



KINGSWAY BUS DEPOT, LANCASTER

Archaeological Building Investigation



Oxford Archaeology North

January 2005

Liberty Properties Plc

Issue No: 2004-5/305

OA North Job No: L9443

NGR: SD 4810 6225 (centre)

Document Title: **KINGSWAY BUS DEPOT, LANCASTER**

Document Type: **Archaeological Building Investigation**

Client Name: Liberty Properties Plc

Issue Number: **2004-5/305**

OA Job Number: L9443

Site Code:

National Grid Reference: **SD 4810 6225**

Prepared by: Daniel Elsworth
Position: Project Supervisor
Date: January 2005

Checked by: Alison Plummer Signed.....
Position: Project Manager
Date: January 2005

Approved by: Alan Lupton Signed.....
Position: Operations Manager
Date: January 2005

Oxford Archaeology North

Storey Institute
Meeting House Lane
Lancaster
LA1 1TF
t: (0044) 01524 848666
f: (0044) 01524 848606

w: www.oxfordarch.co.uk
e: info@oxfordarch.co.uk

© Oxford Archaeological Unit Ltd 2005

Janus House
Osney Mead
Oxford
OX2 0EA
t: (0044) 01865 263800
f: (0044) 01865 793496

Oxford Archaeological Unit Limited is a Registered Charity No: 285627

Disclaimer:

This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of Oxford Archaeology being obtained. Oxford Archaeology accepts no responsibility or liability for the consequences of this document being used for a purpose other than the purposes for which it was commissioned. Any person/party using or relying on the document for such other purposes agrees, and will by such use or reliance be taken to confirm their agreement to indemnify Oxford Archaeology for all loss or damage resulting therefrom. Oxford Archaeology accepts no responsibility or liability for this document to any party other than the person/party by whom it was commissioned.

CONTENTS

SUMMARY	3
ACKNOWLEDGEMENTS.....	4
1. INTRODUCTION.....	5
1.1 Circumstances of the Project	5
2. METHODOLOGY.....	6
2.1 Introduction.....	6
2.2 Building Investigation.....	6
2.3 Desk-Based Assessment	6
3. BACKGROUND.....	7
3.1 Introduction.....	7
3.2 Geology and Topography	7
3.3 History and Archaeology of the Site.....	7
3.4 History of Kingsway Bus Depot.....	9
3.5 History of Kingsway Baths.....	9
4. BUILDING INVESTIGATION RESULTS	11
4.1 Introduction.....	11
4.2 The Bus Depot	11
4.3 Building Investigation.....	11
5. DISCUSSION.....	18
5.1 Introduction.....	18
5.2 The Bus Depot	18
5.3 Discussion of Phasing	19
6. RECOMMENDATIONS	20
6.1 Introduction.....	20
6.2 Recommendations.....	20
7. BIBLIOGRAPHY	21
7.1 Primary and Cartographic Sources	21
7.2 Secondary Sources	21
8. ILLUSTRATIONS	23
8.1 List of Figures.....	23

8.2 List of Plates23

APPENDIX 1: PROJECT BRIEF25

APPENDIX 2: PROJECT DESIGN.....26

APPENDIX 3: LISTED BUILDING DETAILS.....27

SUMMARY

Prior to the redevelopment of the site of the former Kingsway Bus Depot (part of the redevelopment of the Kingsway Baths and Bridge Houses), Parliament Street, Lancaster (SD 4810 6225) by Liberty Properties Plc, a programme of archaeological recording was requested by the Lancashire County Archaeological Service (LCAS). This was to comprise of a Level III-type survey of the standing building, accompanied by background research into the site, which would enhance an earlier study undertaken in 1999 (LUAU 1999).

The background research revealed that the Bridge Houses were built as part of the construction of the New Bridge (now Skerton Bridge) over the River Lune. They are thought to have been built by the architect Thomas Harrison in *c*1787, although there is only circumstantial evidence for this, and were used as a tollhouse and inn from the end of the eighteenth century to the middle of the nineteenth. After this point they were used primarily as private houses for wealthy local families until the beginning of the twentieth century. During the early twentieth century increased road traffic and the construction of a neighbouring railway made the area less popular and by the later part of the twentieth century the Bridge Houses were in a poor condition.

Ironically, it was one of the Bridge Houses residents, Henry Warbrick, the mayor of Lancaster, who was largely responsible for the construction of the Kingsway Baths and associated bus depot in 1938. The baths remained one of Lancaster's main municipal sites, although much altered, until its closure in 1997. The bus depot formed part of the baths complex, and although there is considerably less information available regarding its development, although is known to have been threatened with demolition in the late 1980s.

The building investigation was carried out in November 2004. The results, combined with the results of the background research, enabled identification of a total of three phases of modification in the bus depot, all of which appear to relate to subtle changes in its use over time.

A brief discussion of the phasing identified within the building is also included, and recommendations for the retention of features of interest and a watching brief prior to the development being carried out are presented.

ACKNOWLEDGEMENTS

Oxford Archaeology North (OA North) would like to express its thanks to Liberty Properties Plc for commissioning the project and Corstorphine and Wright Hills Erwin for their help during the fieldwork. Further thanks are also due to the staff of the Lancashire County Record Office in Preston (LCRO(Preston)), the Lancaster City Library, Lancaster City Museums and Lancaster City Council for their help and information.

Daniel Elsworth and Chris Ridings carried out the building investigation. Daniel Elsworth carried out the background research and wrote the report. Mark Tidmarsh produced the illustrations. Alison Plummer managed the project and edited the report, which was also edited by Alan Lupton.

1. INTRODUCTION

1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 A proposal to redevelop the site of the Kingsway Bus Depot (part of the Kingsway Baths and Leisure Centre) at the south-east end of Skerton Bridge (centred on SD 4810 6225) has been made by Liberty Properties plc. The Kingsway Bus Depot was built as part of the Kingsway Baths in the late 1930s, in an area adjacent to the Bridge Houses, which are thought to have been constructed in the late 1780s. The Kingsway Baths and Bus Depot are Listed Grade II and the Bridge Houses are Listed Grade II*. Because of the historic importance of the whole site and the scale of the development the Lancashire County Archaeological Service (LCAS) requested a programme of archaeological recording.
- 1.1.2 A brief detailing the required recording was provided by LCAS (*Appendix 1*). This was to consist of a RCHM(E) Level III-type survey (RCHM(E) 1996) as far as safety permitted, consisting of the production of drawings based on existing plans, a descriptive and photographic record and additional documentary research. Corstorphine and Wright Hills Erwin, on behalf of Liberty Properties plc, requested a project design (*Appendix 2*) from Oxford Archaeology North (OA North) in response to this brief. Following the approval of the project design by LCAS and its acceptance by Liberty Properties Plc the work was undertaken in October and November 2004.
- 1.1.3 The Bridge Houses/Kingsway Baths and the Bus Depot were subject to different planning applications on account of the different proposed uses. As a result the reports for the Bridge Houses/Kingsway Baths and the Bus Depot have been compiled separately.

2. METHODOLOGY

2.1 INTRODUCTION

- 2.1.1 The building investigation consisted of two main elements: the physical inspection of the building itself and the compilation of detailed background information on the Kingsway Baths and Bus Depot complex.

2.2 BUILDING INVESTIGATION

- 2.2.1 **Building Investigation:** a RCHM(E) Level III-type survey was undertaken. This consists of an essentially descriptive record, which looks in detail at the buildings' origins, development and use (RCHM(E) 1996, 4). Further information was compiled largely with a view to further understanding physical aspects of its construction, rather than its wider social and historical context.
- 2.2.2 Written descriptive records were made of all parts of the building using OA North *pro-forma* record sheets. These consist of a relatively brief description of each room, paying particular attention to structural details and alterations. Drawings of the building were not produced, in part because of the limited access due to health and safety considerations, but particularly because as-existing plans were not already available.
- 2.2.3 Photographs were taken in both monochrome prints and colour slide 35mm format, supplemented by digital photographs. These covered both general aspects of the building and details of features of particular historical, structural and/or architectural interest. Monochrome medium format prints were also taken of the façade. A written record of each photograph was also kept.

2.3 DESK-BASED ASSESSMENT

- 2.3.1 An archaeological assessment for the whole area, including the buildings to the south-west was carried out in 1999 by the Lancaster University Archaeological Unit (LUAU 1999). This has provided a general background for the site of the current development, as well as some specific information relating to the Kingsway Baths and Bridge Houses. This report was used as the basis for the present background, but in addition further documentary research was carried out.
- 2.3.2 This principally consisted of an examination of records, in particular historic maps and other documents, held at the Lancashire County Record Office in Preston (LCRO(Preston)), the Lancaster City Library, the Lancaster City Museum and Lancaster City Council.

3. BACKGROUND

3.1 INTRODUCTION

3.1.1 The background history is largely compiled from information gathered for an archaeological assessment carried out in 1999 (LUAU 1999). Further information was gathered as part of the current building investigation from a number of sources including the Lancashire Site and Monuments Record (SMR), the Lancashire County Records Office in Preston (LCRO(Preston)), the Lancaster City Library, the Lancaster City Museum and Lancaster City Council. This additional information concentrated specifically on the development of the buildings, their use and alteration, with less emphasis on the surrounding area, although a consideration of their regional and national importance was taken into consideration.

3.2 GEOLOGY AND TOPOGRAPHY

3.2.1 The site is situated below 10m OD on the south bank of the River Lune, part of an extensive till plain formed by glacial activity (Countryside Commission 1998, 83). Mud and sand-flats dominate the general area, although the extent of these is limited on account of the generally urban nature of the area (*ibid*). The solid geology is made up of Silesian sandstone of the Pendle Grit Formation, which are thickly bedded and covered by a mixed layer of fluvio-glacial deposits of clay and gravel (OA North 2003, 6).

3.3 HISTORY AND ARCHAEOLOGY OF THE SITE

3.3.1 ***Prehistoric and Romano-British:*** the position of the site, outside of the centre of the city, has left it relatively unstudied, and there is little information regarding its early history. While there is evidence for prehistoric activity in the form of occasional stray finds in the general area (as there are in many parts of Lancaster) there is nothing specific relating to the site (LUAU 1999, 7). Similarly, although Lancaster is known to have been occupied by Roman troops during the mid to late first century AD onwards (Shotton 2001, 7-8) there is little direct information relating to the site. Find spots of two coins of Roman date are known from the immediate area (LUAU 1999, 7), but the significance of these is not clear. A possible Romano-British settlement site is also known to the north, and it is considered possible that roads may have followed the line of the River Lune during this period. The ruined remains of a bridge were discovered during the construction of the New (now Skerton) Bridge (QSP/2203/43 1786), although it is not clear how old these were. It has been suggested that the loop forming the medieval mill race may have originally formed part of a Roman harbour (Horsfield 2001, 64-5), but there is as yet little evidence to support this theory.

3.3.2 ***Early Medieval and Medieval:*** the site is situated on the boundary between the medieval parish of Skerton and the township of Bulk, the boundary being formed by the mill race, which is now covered. The Bridge Houses are entirely

within Skerton while the baths and bus depot straddle the boundary. Bulk township was ‘*anciently called Newton*’ (Baines 1870, 585), and was held by Earl Tostig at the time of the Norman Conquest and then given to Roger de Poitou (Farrer and Brownbill 1914, 49). It appeared in the Domesday survey of 1086 as a small landholding (Baines 1870, 585), and later formed part of the estates of Lancaster Priory, and was subsequently under Syon Abbey (Farrer and Brownbill 1914, 49).

- 3.3.3 A medieval leper hospital and priory were established adjacent to St Leonardsgate in the twelfth century by the future King John. The leper hospital is thought to have been situated near to the site of the derelict White Lion public house, which stood to the east (LUAU 1999, 7). It is considered possible that a cemetery associated with the leper hospital may have been close to the site (*ibid*).
- 3.3.4 A mill leat was created to serve a mill on the line of the present Damside Street (Horsfield 2001). This passed immediately to the south of the Bridge Houses and is covered by the site of the baths and bus depot (compare Plates 3 and 4). It is likely that this mill had been founded by 1194, although the exact location of the earliest mill is still somewhat conjectural; there was also a mill in Bulk Township (*ibid*). This may be the corn mill that stood somewhere in the vicinity before 1496, for at that date it was leased to one John Gardiner (Baines 1870, 585). At the Dissolution, the land was sold into private hands (LUAU 1999, 7).
- 3.3.5 In the 1680s and the early eighteenth century, the area was essentially rural in character (*op cit*, 8). Seventeenth century maps suggest that it was marginal to the main development of the city, lying as it did on the edges of Lancaster and Bulk townships (*ibid*). Before the construction of the Skerton Bridge it is not likely that the area was a good candidate for commercial or domestic premises, and it is likely that the gardens and mill leat shown during the early nineteenth century (Plates 1-3) represent the only use of the land (*ibid*). The construction of a formal boulevard, known as ‘Ladies’ Walk’, again suggests that this was an essentially rural area. The Green Ayre, to the south-west, was a fashionable location for recreation in the seventeenth and eighteenth centuries and Ladies’ Walk’ would seem to be a logical extension of this following the development of Cable Street (*ibid*).
- 3.3.6 From the end of the eighteenth century, however, the potential of the area as a site for commercial and industrial premises grew. The proximity of the river, the turnpike road and finally the new bridge provided good communications and made it a natural site for commercial exploitation. Skerton Bridge itself was built on the outskirts of the town to allow deeper draught ships to be built on the Green Ayre for the West Indies trade. Linked to the shipping industry, the establishment of a rope walk by 1778 (Mackreth 1778) signalled the beginning of increased development, which continued with the establishment of an inn, soapery and marble works in the nineteenth century. The area was part of a general expansion of the town and much of the area forming Cable Street, Parliament Street and the south bank of the River Lune was divided into speculative plots in order to encourage development (Dalziel 2001, 145-6). The new bridge is shown on the relevant plans (PL 1/69 1784) even though

it was not completed at the time, with the 'Toll House Lot' and 'Bridge Square' clearly marked out. This was evidently not entirely successful, however, as even by 1821 much of the area remained undeveloped (see Binn's map in White 2003, 53), despite the new bridge.

- 3.3.7 Communications were further improved in the late nineteenth century and early twentieth centuries, with the opening of Back Caton Road and Kingsway. During the First World War a railway was also constructed between munitions works off Caton Road and the town, which decimated what little rural character remained in the area, and swept away part of the gardens associated with the Bridge Houses (Anon 1962). This in turn allowed more intensive development of the area, which included the construction of a large laundry. In recent years the general area has seen a proliferation by small-scale workshops and other premises, as well as larger supermarkets and other shopping areas.

3.4 HISTORY OF KINGSWAY BUS DEPOT

- 3.4.1 The development of the Kingsway Bus Depot is directly linked to the construction of the Kingsway Baths, to which it was joined on the west side. The entire complex was apparently built as a single event in 1938, although the bus depot was evidently completed slightly later than the baths, as it is only shown in outline on a contemporary plan (Ordnance Survey 1938b), while the baths are complete. There is little information specifically relating to the bus depot, however, and no detailed outline of its development could be ascertained.
- 3.4.2 It is known that within less than fifty years after its completion plans were drawn up to expand the sports centre into it (Ripley 1987, 1). In the following year there were further plans for total demolition after plans for its conversion into a bus museum were scrapped (Anon 1988, 5). It is clear, therefore, that it has gone out of use by at least the late 1980s and it would appear that it remained unused from that period onwards. It is likely that traffic problems in the area, in particular congestion across Skerton Bridge, which began in the 1920s and continued to get worse in the second half of the twentieth century (CC/MBE 2/58 1924-1965), would have contributed towards its eventual closure.

3.5 HISTORY OF KINGSWAY BATHS

- 3.5.1 It is not possible to consider the history of the bus depot without the history of the Kingsway Baths, as the two buildings form part of a single larger structure. The construction of the Kingsway Baths came about largely as a result of the influence of one of its neighbours: the Mayor in 1938, Henry Warbrick. He was chair of the '*Baths and Recreation Grounds Committee*', which had been attempting to establish a permanent site for some time (Anon 1938, 13). The plot of land on which the baths and bus depot now stands had previously been used for holding fairs, although this had attracted some criticism (not least from Henry Warbrick who described it as *a 'little hell'*) on account of the

noise and pollution it generated (Anon 1934, 9). The new baths were begun in 1938, although Henry Warbrick died in that year and did not see their completion (Anon 1938, 13). The Rt. Hon. Walter E. Elliot MP, the minister of Health opened the baths, on July 1st 1939 (White 1990, 144).

- 3.5.2 They remained Lancaster's main sports and recreation area throughout the rest of the twentieth century although they were modified several times to meet changing demand. Most significantly the minor pool was filled in 1983-4 to create a new sports hall and a rooftop football pitch was constructed (Anon 1984b, 12-13). This move was criticised, however, and there were complaints that the old baths were insufficient to meet modern requirements (Anon 1984a, 10). In 1997 the Kingsway Centre (as it had become known) was replaced by the Salt Ayre Sports Centre between Lancaster and Morecambe, which was opened on 10th August (Kingsway Centre 1997).

4. BUILDING INVESTIGATION RESULTS

4.1 INTRODUCTION

4.1.1 Kingsway Bus Depot faces directly onto Parliament Street, which now forms part of Lancaster's one-way system, and towards the River Lune. The north elevation of the bus depot forms part of a long symmetrical façade, which continues into the baths. The bus depot actually faces north-east, although for the purposes of simplifying the building investigation the front is taken as facing north and the rear as facing south.

4.2 THE BUS DEPOT

4.2.1 **General Arrangement:** the bus depot comprises a large sub-rectangular block with a large central open area on the west side with rooms arranged along the west side of this. The east side is broken into offices and workshops, some of which project into the main open area.

4.2.2 **General fabric:** the entire building is constructed from brick, although the outer faces have been clad in ashlar stone or rendered. Internally, the dividing walls tend to also be stone, although some are timber. The roof structure comprises steel-framed long spans covered by corrugated concrete or asbestos with large north and south lights.

4.2.3 **Health and Safety:** the poor condition of the building restricted access throughout, in particular the main hanger, which had a glass roof. Although it was possible to gain entry to almost all parts of the buildings the unsafe condition of the glass roof made detailed examination of the main hanger difficult. As a result, some of the descriptions were carried out from a distance and some of the photographs were taken from adjoining safe locations.

4.3 BUILDING INVESTIGATION

4.3.1 **External Elevations:** the north elevation comprises ashlar sandstone with a rebated plinth course (Plates 5 and 6). There is a rail of decorative raised panels along the wall top below a flat coping. The windows are tall and have rebated reveals and stepped sills. There is a large double doorway at the west end (Plate 5) with semi-circular reveals (both incorporating a single window) and a timber sliding/folding door. The backflap hinges of which are marked 'HENDERSON TRADE MARK 17' and 'TANGENT DOOR GEAR 18'. Within the recessed door area the ceiling is built of concrete in square panels with an iron girder forming a lintel. There are three tall windows to the east above which is the borough coat of arms, in carved stone, which incorporates the motto 'LUCK TO LOYNE' and includes a lion and fleur de lys (Plate 5). The windows all have decorative iron railings over the lower part with a square scrolled finish, some of which have an attached iron panel in the form of a Lancashire rose (Plate 8). To the east of these is a further large doorway with a concrete and iron lintel (Plates 5 and 6).

- 4.3.2 The east elevation has a projecting lower section incorporating two pedestrian entrances (Plate 7). It is finished in a similar style to the north elevation, with ashlar cladding and a flat coping. Behind it the decorative raised panels continue at a high level. The projecting section has six windows and two doorways, all with rebated surrounds and railings across the lower part of the windows. Three original downpipes also survive; all three are square-sectioned with box hoppers with a slight beaded decoration. There is also an outer boundary wall forming a small garden, which has an ashlar block outer face and rendered brick rear. Gates with flat-topped posts are situated on the north and south sides.
- 4.3.3 The south elevation has a render finish with scored lines depicting an ashlar blocks effect (Plate 9). It has a similar rebated plinth and window surrounds and the raised panel decoration continues along the wall top (Plate 9). There is a return for a large doorway towards the east end, with a sliding/folding timber door made up of tongue and groove boards. In the centre there is another large doorway with a folding metal door. At the far west end is another large doorway formed in the gap between the baths and the bus depot, with a folding tongue and groove panelled door with backflap hinges marked in the same way as those in the north elevation. A smaller pedestrian doorway has been cut into the large folding door. This large doorway is mostly covered by a later flight of metal (probably aluminium) steps providing access to the roof.
- 4.3.4 **Internal Detail, south end:** the entrance on the north side leads into a small reception area with a timber counter marked 'ENQUIRIES' on the west side (Plate 11). The floor is concrete and the ceiling reinforced concrete. Above the main entrance is a ten-light overlight window, with the panes divided into two groups of four L-shaped pieces radiating around the central light (Plate 10). The original windows remain *in situ* and have iron frames forming 15-light windows with night-vent openings (Plate 12). The door to the room on the west side is labelled 'GENERAL MANAGER'S SECRETARY'. There is a small toilet block to the north with original brick dividing walls. To the west is a larger room, the door of which is marked 'PRIVATE'. There are two windows in the north elevation, around which raised square section plaster surrounds have been added. The room is otherwise relatively plain with a skirting board and stepped and slightly rounded cornice and a dado rail. On the west side there is a doorway leading to the bus depot proper via a small lobby or corridor. The north side of this corridor houses a small toilet block while the south side is subdivided by timber partition walls with plywood and tongue and groove panelling. This in turn connects to a longer corridor running north/south.
- 4.3.5 The long north/south corridor connects to a variety of rooms. On the west side is a long narrow room with brick east and west walls and panelled walling at the north end forming a lobby. It has a concrete ceiling supported by beams and with a single rectangular skylight. The north and south walls are also brick (comprising English garden wall bond at a ratio of three rows of stretchers to one row of headers) and there are doorways on the east and west sides blocked with brick in stretcher bond.

- 4.3.6 On the east side of the long corridor the northernmost room, marked 'TRAFFIC SUPERINTENDENT' has timber partition walls on the north, south and west sides and the south wall includes a small hatch into the adjoining room. There is an original tall window in the north elevation and a window adjacent to doorway in the west elevation. The room to the south of this is similar in style. The south wall is brick and retains some of the original cornice. The brickwork of the east elevation, which is stretcher bond with the occasional row of headers, is exposed and it contains the occasional piece of dressed sandstone.
- 4.3.7 At the south end of the long north/south corridor is a large room, which was apparently used as a bar. The walls are all brick, finished with paint and woodchip wallpaper with a cornice and skirting board remaining in places. The floor is finished with timber blocks in a herringbone pattern and the ceiling is reinforced concrete supported by two beams orientated north/south. The north elevation has various scars for fittings (perhaps relating to the position of the bar). There is a doorway in the north end of the west elevation blocked with brick, within which has been inserted an iron door decorated with an Indian or Arabic motif, presumably forming the front of a safe (Plate 13). The south elevation has a door on the east marked 'MEMBERS ONLY – NO DOGS, U16s'. In the centre of the wall is a large opening, which is probably inserted. The east elevation is brick with three tall original windows.
- 4.3.8 South of the bar, through the large arch, is a small room. This is decorated in the same style as the bar, although there are traces of lino on the floor. There are boxes for cabling attached throughout and additional timber framing forming a structure of unknown purpose attached to the south elevation, and additional timber boxing attached to the south-west corner. South-east of the bar is a small hallway connecting the bar to the southernmost of the two main entrances. The walls are decorated in a similar style to the bar and the floor and ceiling are both concrete. The doorway in the east elevation has a ten-light overlight in the same style as that in the main reception room.
- 4.3.9 To the south of this hall is a small room formed by a modern partition on the west side comprising timber and plasterboard finished with wood effect plastic/vinyl sheeting. The remaining walls are original brick finished with plaster and paint and there is a moulded cornice. Timber battens are attached to the north, south and east walls, presumably for shelving, and there is a steel security alarm box attached to the east wall. To the south-west of the room to the south of the bar is a small toilet/cloak room. The toilets are divided north/south into male and female. Both have very plain decoration throughout with no skirting or cornice. There are windows in the north and south elevations. A timber coat-rack and brackets for wall-mounted sinks and urinals are attached to the walls and there are partitions forming cubicles. The ceiling is concrete and the floor is finished with lino tiles.
- 4.3.10 The bus depot proper is a very large open area on the west side of the bus depot building. A group of offices is situated in the north-east corner, which are effectively built into the corner of the bus depot but are contemporary with the main building. These are accessed via the corridor from the main entrance on the north side of the east elevation and are labelled 'ADMIN OFFICE'.

There is an L-shaped staircase in the south-east corner leading to a first floor that comprises a large open area with timber walls and floors and no notable features, probably forming a storage space.

- 4.3.11 The north and east walls of the ground floor space are formed by the original walls and there are tall windows in the north elevation, with projecting pillars between. In the north-west corner there are modern concrete block walls forming two smaller rooms labelled 'DEPUTY GENERAL MANAGER' and 'PRIVATE'. Both of these rooms are very plain and the room marked 'PRIVATE' has a doorway on the west side leading into the bus depot. All of these rooms have the remains of a suspended ceiling below an earlier timber and plasterboard one; the block walls on the west side are only built to the height of the suspended ceiling. In the south-west corner there is another room marked 'GENERAL OFFICE' and 'PRIVATE'. This has brick walls with a projecting area of unknown purpose, 1.98m long by 0.23m deep and 2.42m tall on the south side. There is a large aperture on the west side of this office filled with glass panels and a pedestrian doorway. The original ceiling is timber (the floor of the first floor storage area) below which is the remains of a suspended ceiling. Externally, from within the bus depot, these offices can be seen to be brick in stretcher bond with bull-nosed corners, painted a pale green. They are built onto the return for the main doorway in the north-east corner and to the north-east of this there is a small block containing toilets and a further blocked doorway to the south of this. Two signs listing the names of various companies (that presumably used the building?) have been fixed over the window into the general office (Plate 17).
- 4.3.12 Within the east elevation of the bus depot there are three pedestrian doorways accessing two small rooms and a small cellar/basement area (Plate 15). The room to the north is very small, little more than a large cupboard, and very plain. Its only feature of note is a large concrete block, 1.45m tall and 0.92m wide, that divides it north/south and has a smaller angled block on top. There is a further small concrete block forming a step against the east wall. The large block butts a doorway in the east elevation but its function is not clear. The room to the south is slightly larger and labelled 'PRIVATE AREA ENGINEER'. It has brick walls and a small skylight on the south side. There is a doorway in the south-east corner into the bar area and a large oriel-style timber window on the west side looking into the bus depot (Plate 15). The basement is situated to the south of this and below the toilets attached to the bar area. The room appears to be little more than a boiler room and is accessed via a short flight of concrete steps in the north-west corner. There is a large boiler still *in situ* in the south-west corner and the room is plain apart from a plinth up to 1.06m comprising a single skin of brick. It has a concrete floor and ceiling supported by two iron I-beam girders, and there is a small cellar-light window in the south elevation. Numerous pipes and fittings are attached around the room.
- 4.3.13 The east elevation of the bus depot also has a number of other features of interest attached or associated with it. These include three large garage/workshop areas. The northernmost is built of timber on a brick plinth 1.07m tall with large windows on all sides and a large sliding doorway on the

west side (Plate 16). There are smaller doorways in the south-east and north-east corners and the remains of iron posts with pulleys along the north and south sides. The central garage is much larger and has an iron frame superstructure attached to the roof and with a sliding plastic curtain doorway on the west side. There is a small timber outshut on the north side, to the east of which is timber structure on a brick plinth (marked 'PAINT STORE KEEP OUT') that was evidently originally part of the northern garage. There is, in addition, a concrete brick wall surrounding an oil tank in the south-east corner.

- 4.3.14 To the north of the central garage there are three east/west-aligned inspection pits connected by a single north/south-aligned pit, together forming an E-shape. Between the east/west sections there are two low storage compartments (Plate 14). All of the pits are finished with white glazed bricks and there are strip lights along the sides. The east ends of the tops of the east/west aligned inspection pits have a metal lip attached, presumably to prevent vehicles falling into the north/south-aligned pit.
- 4.3.15 To the south is another garage/workshop, the north wall of which is timber with windows and labelled 'WORK SHOP FITTING STAFF ONLY'. It has a large sliding doorway on the west side, the frame of which is built against one of the returns for a doorway in the south elevation. Fuse boxes and an extractor fan and water tank are attached to the east wall and there are large original windows in the south and east elevations. In the south-west corner a large grinding wheel is fixed to the floor (Plate 18) and there is another inspection pit orientated north/south at the west end of the workshop.
- 4.3.16 The main east elevation onto which all of the garages are attached is brick, in stretcher bond, with engaged pillars with bull-nosed corners regularly spaced across it (Plate 15). The pillars support the roof structure, which is probably a later addition. There are the occasional dressed sandstone blocks amongst the brickwork. Beside the doorways into the small rooms and basement there are two blocked doorways on the north side and there are six small windows at high level.
- 4.3.17 The north elevation of the main bus depot is brick in English garden bond, finished with paint. At the east end there is a large doorway with timber sliding/folding door. The reveals of the door project into the room and are semi-circular on the west side. To the west there is another similar doorway with semi-circular reveals and in between there are three original tall windows, with additional windows in the curved reveals. The south elevation is essentially a mirror image of the north with two large doorways with semi-circular reveals and tall windows. There is a projecting suite of rooms attached between these two doorways (Plate 19). These include a toilet block at the east end, a built-in cupboard to the west of this with a small room behind and a slightly larger room to the west with a parquet floor and battens for shelving; the door of which is marked 'TRANSPORT DEPARTMENT STAFF ONLY'. All of these rooms have flat ceilings, are accessed through the main bus depot or the adjoining rooms, and butt the main wall of the bus depot, although the style suggests they are contemporary. At the west end the row of rooms has been extended and a further room added. This has a lower roof, which has a

small flight of stairs on top allowing access to the roofs of the rooms to the east (Plate 19). In the south-west corner of the room, beyond the second double door, there are various brick plinths attached to the main walls, which support oil and diesel tanks. One of these is at a very high level and has a set of timber steps allowing access to a platform on the top.

- 4.3.18 The west elevation of the bus depot shows considerable alteration. It is brick, in English garden wall bond, with bull-nosed engage pillars spread evenly across it. There are tall windows across the whole elevation, each is 24-lights with iron frames with night-vent openings, concrete lintels and stone sills, most of which at the north end are blocked. All of these have flush sandstone sills on the east side and bull-nosed brick sills on the west. There are several doorways, all of which appear to be inserted, and a small inserted window, which is cut through an original, blocked window (Plate 21). In the centre it is evident that the wall height has been reduced and the resulting gap filled with corrugated metal sheeting and iron struts, which form part of the roof. The upper parts of the windows in the centre have been blocked where ceilings have been added to the rooms beyond (Plate 21). The bricks forming this blocking are marked 'CLAUGHTON MANOR BRICK CO CATON'. The two windows at the far north end have been completely blocked with brick. There are large amounts of iron piping, radiators and other fittings attached to the wall and there is some evidence for rebuilding at the north end, probably corresponding to the reduction in roof height evident in the centre and apparently forming a return to the west.
- 4.3.19 The roof of the bus depot comprises multiple valleys constructed from iron span frames supporting a corrugated sheet metal roof with glazing in the north and south pitches (Plate 20).
- 4.3.20 Beyond the west elevation is a row of rooms orientated north/south. The southernmost room has a large doorway in the south elevation (Plate 22). The east elevation is rendered and scored to give the appearance of ashlar blocks then finished with paint, and there are two large windows within it. The remaining walls are all brick finished with paint. The floor is concrete and the ceiling has an iron structure supporting corrugated sheets with glazed panels.
- 4.3.21 North of this room is a smaller room labelled 'BODY BUILDER'. The east wall is again ashlar-effect scored render with a paint finish, while the north and south are painted brick. The west wall is rendered and painted. The floor is concrete and the ceiling has a single iron beam orientated north/south supporting a pre-cast concrete structure above (Plate 23). On the west side this was open to a glazed section supported by a metal frame, although this is now boarded over. North of this is another small room, divided into two sections east and west. The walls are all painted brick, apart from the east, which is scored render. There is a small window in the north end of the east wall. Two brick steps lead down to a boiler room on the west side. Inside the boiler room the walls are all painted brick but the room is otherwise plain and very small. A boiler positioned against the north wall takes up most of the space. The ceiling throughout is pre-cast concrete, as is the floor, although the boiler is sat on a low brick plinth.

- 4.3.22 To the north is another small room labelled 'TYRE SHOP'. All of the walls are brick and the north and south appear to be inserted and are English garden wall bond (at a ratio of five rows of stretchers to one row of headers). There is a row of holes, presumably scars for joist or brackets *c*1m from the ceiling in the south elevation. There is a downpipe attached to the east elevation, which appears inserted but actually has a single skin of brick built over the original.
- 4.3.23 The northernmost room has brick north and south walls, while the east and west are rendered. Again the east wall is scored to give the appearance of ashlar blocks. There is a downpipe leading to a brick drain attached to the east wall. The floor is concrete and raised compared to the bus depot and the ceiling comprises pre-cast interlocking concrete beams (Plate 23), which were originally covered by plasterboard. The west end was originally glazed and partially supported by an iron beam against the west wall, which is held by an iron bracket.

5. DISCUSSION

5.1 INTRODUCTION

5.1.1 The rapid nature of the investigation of the bus depot makes a detailed interpretation of its phases of development difficult and the lack of drawings does not allow for relationships between parts of the building to be readily demonstrated. Similarly, the lack of documentary information relating to the bus depot provides little additional information or a context in which to place the identifiable periods of use and development of the building. Nevertheless, it is evident that there have been some phases of alteration, which are visible within the remains of the building.

5.2 THE BUS DEPOT

5.2.1 A total of three phases of activity were identified within the bus depot.

5.2.2 *Phase 1:* this relates to the initial construction of the bus depot, which was built as part of a larger structure incorporating the adjoining Kingsway Baths. The external elevation of the bus depot was evidently built continuing the style of the baths with the same ashlar façade and decorative features such as raised panelling and recessed window surrounds. The main pedestrian access was through a pair of doors on the east side and there were two large main doorways into the bus depot. A further large entrance at the west end of the south elevation entered a long passageway running along the west side of the bus depot; this is shown on plans at the time (Ordnance Survey 1938a). It is not clear what the function of this passageway was, and there is no evidence for it continuing through to the north side of the building or entering the main part of the bus depot. If it was used to allow access for vehicles, which it is big enough for, then it is not clear how they exited or why they would have entered.

5.2.3 The internal arrangement of the rooms is not clear at this point, although there was evidently at least one entry lobby and there was more direct access from the east end into the main bus depot. The space at the east end was, however, probably divided into a number of offices. It is not clear whether the garages and inspection pits within the east end of the bus depot were in place at this time but it is likely that some were. It is likely that the majority of the small rooms attached to the south elevation are contemporary with the construction of the bus depot.

5.2.4 *Phase 2:* a number of alterations were made within the bus depot and the rooms at the east end following its construction, although it is not always clear how these relate to each other. The long passageway at the west end of the main bus depot was converted into a number of small rooms with the addition of dividing brick walls and concrete ceilings. This resulted in the total or partial blocking of most of the windows that previously looked from the long passageway into the bus depot. At around the same time a further small room

was added to the west end of the row of rooms situated along the south elevation. Alterations were also evidently made within the rooms to the east as doorways leading to the bus depot were blocked; this may have also resulted in the construction of the bar area and associated rooms in the south-east corner of the building and offices in the centre. It is likely that this corresponds to the construction of some of the garages against the east wall of the bus depot, which would place them in phase 2. The roof of the bus depot itself was also probably replaced at this time, and a considerable amount of rebuilding was carried out at the west end to facilitate this. All of these alterations are likely to have taken place within the first 30 years of the bus depot's use.

- 5.2.5 **Phase 3:** more recently further alterations have been made, particularly within the offices to the east. Here new partition walls were added sub-dividing some of the existing rooms and suspended ceilings were added. It is likely that at least one of the garage areas, probably the central one, was added during this time.

5.3 DISCUSSION OF PHASING

- 5.3.1 Although there are few documentary sources to give additional detail regarding the development of the bus depot it is clear that the three different phases relate to different activities taking place. It would appear that in its initial form the bus depot was used primarily as a bus depot, with repairs being carried out on site. The capacity for carrying out maintenance and repair would then appear to have increased over the next 30 years or so, with the addition of further workshops and workspaces along the east and west sides. This may have coincided with a number of major alterations including the replacement of the roof over the bus depot, and the creation of offices and a bar in the rooms to the east. Following this it is apparent that the bus depot went out of use although for a short period it was used as premises by a number of smaller businesses. During this time further rooms were created at the east end and suspended ceilings were added but no major changes were made.

6. RECOMMENDATIONS

6.1 INTRODUCTION

- 6.1.1 The architectural value of the bus depot lies in its decorative façade and while the interior of the building retains numerous original features and features of historic interest its utilitarian nature means that these are unlikely to be desirable elements considered worthy of retention.

6.2 RECOMMENDATIONS

- 6.2.1 The bus depot has been extensively altered, particularly at the west end, and this has damaged much of the original fabric. However, elements have remained intact in a number of places. The façade is still in relatively good condition and has suffered the least detrimental alterations. It is, therefore, recommended that the façade be retained as much as possible in its present condition, subject to necessary repair and renovation. Internally, there are elements of the offices at the east end that are probably original, such as the decorative lights over the windows and the enquiry desk, and where possible these should be maintained. Similarly, the oriel-style window looking into the bus depot is probably original and one of few decorative features within the bus depot to survive, and is therefore worthy of retention if possible.
- 6.2.2 The historical background to the development area also suggests that there is some potential for features pre-dating the bus depot to survive, in particular the medieval mill leat and outlying structures relating to the medieval leper hospital. Any remains that survive on the site of the bus depot are, however, likely to have been severely damaged by subsequent construction. It is therefore recommended that a watching brief of any ground works be carried out during the development, particularly during the excavation of foundations for example. Should significant archaeological remains be identified it is recommended that these be examined in more detail, as far as the development allows.

7. BIBLIOGRAPHY

7.1 PRIMARY AND CARTOGRAPHIC SOURCES

Documents Recovered on Site

Kingsway Centre, 1997 *Poster: Closure of Kingsway Leisure Centre*

Lancashire Record Office (Preston)

CC/MBE 2/58, 1924-1965 *Skerton Bridge: County Surveyor's Notes*

Ordnance Survey, 1938a 25": *1 Mile*, Lancashire Sheet **30.11**

Lancaster City Library, Local Studies

Anon, 1934 Mayor Says Caton Fair was Little Hell, *Lancaster Guardian*, 29th June, 9

Anon, 1938 Death of Coun. H. Warbrick, Ex-Mayor of Lancaster, *Lancaster Guardian*, 7th October, 13

Anon, 1962 Memories of Old Lancaster: War Swept Away one of City's Loveliest Spots, Railway Sidings and Kingsway in Place of Tree-Lined Ladies' Walk, *Lancaster Guardian*, 23rd March, 7

Anon, 1984a Leisure: Set Sights Higher, *Lancaster Guardian*, 27th January, 10

Anon, 1984b RU Star Bill Opens Centre, *Lancaster Guardian*, 3rd February, 1

Anon, 1988 Old Bus Depot Facing Axe, *Lancaster Guardian*, 3rd June, 5

Ordnance Survey, 1938b 6": *1 Mile*, Lancashire Sheet **30 SE**

Ripley, T, 1987 Sports Hall Hopes Rise, *Lancaster Guardian*, 18th December, 1

OA North Library

Mackreth, S, 1778 *A Plan of the Town of Lancaster*, (facsimile)

7.2 SECONDARY SOURCES

Baines, E, 1870 *The History of the County Palatine and Duchy of Lancaster*, 2, 2nd edn, Manchester

Countryside Commission, 1998 *Countryside Character: Volume 2 North West*, Cheltenham

Dalziel, N, 2001 Trade and Transition, 1690-1815, in A White (ed), *A History of Lancaster*, 117-172, Edinburgh

Farrer, W, and Brownbill, J, 1914 *The Victoria History of the County of Lancaster*, **8**, London

Horsfield, K, 2001 *The Lancaster Mill Race: With Notes on the Green Ayre*, Settle

LUAU, 1999 *Parliament Street, Lancaster, Lancashire: Archaeological Assessment Report*, unpubl rep

OA North, 2003 *Former Pye's Warehouse, Lancaster, Lancashire: Archaeological Evaluation and Watching Brief Report*, unpubl rep

RCHM(E), 1996 *Recording Historic Buildings, A Descriptive Specification*, 2nd edn, London

Shotter, D, 2001 Roman Lancaster: Site and Settlement, in A White (ed), *A History of Lancaster*, 3-32, Edinburgh

White, A, 1990 *Lancaster A Pictorial History*, Chichester

White, A, 2003 *Lancaster A History*, Chichester

8. ILLUSTRATIONS

8.1 LIST OF FIGURES

Figure 1: Location map

Figure 2: Site plan

8.2 LIST OF PLATES

Plate 1: Part of Clark's plan of Lancaster (1807) showing the Bridge Houses as a stylised block surrounded by undeveloped plots, including land to the north on which the bus depot is situated (from White 1990, 17)

Plate 2: Part of a plan of 1816 (PL 1/60) showing a group of buildings at the top that are probably the Bridge Houses, to the right (north) of which is the Ladies' Walk, where the bus depot is now situated

Plate 3: Part of Binn's map of 1821 showing the Bridge Houses with various outbuildings (from White 1990, 30). The Ladies' Walk, where the bus depot is now situated is clearly shown to the north

Plate 4: Part of the Ordnance Survey map of 1938 showing the Bridge Houses, baths and bus depot

Plate 5: West end of the front (north) elevation

Plate 6: East end of the front (north) elevation

Plate 7: South end of the east elevation

Plate 8: Ornate window railings with attached Lancashire rose panel

Plate 9: Rear (south) elevation

Plate 10: Decorative overlight in the reception room

Plate 11: Enquiry desk in the reception room

Plate 12: Typical tall window

Plate 13: Iron door, probably for a safe, built into a blocked doorway in the west wall of the bar area

Plate 14: Storage bay in an inspection pit

Plate 15: Oriel-style window in the east elevation of the bus depot

Plate 16: Garage within the bus depot

Plate 17: Part of a sign used to block an office window

Plate 18: Grinding wheel in the south-west corner of the southern garage

Plate 19: Row of small rooms attached to the south elevation of the bus depot

Plate 20: Roof of the bus depot

Plate 21: Inserted doorways and window in the west elevation

Plate 22: Large sliding/folding doorway at the south end of the passageway

Plate 23: Typical pre-cast concrete ceiling in rooms along the west end of the bus depot



based upon the Ordnance Survey 1:100,000
 with the permission of the controller of HMSO
 © Crown Copyright

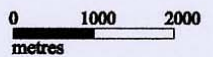
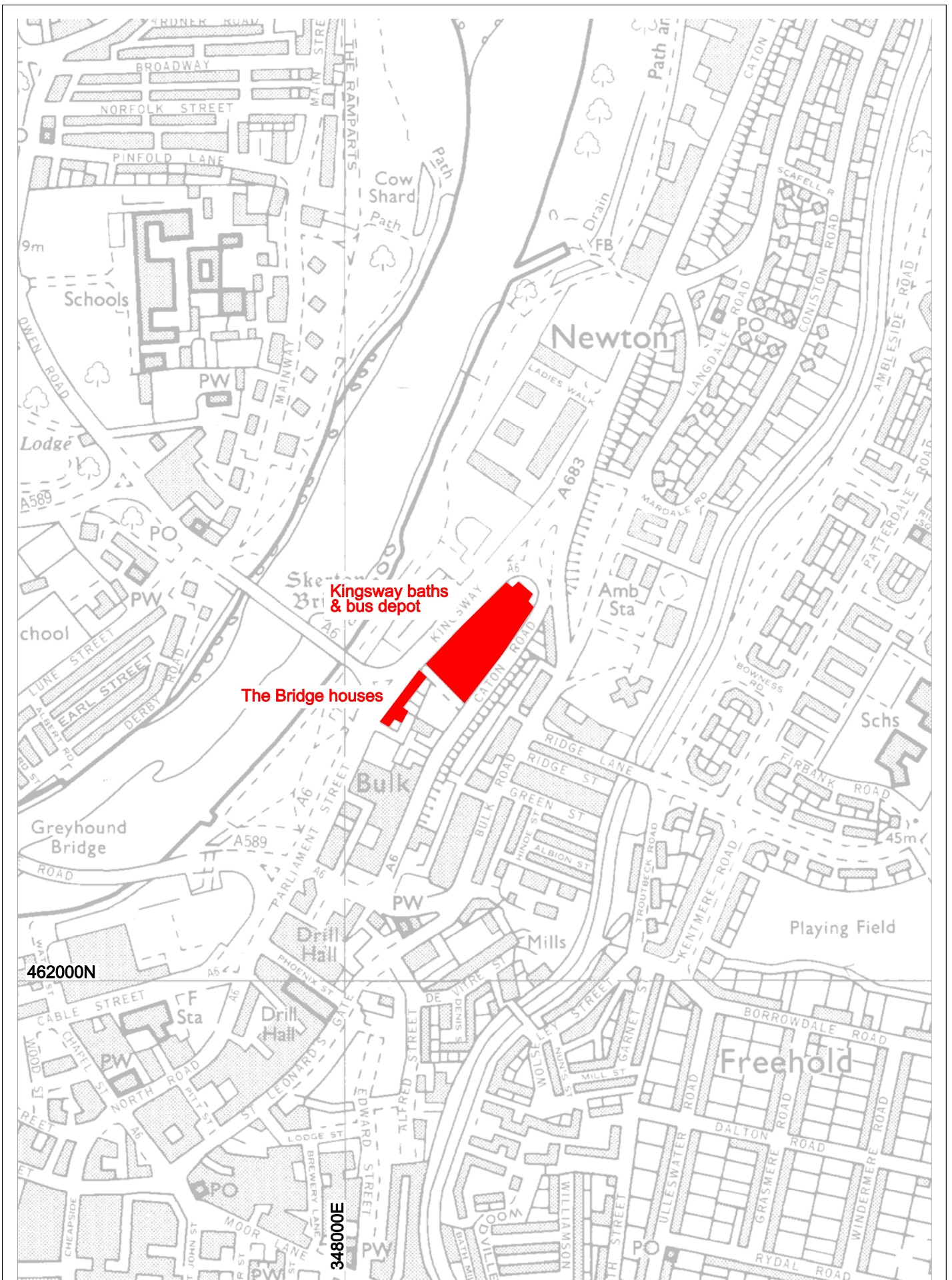


Figure 1: Location Map



based upon the Ordnance Survey 1:10,000
 with the permission of the controller of HMSO
 © Crown Copyright

0 100m
 Scale 1:5000 @ A4



Figure 2: Site plan

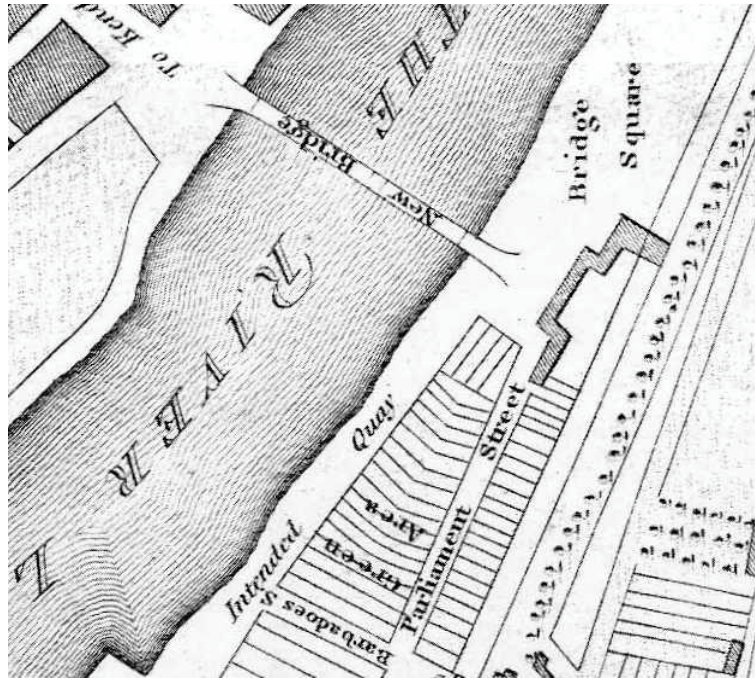


Plate 1: Part of Clark's plan of Lancaster (1807) showing the Bridge Houses as a stylised block surrounded by undeveloped plots, including land to the north on which the bus depot is situated (from White 1990, 17)



Plate 2: Part of a plan of 1816 (PL 1/60) showing a group of buildings at the top that are probably the Bridge Houses, to the right (north) of which is the Ladies' Walk, where the bus depot is now situated

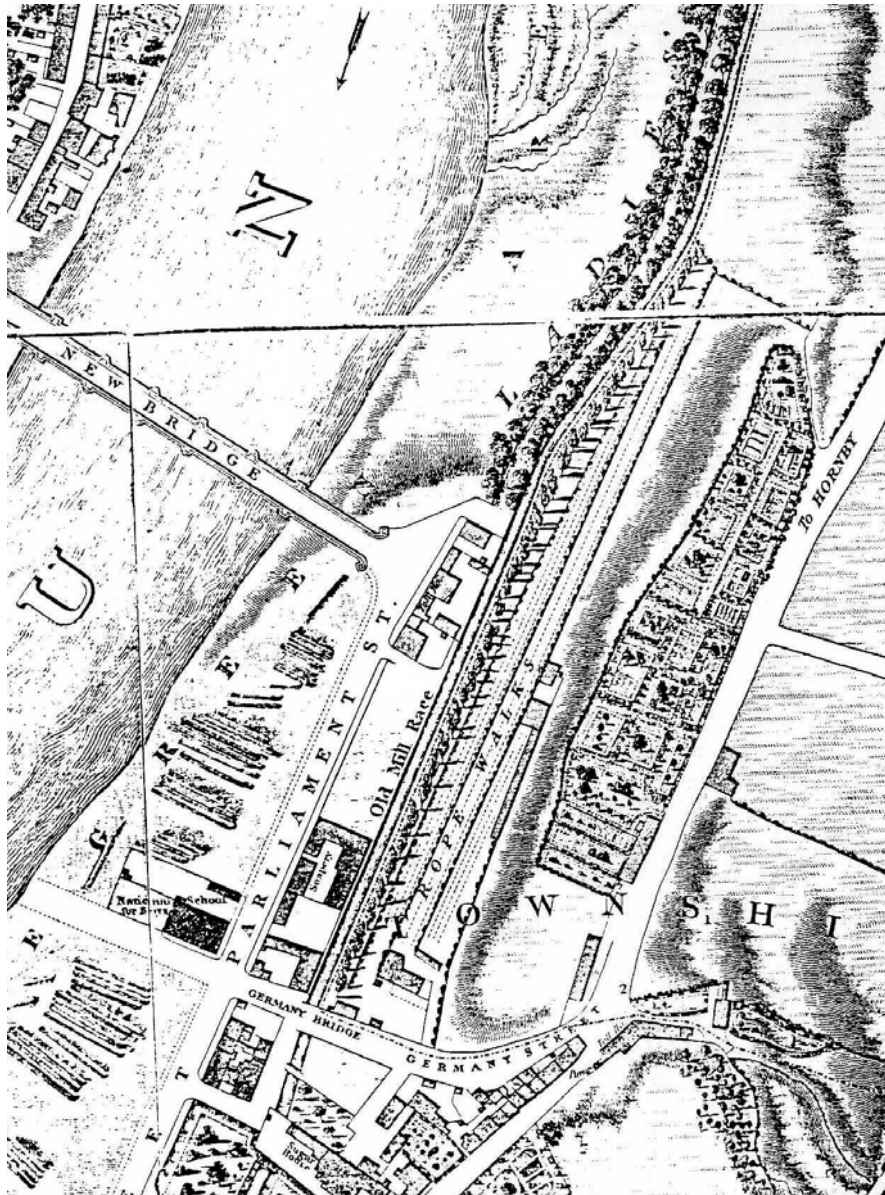


Plate 3: Part of Binn's map of 1821 showing the Bridge Houses with various outbuildings (from White 1990, 30). The Ladies' Walk, where the bus depot is now situated is clearly shown to the north

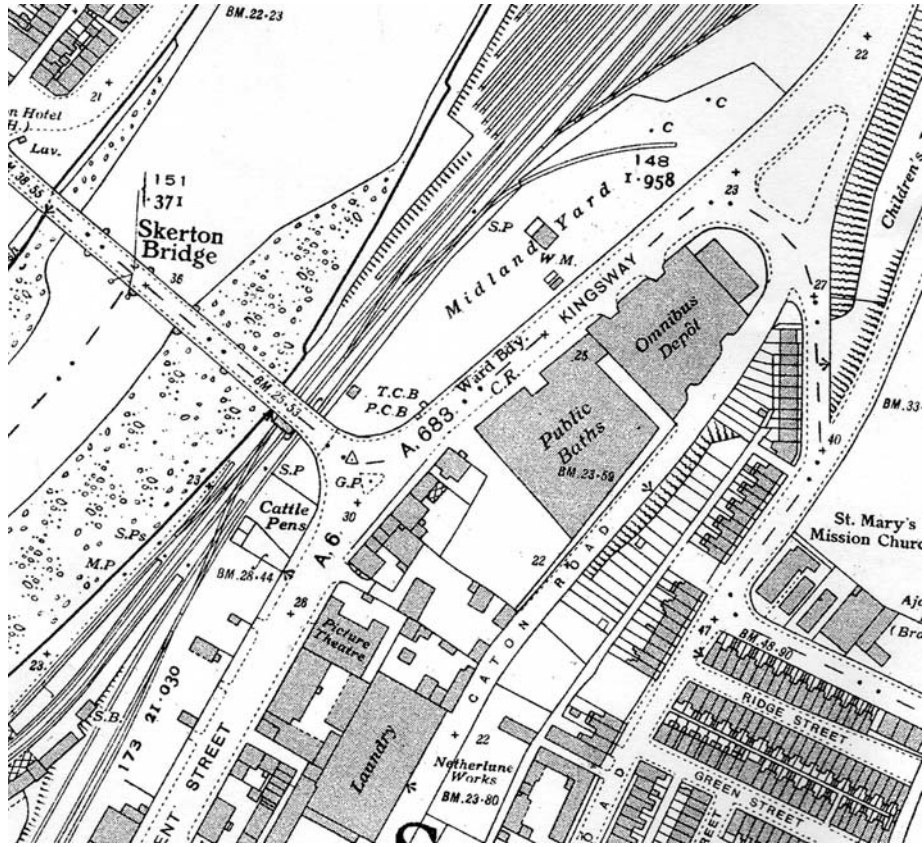


Plate 4: Part of the Ordnance Survey map of 1938 showing the Bridge Houses, baths and bus depot



Plate 5: West end of the front (north) elevation



Plate 6: East end of the front (north) elevation



Plate 7: South end of the east elevation



Plate 8: Ornate window railings with attached Lancashire rose panel



Plate 9: Rear (south) elevation

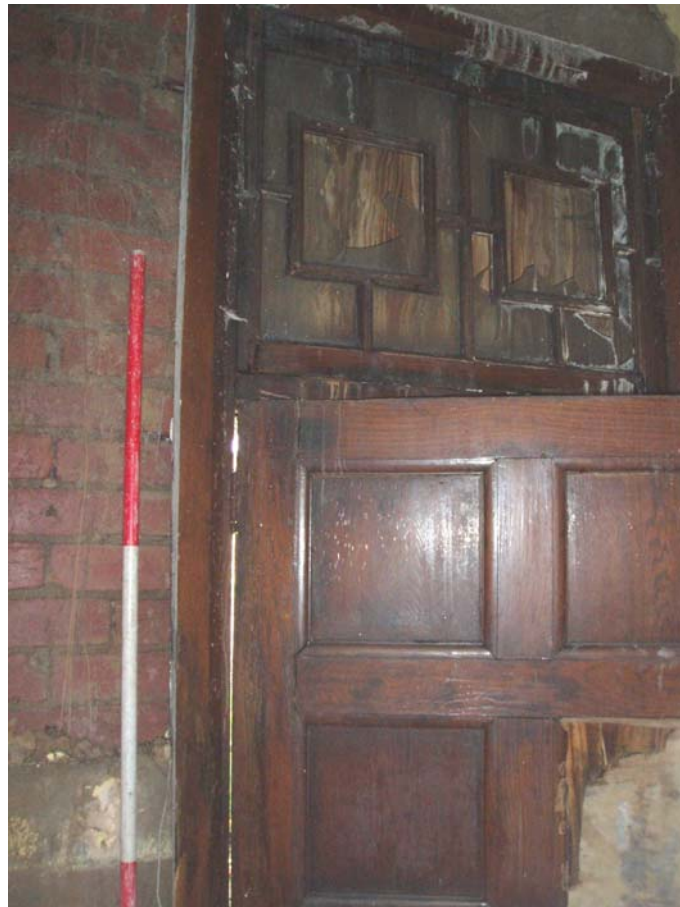


Plate 10: Decorative overlight in the reception room



Plate 11: Enquiry desk in the reception room



Plate 12: Typical tall window



Plate 13: Iron door, probably for a safe, built into a blocked doorway in the west wall of the bar area



Plate 14: Storage bay in an inspection pit



Plate 15: Oriel-style window in the east elevation of the depot



Plate 16: Garage within the depot



Plate 17: Part of a sign used to block an office window



Plate 18: Grinding wheel in the southern garage



Plate 19: Row of small rooms attached to the south elevation of the depot



Plate 20: Roof of the depot



Plate 21: Inserted doorways and window in the west elevation



Plate 22: Large sliding/folding doorway at the south end of the passageway



Plate 23: Typical pre-cast concrete ceiling in rooms along west end of the depot

APPENDIX 1: PROJECT BRIEF

APPENDIX 2: PROJECT DESIGN

**Oxford
Archaeology
North**

August 2004

KINGSWAY BATHS AND BRIDGE HOUSES, LANCASTER

**ARCHAEOLOGICAL,
BUILDINGS INVESTIGATION AND WATCHING BRIEF
PROJECT DESIGN**

Proposals

The following project design is offered in response to a request by Corstorphine and Wright Hills Erwin on behalf of Liberty Properties plc for a buildings investigation and evaluation prior to a proposed commercial development of the Kingsway Baths site, Lancaster.

1. INTRODUCTION

1.1 BACKGROUND

- 1.1.1 Corstorphine and Wright Hills Erwin (hereafter the client) on behalf of Liberty Properties plc have requested that Oxford Archaeology North (OA North) submit proposals to undertake an archaeological assessment of the Kingsway Baths site and Bridge Houses, positioned on the edge of Lancaster (centred SD 4810 6225). The proposals are to achieve compliance with likely archaeological and building recording conditions as part of the Planning Approval for the redevelopment of the site. A brief compiled by Lancashire County Archaeology Service (LCAS) requested that an archaeological programme of work comprising a building investigation and watching brief be undertaken.
- 1.1.2 A desk-based assessment was undertaken by OA North in October 1999 for Taylor Young on behalf of Chelverton Properties Ltd in compliance with planning requirements for the proposed development of the site, the results of which have been made available to the client. The proposed development consists of the demolition of existing buildings, including parts of the Bridge House (Listed Grade II*) and the Kingsway complex (Listed Grade II) to leave their frontages, and the erection of new retail units, and residential accommodation and car parking facilities. The project is subject to two separate planning consents: residential and retail. This project design deals with the retail development (Kingsway Baths and Bridge Houses). The residential element of the project (Bus Depot) is subject to a separate planning consent
- 1.1.3 The Kingsway development area lies beyond the extent of the Roman and medieval urban expansion, although there is some evidence to suggest that there may have been prehistoric and Roman activity in the vicinity. The main Roman road northwards out of Lancaster appears to have initially headed east to Quernmore, although subsidiary roads may have followed the line of the river.
- 1.1.4 In the medieval period the site lies immediately to the north of the town boundary, formed by the Jele or Jelle Brook. Instead, it fell within the Bulk township and was noted in the Domesday survey as a small landholding. To the east of the development area a medieval leper hospital and priory was established in the twelfth century and therefore an associated cemetery may lie in the vicinity of the site.
- 1.1.5 A mill leat is known to have crossed part of the site and is believed to have run approximately north-north-east behind the Bridge Houses and emerging under the east side of Kingsway in front of the former swimming pool. It was created to serve a mill on the line of Damside Street, which is thought to have been founded in 1194. It appears that this has now been incorporated into a main sewer. The area was also in use as private gardens with the construction of a formal boulevard known as the Ladies Walk, positioned behind what became the site of Bridge Houses and which, in part, anticipated the line of Parliament Street.
- 1.1.6 The site was within rural settings until the building of Skerton Bridge in 1783-88, which replaced an earlier bridge down stream. This, together with the turnpike road and the proximity of the river, provided a natural focus for industrial and commercial development. Skerton Bridge is now a Scheduled Monument and is also

Listed Grade II*. Bridge Houses, located at the southern end of the bridge, are also Listed as Grade II * and were designed to complement the structure of the bridge with their symmetrical classical façade. The central block of Bridge Houses was built as a toll house from c1790 to charge travellers crossing the bridge.

- 1.1.7 In the late nineteenth and early twentieth centuries, the opening of Back Caton Road and the Kingsway allowed for more intensive development of the site and its environs.
- 1.1.8 On the OS map of 1891 between Back Caton Road and Parliament Street the site was shown as a timber yard and the open watercourse of the mill race had been covered over. By 1938 the OS map showed that the site was now occupied by a number of buildings including a new laundry. The public baths and bus depot were not officially opened until 1939 but were shown on the map which shows their layout corresponding to that of the present day. The Kingsway appropriated the northern end of the former Ladies' Walk and covered the remaining parts of the mill race.
- 1.1.9 The Kingsway leisure complex and bus depot are, at present, disused and in places have suffered from vandalism. However, they are described in their Listing as 'a good example of inter-war classical design'.

1.2 OXFORD ARCHAEOLOGY NORTH

- 1.2.1 Oxford Archaeology North (OA North) has considerable experience of the assessment of all sites including the recording of historic buildings together with undertaking watching briefs of all periods, having undertaken a great number of small and large scale projects during the past 23 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.
- 1.2.2 OA North has undertaken a great deal of historic building investigations. The most recent of these include Wycoller Hall, Lancashire, Calprina Works, Greater Manchester and St Conans Kirk, Argyll. In addition OA North has regularly undertaken the recording of vernacular and industrial buildings throughout the North West and has recently been commissioned by English Heritage to undertake an Extensive Survey of Clay Buildings on the Solway Plain and the detailed recording of Bewcastle in Cumbria.
- 1.2.3 OA North is an Institute of Field Archaeologists (IFA) **registered organisation, registration number 17**, and all its members of staff operate subject to the IFA Code of Conduct.

2. OBJECTIVES

- 2.1 The following programme has been designed according to a brief issued by LCAS and following discussions with the Planning Archaeologist.
- 2.2 **Buildings Investigation:** the objectives of the building survey are to provide a drawn and textual record of the Kingsway Baths and Bridge houses prior to demolition or conversion being carried out, whilst offering an outline analysis of the historic

development of the site. To achieve these objectives, the following listed specific aims are proposed.

- (i) To provide an outline analysis of the plan, form, function, age and development of the buildings to RCHM(E) Level III-type survey;
 - (ii) To relate the development of the buildings to their local setting.
- 2.3 **Watching Brief:** in conjunction with the building investigation a permanent presence watching brief will be maintained in order to determine the presence of previously unknown archaeology.
- 2.4 **Report and Archive:** a report will be produced for the client within eight 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).

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 of Kingsway Baths and Bridge Houses to Royal Commission on Historic Monuments England (RCHM(E)) level III-type survey (as safety permits).
- 3.3 **Watching Brief:** to be maintained during ground disturbing activities within the development area (with the exception of areas known to have been disturbed by cellars and basements).
- 3.4 **Report and Archive:** production of a suitably illustrated report and properly ordered archive.

4. METHODOLOGY

4.1 BUILDING INVESTIGATION

- 4.1.1 It is the intention of the project to undertake the recording of this complex of buildings to RCHM(E) level III-type survey. However, it is likely that health and safety considerations will prohibit this detailed level of recording in a number of areas on site (*Section 7*). In these circumstances as much information and detail as possible will be collected from a safe working area.
- 4.1.2 **Desk-Based Study:** the scope of the study will not extend beyond the provision of an historical background relating to the origins and development of the buildings on site. This will aim to include such detail as the names of architects, builders, patrons and owners and will serve as an introduction to the interpretation and analysis.
- 4.1.3 **Documentary and Cartographic Material:** this work will comprise a rapid desk-based assessment of the existing resource, paying particular attention to the historic map resource. It will include an appraisal of the data in the SMR, appropriate sections

of County histories, early maps (printed and manuscript), and such primary documentation (tithe and estate plans etc.) as may be reasonably available. All available published and unpublished documentary sources will also be examined and assessed. The Lancaster Local Studies Library will be consulted, as will the Conservation Officer for Lancaster.

- 4.1.4 **Site Drawings:** Architect's plans provided by or on behalf of the client will be annotated to produce for each building the following:
- i) Plans of all main floors;
 - ii) One section per building (four in total).
- 4.1.5 There is no requirement to produce a detailed plan of the sports hall within the Kingsway Baths. A basic footprint will be presented. The basement, also of the Kingsway Baths, will be surveyed and a similar plan produced. This, again, will be outlined in detail. There is no requirement to produce elevation drawings.
- 4.1.6 **Survey:** the following survey techniques will be applied to each of the buildings as appropriate:
- 4.1.7 **Reflectorless Electronic Distance Measurer (REDM) survey:** the proposed elevations will be surveyed by means of a reflectorless electronic distance measurer (REDM). The REDM is capable of measuring distances to a point of detail by reflection from the wall surface, and does not need a prism to be placed. The instrument to be used will be a Leica T1010 theodolite coupled to a Disto electronic distance meter (EDM). The disto emits a viable laser beam, which can be visually guided around points of detail. The digital survey data will be captured within a portable computer running TheoLT software, which allows the survey to be directly inserted into AutoCAD software for the production of final drawings.
- 4.1.8 Detail captured by the instrument survey will include such features as window and door openings, quoin stones, outline of decorative detail, an indication of ground and roof level, and changes in building material.
- 4.1.9 The drawings will usually be produced at a scale of 1:100. The existing drawings will be scanned or digitised into an industry standard CAD package (Autocad Release 14) for the production of the final drawings.
- 4.1.10 **Manual Survey Techniques:** hand measured survey techniques will be utilised to record areas that are not accessible for instrument survey. The drawings will be tied into the remainder of the survey through the use of a survey control established by the instrument survey. The drawings will also be manipulated within AutoCAD.
- 4.1.11 **Photographic Archive:** a photographic archive will be produced utilising a 35mm camera to produce both black and white contact prints and colour slides. The archive will comprise general shots of all the buildings and their surroundings and detailed coverage of architectural features, both internal and external. A number of photographs will be included in the report as plates. Where possible medium format photography will be utilised to record the facade of the buildings.

4.1.12 **Interpretation and Analysis:** a visual inspection of the buildings will be undertaken utilising the OA North buildings proforma sheets. A detailed description will be maintained. The level of recording will be fully analytical and will produce a systematic account of the development and use of the buildings, and will include an account of the evidence on which the analysis is based. Restricted recording will take place from the most immediate safe working area.

4.2 WATCHING BRIEF

- 4.2.1 A programme of field observation will accurately record the location, extent, and character of any surviving archaeological features and/or deposits within the course of ground disturbance throughout the development site. This work will comprise observation during the excavation for these works, the systematic examination of any subsoil horizons exposed during the course of the groundworks, and the accurate recording of all archaeological features and horizons, and any artefacts, identified during observation.
- 4.2.2 During this phase of work, recording will comprise a full description and preliminary classification of features or materials revealed, and their accurate location (either on plan and/or section, and as grid co-ordinates where appropriate). Features will be planned accurately at appropriate scales and annotated on to a large-scale plan provided by the Client. A photographic record will be undertaken simultaneously.
- 4.2.3 A plan will be produced of the areas of groundworks showing the location and extent of the ground disturbance and one or more dimensioned sections will be produced.
- 4.2.4 Putative archaeological features and/or deposits identified by the machining process, together with the immediate vicinity of any such features, will be cleaned by hand, using either hoes, shovel scraping, and/or trowels depending on the subsoil conditions, and where appropriate sections will be studied and drawn. Any such features will be sample excavated (ie. selected pits and postholes will normally only be half-sectioned, linear features will be subject to no more than a 10% sample, and extensive layers will, where possible, be sampled by partial rather than complete removal).
- 4.2.5 It is assumed that OA North will have the authority to stop the works for a sufficient time period to enable the recording of important deposits. It may also be necessary to call in additional archaeological support if a find of particular importance is identified or a high density of archaeology is discovered, but this would only be called into effect in agreement with the Client and the County Archaeology Service and will require a variation to costing.
- 4.2.6 **Human Remains:** any human remains uncovered will be left *in situ*, covered and protected. No further investigation will continue beyond that required to establish the date and character of the burial. Merseyside Archaeological Service and the local Coroner will be informed immediately. If removal is essential the exhumation of any funerary remains will require the provision of a Home Office license, under section 25 of the Burial Act of 1857. An application will be made by OA North for the study area on discovery of any such remains and the removal will be carried out with due

care and sensitivity under the environmental health regulations, and if appropriate, in compliance with the 'Disused Burial Grounds (Amendment) Act, 1981.

- 4.2.7 **Recording:** all information identified in the course of the watching brief works will be recorded stratigraphically, with sufficient pictorial record (plans, sections and both black and white and colour photographs) to identify and illustrate individual features. Primary records will be available for inspection at all times.
- 4.2.8 Results of the field investigation will be recorded using a paper system, adapted from that used by Centre for Archaeology of English Heritage. The archive will include both a photographic record and accurate large-scale plans and sections at an appropriate scale (1:50, 1:20, and 1:10). Levels will be tied into the Ordnance Datum. All artefacts and ecofacts will be recorded using the same system, and will be handled and stored according to standard practice (following current Institute of Field Archaeologists guidelines) in order to minimise deterioration.
- 4.2.9 **Treatment of finds:** all finds will be exposed, lifted, cleaned, conserved, marked, bagged and boxed in accordance with the United Kingdom Institute for Conservation (UKIC) *First Aid For Finds*, 1998 (new edition) and the recipient museum's guidelines.
- 4.2.10 **Treasure:** any gold and silver artefacts recovered during the course of the excavation will be removed to a safe place and reported to the local Coroner according to the procedures relating to the Treasure Act, 1996. Where removal cannot take place on the same working day as discovery, suitable security will be employed to protect the finds from theft.
- 4.2.11 All identified finds and artefacts will be retained, although certain classes of building material can sometimes be discarded after recording if an appropriate sample is retained on advice from the recipient museum's archive curator.
- 4.2.12 **Contingency plan:** in the event of significant archaeological features being encountered during the watching brief, discussions will take place with the Planning Archaeological, as to the extent of further works to be carried out, and in agreement with the Client. All further works would be subject to a variation to this project design.

5. REPORT

- 5.1 The results of the data gathered in 4.1 and 4.2 above will be collated and submitted in report format, illustrated with the relevant drawings. 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 together with an archive CDROM, and the County Archaeologist. Any subsequent work arising from this survey will be subject to separate consideration in liaison with LCAS and the client.
- 5.3 The final report will include a copy of this project design, and indications of any agreed departure from that design. It will present, summarise, and interpret the

results of the programme detailed above, and will include details of the final deposition of the project archive.

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 All finds will be treated in accordance with OA North standard practice, which follows current IFA guidelines.

7. HEALTH AND SAFETY

- 7.1 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 (1997). A written risk assessment will be undertaken in advance of project commencement and copies will be made available on request to all interested parties.
- 7.2 The Kingsway buildings are in a state of disrepair. The subsequent deterioration to the fabric of the buildings has resulted in a number of rooms/structures throughout the site becoming unsafe working areas.
- 7.3 **Kingsway Baths:** there is known to be asbestos within the basement level of this building. Access will be prohibited to this level until the nature of the asbestos hazard has been confirmed. It is assumed that the client will provide a report as to the presence of asbestos throughout the remainder of the site. No work will commence on site until assurance has been given that the upper floors are free from asbestos or if not, then the level of PPE required to be worn is specified. A number of rooms, in particular the sports hall and the small offices to the rear are heavily contaminated with pigeon droppings. No detailed work will take place in these areas.
- 7.5 **Bridge Houses:** generally the floors and ceilings within the Bridge Houses are structurally unsafe, and for this reason the archaeological recording will be carried out from the central hallway and landing areas only. Access to areas other than these will be strictly prohibited.
- 7.6 Due to both the structurally unsafe nature of the buildings and the lack of security on site no lone working will be allowed at any time.
- 7.7 The client would be asked to determine the nature of any utility services to the properties and site prior to any fieldwork being carried out.

- 7.8 OA North has professional indemnity to a value of £2,000,000, employer's liability cover to a value of £10,000,000 and public liability to a value of £15,000,000. Written details of insurance cover can be provided if required.

8. CONFIDENTIALITY

- 8.1 The final report is designed as a document for the specific use of the client, and should be treated as such; it is not suitable for publication as an academic report, or otherwise, 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 in writing.

9. WORK PROGRAMME

- 9.1 The following programme is proposed:
- 9.2 **Building Survey:** approximately fifteen days would be required to complete all fieldwork elements of this part of the project.
- 9.3 **Watching Brief:** the duration of the watching brief will be dependent upon the progress of the contractor.
- 9.4 **Archive/Report:** the report and archive will be produced following the completion of all the fieldwork. The final report will be submitted within eight weeks of completion of the fieldwork and the archive deposited within six months. An interim statement will be produced within ten days of completion of the fieldwork.

10 STAFFING

- 10.1 The project will be managed by **Alison Plummer BSc (Hons)** (Senior Project Manager) to whom all correspondence should be addressed.
- 10.2 The building survey will be carried out by **Chris Wild BSc (Hons)** (Project Officer). Chris specialises in the survey and investigation of historic buildings covering a range of periods and types.
- 10.3 The building analysis will be supervised by **Daniel Elsworth MA (Hons) PIFA** (Supervisor). Daniel has a great deal of experience in the recording and interpretation of historic buildings of all periods throughout the North West.
- 10.4 The watching brief will be undertaken by an OA North supervisor, suitably experienced in fieldwork techniques. Present timetabling constraints preclude detailing at this stage exactly who will be undertaking this element of the project.

APPENDIX 3: LISTED BUILDING DETAILS

Kingsway Municipal Baths and Transport Depot

Grade II

Former public swimming baths and adjoining bus garage. 1937-9 to the designs of Fredrick Hill, Borough Engineer and Surveyor. Sandstone ashlar, with rendered brickwork at the sides and rear, concrete portal frames to the pool halls. Flat asphalted roof to the front and central ranges of the baths, shallow pitched roofs to the pool halls and garage. Baths a near symmetrical composition with central entrance and spinal corridor dividing the major plunge – the large hall with fixed seating – and the minor plunge – a smaller hall converted in 1982 into a gymnasium. Garage with trapezoidal plan on tapering site. Stripped neo-classical style.

Main baths' elevations. Central block of two storeys and five bays, flanked by single storey wings of five bays to the left and seven to the right; these stand in front of the pool halls, that to the major plunge of double height and both with continuously glazed side elevations. The central block has, between two windows, a full-height entrance recessed behind two columns in antis. These columns are fluted but have no capitals and, above the base, have channelled bands: this recessed channel motif is used across the façade. Behind are two doorways flanking a window, above which is an enamel plaque showing the coat of arms of the Borough of Lancaster. Around the top of the building runs a frieze of recessed octagonal panels with raised and faceted centres. All the windows are placed within slightly recessed panels, which are squarish in the wings and taller elsewhere; they have steel glazing bars giving horizontal panes. Simple rendered elevation to Caton Road.

The bus station is still more stripped and carefully articulated composition. On either side of a three-bay centre are recessed flat-head vehicle entrances whose quadrant flank walls are pierced by a small window. The left-hand end of the façade contains two windows, but the right hand has only one. On the far left, and set back, is a low, single storey office wing, with four windows to the front and six to the side, placed between a doorway at each end. All the main windows are tall and recessed in slightly taller panels. They have steel glazing bars, giving margin lights and horizontal panes, and have decorative steel balustrades on the sills. Above the central window is carved the achievement of arms of the former Borough of Lancaster with the motto 'LUCK TO LOYNE', while overall runs a frieze of recessed square panels with raised and faceted centres. This pattern is repeated on the rendered and simplified, but nevertheless carefully proportioned elevation to Caton Road, which also has two vehicle entrances. The low plinth of the main elevation is continued round the tapering corner of Kingsway as a low wall with square gatepiers that compliment the massing of the composition.

Interior of baths. Entrance hall with top lights and Tuscan columns to either side of the three entrances: to the former plunges and the spinal corridor between them. Major plunge with portal frame roof and rooflights surviving above false ceiling; stage now blocked. To either side survives seating with terrazzo sides and flooring. The minor plunge was converted to a gymnasium hall in 1983. Interior of the bus garage was not inspected.

The two elements form a good example of inter-war classical design, using details sparingly but in a well-proportioned and expert manner, making the best of the fine sandstone. The spare Soanic quality of the principal elevations is exceptional for this date, comparable with listed public buildings in Newcastle and Bristol but few in other cities.