 The results of the survey will form the basis of a full archive to professional standards, in accordance with current English Heritage guidelines (*Management of Archaeological Projects*, 2nd edition, 1991). The project archive represents the collation and indexing of all the data and material gathered during the course of the project. It will include summary processing and analysis of any features and finds recovered during fieldwork, in accordance with UKIC guidelines. The deposition of a properly ordered and indexed project archive in an appropriate repository is considered an essential and integral element of all archaeological projects by the IFA.

- 6.2 The paper archive will be deposited with the County Record Office. A copy of the report will be deposited with the Lancashire SMR.

7. HEALTH AND SAFETY

- 7.1 OA North considers health and safety to be of paramount importance on all their projects. OA North has considerable experience in applying modern health and safety practices in large and small-scale archaeological projects.
- 7.2 OA North provides a Health and Safety Statement for all projects and maintains a Unit Safety policy. All site procedures are in accordance with the guidance set out in the Health and Safety Manual compiled by the Standing Conference of Archaeological Unit Managers (1996 rev.). A written risk assessment will be undertaken in advance of project commencement and copies will be made available on request to all interested parties.

8. CONFIDENTIALITY

- 8.1 The report is designed as a document for the specific use of the Client, for the particular purpose as defined in the project brief and this project design, and should be treated as such; it is not suitable for publication, save as a note, without amendment or revision. Any requirement to revise or reorder the material for submission or presentation to third parties beyond the project brief and project design, or for any other explicit purpose, can be fulfilled, but will require separate discussion and funding.
- 8.2 Any proposed variations to the project design will be agreed with LCAS in co-ordination with the Client. OA North will arrange a preliminary meeting, if required, and LCAS will be informed of the commencement of the project.

9. TIMETABLE

- 9.1 OA North could commence the survey within two weeks of receipt of written notification from the Client. OA North would be able to submit the survey report to the client within six weeks of the completion of the fieldwork although a shorter deadline can be negotiated.
- 9.2 The project will be under the management of **Alan Lupton PhD MIFA** (OA North Senior Project Manager) to whom all correspondence should be addressed.
- 9.3 The project will be supervised in the field by a suitably qualified member of OA North's staff to be determined when the start date is known in order to take in account of OA North's already programmed commitments.

10. INSURANCE

- 10.1 OA North has both professional indemnity and public liability insurance. Details will be sent if required.

ILLUSTRATIONS

Figure 1 Location Map

Figure 2 Eastern façade of original warehouses



Figure 1: Location Map



Figure 2: Eastern facade of original warehouses

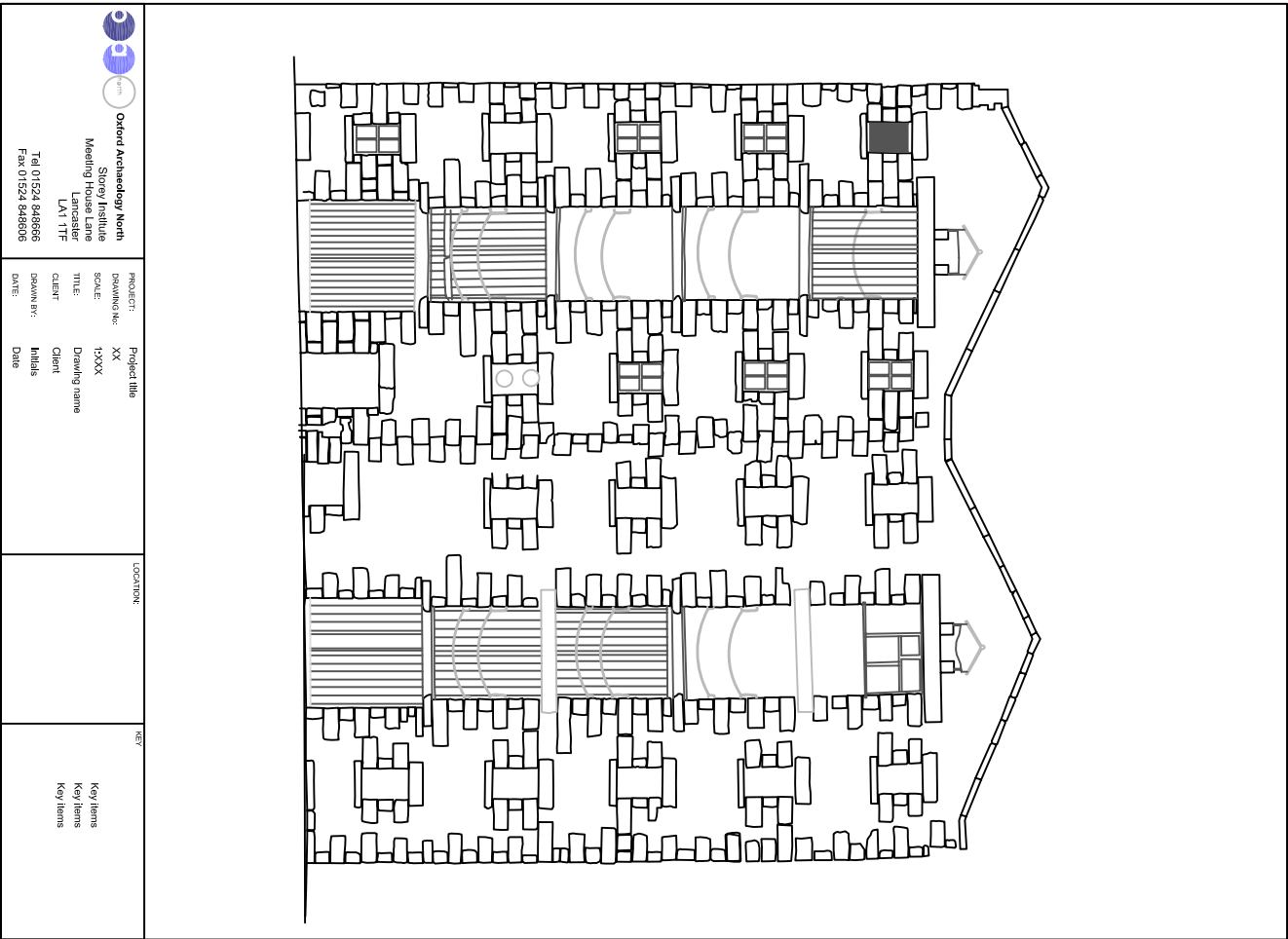


Figure X: