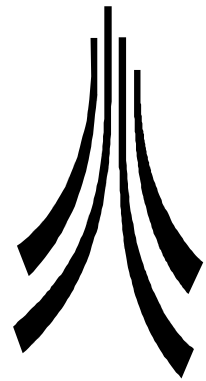


LANCASTER
UNIVERSITY
ARCHAEOLOGICAL
UNIT



April 1995

**PYE MOTORS, PARLIAMENT
STREET
LANCASTER
LANCASHIRE**

Archaeological Evaluation

commissioned and funded by

Eric Thompson Associates

Pye Motors, Parliament Street
Lancaster
Lancashire

Archaeological Evaluation

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April 1995

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Figure 1-Site Location Plan

Figure 2-Trench Location Plan

ACKNOWLEDGMENTS

This report has been made possible through the hard work of many people. Thanks must go to Mr P. D. Iles of the Lancaster University Heritage Planning Consultancy whose advice and information proved invaluable.

This report was compiled by Nick Hair. Fieldwork was carried out by the author with the help of Keith Cooper and Katherine Newell. Illustrations are by Richard Danks. Overall project managing and editing was undertaken by Mark Fletcher.

EXECUTIVE SUMMARY

The Lancaster University Archaeological Unit, at the request of Eric Thompson Associates undertook an archaeological evaluation at Pye Motors, Parliament Street, Lancaster, in December 1994. This work was conducted in advance of the redevelopment of the site. The evaluation involved two phases of work: a desk based assessment, followed by a field evaluation. This report documents the results of the field evaluation.

The proposed redevelopment scheme limited ground disturbance to the St Leonardsgate street frontage, and the field evaluation was thus focused on this area of the site. A total of seven trenches was excavated, however no significant archaeological deposits were revealed. The St Leonardsgate street frontage area of the site had been extensively cellared, probably in the latter half of the nineteenth century when a row of terraced houses was constructed. Only one small area of the site did not appear to have been cellared (trench 6), but even here the subsoil was truncated, and no *in situ* archaeological deposits were recorded.

The field evaluation detected no significant archaeological features or artefacts within the area affected by the proposed development. On the basis of the above results it is considered that no further archaeological work is required on the site, providing that as outlined in the development proposals, the underlying deposits across the site, with the exception of the evaluated area, are not disturbed during the development programme.

The County Archaeological Curator should be informed of any modifications to the redevelopment programme, which involve ground disturbance outside the evaluated area, Mr Iles should also be notified immediately of any archaeological discoveries made during the redevelopment of the site.

1. INTRODUCTION

An application was made to develop the Pye Motors site, Parliament Street, Lancaster in August 1994. The Lancashire Sites and Monuments Record recommended that an archaeological appraisal of the site should be undertaken before a planning decision was made. A brief stating the objectives of the appraisal was prepared by Mr P. D. Iles of the Lancaster University Heritage Planning Consultancy on behalf of Mr E. Thompson of Eric Thompson Associates. The Lancaster University Archaeological Unit submitted a project design for the work which was accepted, following discussions between the Unit, Lancaster University Heritage Planning Consultancy, and the client.

The appraisal consisted of two elements, a desk-top survey and a field evaluation, this report documents the results of the field evaluation. It was not necessary to evaluate the entire site as the proposed development was to be built up following the clearance of the present structures, and therefore any underlying deposits should be preserved. The only area where excavation into the present ground surface was planned was along the St Leonardsgate street frontage. The field evaluation therefore concentrated on this area.

The purpose of the field evaluation was to identify and record any below ground archaeological features through a programme of trial excavation.

2. BACKGROUND

2.1 Geology and topography

The Pye Motors site (NGR SD 4797 6206) is located in the north of the city and lies on the first terrace of the river Lune, near the St Leonardsgate. The site is bounded by Bulk Road, Phoenix Street, Parliament Street, and St Leonardsgate. The trial excavations were focused on the St Leonardsgate street frontage area of the site, which is presently occupied by a car park. The surface of the car park dipped gently to both the north-east and south-west.

The geology within the study area comprises Carboniferous sandstone overlain by gravel terrace deposits.

2.2 History

The historical background of the site is briefly outlined below, a more detailed history of the site can be found within the report which documents the results of the desk-top-survey.

St Leonardsgate is indisputably a historic route out of Lancaster, although it remains unclear as to when it was established (Iles 1994). Evidence from excavations within Lancaster suggest that the basic ground plan of the town, may have been founded as early as the Roman period. St Leonardsgate may represent the line of a Roman road which extended from Lancaster along the southern side of the Lune valley towards Overburrow Roman Fort. Traces of such a route have been identified at Cloughton, some three miles east of Lancaster, although no direct evidence of such a routeway has yet been found within the city.

A leper hospital 'St Leonards Hospital' and priory were established adjacent to St Leonardsgate by the end of the twelfth century. Nineteenth century antiquarians recorded what they presumed to be the remains of these buildings, at the base of Factory Hill (Iles 1994).

John Speed's map of the town dated to 1610 indicates that the St Leonardsgate street frontage area was occupied by buildings at this date, and the northern part of the site was crossed by the medieval mill stream. However, most of the site appears to have remained undeveloped until the construction of a Sugar House between 1684 and 1778, and the subsequent erection of the Phoenix Foundry in 1837. During this period much of the southern part of the site was occupied by Robert Lawson's House and garden, and it is not until some time between 1849 and 1890 that the house was removed and Phoenix Street created.

By 1890 the foundry had been reorganised and a terrace of houses erected off St Leonardsgate. Documentary evidence suggests that the foundry and houses were demolished in the first half of this century, following which the Co-operative Society Garage was constructed (Iles 1994).

3. METHODOLOGY

3.1 Project design

The work has been carried out in accordance with the project design outlined in the proposals submitted by LUAU to the Lancaster University Heritage Planning Consultancy, and agreed by Eric Thompson Associates in September 1994, based on the brief supplied by Mr P. D. Iles of the above consultancy. The project brief and design are included within the present report (*Appendices 1 and 2*).

3.2 The field evaluation

A limited programme of trial excavation was undertaken in the week beginning 19th December 1994 within the car park which now forms the west side of the St Leonardsgate street frontage.

The objective of the evaluation was to establish the nature, extent, chronology, and preservation of any archaeological deposits encountered within this area of the site. It was originally planned to excavate two relatively large trial trenches measuring 20m x 3m and 16m x 3m, however: the position of services, and nature of the ground, dictated that seven smaller trenches were excavated instead. All were dug using a large wheeled hydraulic excavator fitted with a 1m wide toothless bucket. All deposits and artefacts revealed within the trenches were recorded on *pro-forma* sheets using a standardised recording system based on that developed by English Heritage. Both sketch, and scale plans and sections were drawn on-site, and a photographic archive was compiled. The location of the trenches was recorded using triangulation from surface features.

A full archive of the excavations will be produced to a professional standard in accordance with current English Heritage guidelines (*The management of Archaeological Projects, 2nd edition, 1991*)

4. THE FIELD EVALUATION

Seven trial trenches (fig. 2) were excavated within the evaluation area, and the stratigraphy within these is outlined below.

4.1 Trench 1

Trench 1 was located in the south of the car park, measured 9m in length, and was aligned roughly north-south. The base of the trench was formed out of sterile, stony, orange/brown natural sandy clay, which was located 3.10m below the present ground surface. A substantial wall formed much of the eastern side of the trench, and extended to a depth of 3m below ground level. The western face of the wall appeared to have been plastered, and an entrance was visible within its southern end. This feature almost certainly represents a cellar wall. This wall was both butted and sealed by a substantial deposit, over 2.80m deep, of rubble. This contained brick, concrete, and stone fragments, including quoins, lintels and sills, it also produced a number of post-medieval pottery sherds, indicating that the deposit was of relatively recent date. The rubble was sealed by a 0.05m deep horizon of sand which was in turn overlain by a 0.10m deep band of coarse gravel; these horizons represent modern make-up and were sealed by car park tarmacadam.

4.2 Trench 2

Trench 2 was located on slightly higher ground in the centre of the car park, it measured 8m in length, and was aligned north-east to south-west. Natural orange/brown stony sandy subsoil identical to that detected within trench 1 was encountered at a depth of 3m below ground level. A substantial, 0.55m wide, stone wall appeared to have been constructed directly above the subsoil. This wall was located in the centre of the trench, and was aligned parallel with its long axis, it extended a distance of 4.15m from the south end of the trench. The north end of the wall was bonded into an identical stone wall orientated at right angles to it, which extended across the width of the trench. All of the walls were over 2m high, and almost certainly represent cellar walls. A substantial, 2.40m deep, deposit of rubble sealed the natural subsoil and cellar walls. This rubble was very similar to that encountered within trench 1, consisting of a loose grey/brown sandy loam which contained large fragments of stone, brick, slate, concrete, cinders, and pieces of large diameter metal piping. No datable artefacts were recovered from this horizon, although it was almost certainly of post-medieval date. It was overlain by a 0.60m layer of coarse gravel make-up, which was sealed by the car park tarmacadam.

4.3 Trench 3

Trench 3 was located just north of trench 2, measured 7.50m in length, and was aligned north-east to south-west. This trench was excavated to a maximum depth of 2m as unfortunately a live gas main was revealed within it. Natural subsoil was not identified within this trench, its base was formed out of a black loamy rubble

horizon which contained large fragments of brick, concrete, stone, and large sections of ceramic sewer pipe. This layer was overlain by a 0.15m thick horizon of coarse gravel make-up, which was in turn sealed by car park tarmacadam.

4.4 Trench 4

Trench 4 was located within the north of the car park on slightly lower ground, measured 5m in length, and was aligned north-east to south-west. Natural orange/brown sterile sandy clay subsoil was encountered at a depth of 3.10m below the car park surface, and was sealed by a very substantial, 2.80m thick, rubble deposit. This was similar to the rubble encountered within the other trenches, however as in trench 3, no cellar walls were identified. A blue potato crisp packet was identified towards the base of the rubble, suggesting that this horizon had been deposited within the fairly recent past. The rubble was sealed by a 0.15m thick band of coarse gravel make-up, which was in turn sealed by the tarmacadam surface of the car park.

4.5 Trench 5

Trench 5 was located directly east of trench 1, and was designed to examine whether the cellar encountered within trench 1 continued up to the street frontage. The trench measured 4m in length, and was aligned north-south. Natural brown sandy clay subsoil was revealed at a depth of 3.10m below the car park surface. A set of concrete steps descending towards St Leonardsgate was identified within the eastern trench section, suggesting that this area of the site was cellared up to the road line. The east face of the stone wall identified within trench 1 formed the western trench section. The subsoil was sealed by a substantial, 2.80m thick, rubble deposit identical to that identified within trench 1, this butted against the cellar steps and wall. The rubble was overlain by a 0.20m deep layer of coarse gravel, make up, which was in turn sealed by the car park tarmacadam.

4.6 Trench 6

Trench 6 was located directly east of trenches 3 and 5, and was designed to examine an area nearer to the street frontage, it was 10.50m long, and was aligned north-east to south-west. Natural orange/brown stony sandy clay subsoil was encountered 1.10m below ground level in the south of the trench. A large almost vertically sided depression cut the subsoil 3.40m from the south end of the trench. This extended to a depth of 3.20m and continued beyond the northern trench edge. The depression extended beyond the north end of the trench and was filled with large fragments of building rubble, which also sealed the subsoil in the south of the trench. A 0.30m thick black cinder layer sealed the rubble, and was overlain by a 0.20m deep layer of gravel, which was in turn sealed by the car park tarmacadam.

Trench 6 varied from the other trenches in that an island of subsoil relatively near to the present ground surface survived within the south of the trench. This part of the site, unlike the other areas examined, did not appear to have been cellared. However, even here the subsoil appeared to have been truncated by a relatively

recent (post-medieval) rubble horizon, and no significant archaeological features survived *in situ*.

4.7 Trench 7

Trench 7 was located in the south of the car park and measured 4m square. The trench was excavated to a maximum depth of *c*2.50m, as a deposit of blue asbestos and yellow fire brick was revealed, and the trench was immediately backfilled for health and safety reasons. Natural subsoil was not revealed within the trench, which was cut through a substantial deposit, at least 2.30m deep, of modern building rubble. This contained several large fragments of brick and concrete as well as the previously mentioned asbestos and fire brick. The rubble horizon was sealed by a 0.10m thick band of gravel road make-up, which was overlain by car park tarmacadam.

5. CONCLUSIONS

The primary aim of the evaluation was to establish the presence or absence of archaeological deposits within the area threatened by the new development. The evaluation confirmed that the area of land along the St Leonardsgate street frontage had been extensively cellared, despite documentary evidence indicating that the site may have had considerable archaeological potential.

The trial excavations revealed that the terraced houses erected on the site in the later half of the nineteenth century had extensive cellars, and the construction of these effectively truncated any surviving *in situ* archaeological deposits. When these buildings were demolished, the resultant debris was probably used to infill the cellars. A small area in the south of trench 6 did not appear to have been affected by cellaring, and was probably located in the yard area associated with these properties, however, even here the subsoil appeared to have been truncated, and no *in-situ* archaeological deposits were recorded.

5. MITIGATION RECOMMENDATIONS

No significant archaeological deposits were revealed during the trial trenching. The field evaluation revealed that the St Leonardsgate street frontage area of the Pye Motors site had been extensively cellared, probably in the later half of the nineteenth century when the row of terraced houses was constructed. Only one small area of the site did not appear to have been cellared (trench 6), but even here the subsoil was truncated, and no *in situ* archaeological deposits were recorded.

The field evaluation detected no significant archaeological features or artefacts within the area affected by the proposed development. On the basis of the above results it is considered that no further archaeological work is required on the site, providing that as outlined in the development proposals, the underlying deposits across the site, with the exception of the evaluated area, are not disturbed during the development programme. The County Archaeological Curator should be informed of any modifications to the redevelopment programme, which involve ground disturbance outside the evaluated area, Mr Iles should also be notified immediately of any archaeological discoveries made during the redevelopment of the site.

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APPENDIX 1-PROJECT BRIEF

Pye Motors Site, Parliament Street, Lancaster

Brief for An Archaeological Appraisal

Lancaster University Heritage Planning Consultancy

June 1994

Pye Motors Site, Parliament Street, Lancaster

Archaeological Appraisal

This brief, for an archaeological evaluation of the Pye Motors Site, Lancaster, has been prepared by the Lancaster University Heritage Planning Consultancy on behalf of Mr E Thompson of Eric Thompson Associates.

1 Introduction

- 1.1 During February 1994 a development proposal (Planap no. 01/93/1236) was submitted to Lancaster City Council, and as is normal practice was passed onto the Lancashire Sites and Monuments Record (Lancs SMR) for archaeological comment. The application was for the erection of two non-food retail units and associated car-parking and engineering works at the Pye Motors site, Parliament Street, Lancaster. This application was subsequently withdrawn and a second application (Planap no. 01/94/0698) was submitted in August 1994 for the erection of retail units (class A1) on the same site.
- 1.2 There is sufficient archaeological potential within the city of Lancaster to require that archaeology be regarded as a material consideration in the determination of planning applications there. Following the procedures in Planning Policy Guidance Note 16, Archaeology and Planning, DoE November 1990 (PPG 16) the Lancs SMR recommended that an archaeological appraisal of the site be undertaken before a planning decision was made, so that the actual significance of the site could be determined and an informed decision reached.

2 The Site

- 2.1 The proposed development site (centred at SD 47976206 approx) is located between Parliament Street, St Leonardsgate, Bulk Road and Phoenix Street, Lancaster. It is currently occupied by the extensive Pye Motors garage and a petrol station.
- 2.2 The site is located on the edge of the first terrace of the River Lune, dropping some 5-8m from St Leonardsgate (which runs along the terrace) to the level of Parliament Street and The Green Ayre about halfway across the site. The south eastern corner of the site also slopes down towards the former course of the Jele Beck, the line of which is approximately represented by Factory Hill and Bulk Road. The underlying geology comprises estuarine alluvial deposits over carboniferous sandstones.
- 2.3 St Leonardsgate is indisputably a historic route out of Lancaster, what is not clear is when it was established. Examination of the surrounding topography shows that two main routeways were available to travellers. Firstly the Lune could be crossed at Lancaster on a route traced almost directly northwards

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towards Bolton-le-Sands, Milnthorpe and Kendal. Secondly the Lune valley could be followed to Kirkby Lonsdale and thence to Tebay and Carlisle. This Lune Valley corridor could, however, be followed either north or south of the river.

- 2.4 The lines of the main Roman roads in Lancaster appear to have been retained in the medieval and later street pattern and, despite the lack of direct evidence it seems probable that St Leonardsgate represents the line of a Roman route up the southern side of the Lune Valley. Traces of this road, which would have lead to Overburrow Fort and the main route north, have been detected at Claughton. Evidence also exists, however, for the use of a route along the northern side of the valley at Arkholme and another running north to Beetham and Kendal. These two routes would have required the Lune to be crossed at Lancaster, probably in the close vicinity of Castle Hill.
- 2.5 The early medieval period is not well represented in the County, but sites along all three possible routes retain features of this date, indicating the existence of routeways during this period and thus, by implication, the continued existence of St Leonardsgate.
- 2.6 The priory and hospital of St Leonard, founded at the end of the 12th century, would have been established adjacent to a main road, and, as the hospital was dedicated to lepers, would have been located outside the town boundaries. Remains recovered in the 19th century locate the site at the base of Factory Hill and thus immediately across the Jelle Brook, the former town boundary. This seems to confirm the existence of the St Leonardsgate - Bulk Road routeway at this time.
- 2.7 Examination of maps of the town show that only part of the St Leonardsgate frontage of the site was occupied by buildings in 1610 and that the site was crossed by the medieval mill stream. The majority of the remainder of the site appears to have remained clear until the development of a Sugar House between 1684 and 1778, and the subsequent erection of the Phoenix Foundry in 1837. During this period much of the southern part of the site was occupied by Robert Lawson's House and garden and it is not until some time between 1849 and 1890 that the house was removed and Phoenix Street created.
- 2.8 By 1890 the foundry had been reorganised and a terrace and yard of houses erected off St Leonardsgate. An OS map dated 1933 (surveyed 1890, revised 1931) shows the foundry and terrace, but that the yard area had been cleared. This is somewhat of a problem as other documentary evidence points to the demolition of the foundry and the erection of the existing garage buildings - as the Cooperative Society Garage - in 1929.

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- 2.9 The buildings on the site have remained essentially the same as those erected in the 1930's, although a number of structures, particularly those along Bulk Road and the the corner plot between Parliament Street and Bulk Road have been cleared and re-used.

3 Archaeological Implications

- 3.1 Whilst much is known of the history and organisation of Lancaster, there are still many gaps in our knowledge of its development. No prehistoric settlement site has been identified here but the number of findspots suggest that a settled population existed in the vicinity. More is known of the Roman occupation - the fort on Castle Hill and the main part of the civilian settlement along Church Street - but many details of its development and full extent are still obscure. It seems probable that many of the features of Roman Lancaster survived and were re-used and form the skeleton of the medieval and later town plan.
- 3.2 The development site itself has, until very recently, been on the fringes of the town and does not appear to have been seriously disturbed until its occupation as an industrial site in the late 17th century. The line of St Leonardsgate, however, seems likely to have been in use as a routeway from the Roman period onwards, although there is no direct evidence of its existence until the end of the 12th century. Ribbon development had occurred along this route by 1610 and individual sites - such as St Leonard's Priory - existed well before this.
- 3.3 The main development of the site has occurred since 1610 with sugar production and an iron foundry preceding the present garage use, although there appears to have been a short-lived residential development along St Leonardsgate in the late 19th century.
- 3.4 To summarise, there is considerable doubt about the early history of the site, and whilst some areas of the site have clearly been disturbed in recent times, it has a relatively high archaeological potential. It is thus essential that an appraisal of the full archaeological implications of the development be carried out.

4 The Brief

- 4.1 An archaeological appraisal of the proposed Pye Motors development site should be carried out. This work is intended to assess the archaeological potential of the site for the planning purposes specified in PPG 16 and should not be seen as a research excavation. It is to be undertaken by the most appropriate methods which comply with the Code of Conduct, Standards, and Guidance of the Institute of Field Archaeologists.

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- 4.2 The evaluation should consist of four main stages.
- 4.2.1 A limited programme of documentary research, attempting to establish the land use history of the site and in particular the depth and extent of any post-medieval disturbance. Whilst cartographic and documentary sources will be the main areas of investigation, other sources may also be examined as appropriate.
 - 4.2.2 The excavation of a minimum of six trenches, at least two of which should be sited along the St Leonardsgate frontage, in areas likely to retain archaeological deposits and to be representative of the whole. The area of excavation should be approximately 2% of the area of the site.
 - 4.2.3 The formulation and submission of a report detailing the work undertaken, the results of that work and the conclusions drawn from them.
 - 4.2.4 The creation and deposition of an archive to the appropriate professional standard.
- 4.3 A written project design must be produced detailing how the evaluation is to be undertaken, the name of the project director, the proposed staffing levels and the proposed programme of work.
- 4.4 It is important that the project design takes into account the state and commercial operation of the site and the archaeological contractors are advised to discuss this, particularly access, safety and security; with the developers in advance of the formulation of a detailed project design.
- 4.5 The necessity of backfilling and/or protective fencing around the excavated area(s) should also be discussed with the developers prior to the start of works.
- 4.6 Excavation may be undertaken by hand, machine or a combination of both. The excavation strategy should be designed to assess the survival, nature and extent of any archaeological deposits. Damage to any important archaeological remains identified in the appraisal should be limited as far as possible to that disturbance required to allow for their characterisation.
- 4.7 If appropriate, the deposits encountered during the excavations should be sampled according to the appropriate professional standards. A preliminary analysis of promising environmental samples should be undertaken with a view to identifying, dating and interpreting the deposits from which they are derived.
- 4.8 The report should address the archaeology and palaeoenvironment of the archaeological site. It should contain a copy of this brief and the agreed project design as appendices, as well as an indication of any departure from the agreed project design. It should include photographs, plans, sections and other appropriate diagrams as well as a full bibliography of sources consulted. The

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report should contain facsimile copies of appropriate sections of all available cartographic sources and a composite plan or series of plans at 1:500 or greater showing the development of the site as indicated on those sources.

- 4.9 The report should be completed and submitted within six weeks after completion of the excavations unless otherwise agreed with all parties.
- 4.10 Agreement should be reached with the site owners concerning the deposition of the evaluation archive and the provision of an appropriate synopsis for the County Sites and Monuments Record and the National Archaeological Record. Costings should reflect the capital cost of the deposition of the archive. Whilst the site owners have property rights over finds, objects should normally be deposited in a Museums and Galleries Commission approved archaeological museum, either on loan or by donation.
- 4.11 A full archive should be created to the appropriate professional standards, and deposited according to the agreement reached in 4.10 above.
- 4.12 The archaeological work shall be monitored by the Lancashire Sites and Monuments Record. This shall include a single site monitoring visit which will be charged at the standard rate of £50.00. The archaeological contractor should notify the Lancashire Sites and Monuments Record at least seven days in advance of site works commencing, in order that this monitoring visit can be arranged.
- 4.13 Costings should be submitted under a separate cover to the project design, and should include the monitoring charge (above) as a separate item.
- 4.14 This brief allows some flexibility in approach, but deviations from the agreed project design should be discussed and agreed in advance with the County Archaeological Curator.
- 4.15 This brief is not to be altered without the express permission of the County Archaeological Curator.

5 General Conditions for Appropriate Archaeological Contractors

- 5.1 The document entitled "General Conditions for Appropriate Archaeological Contractors in Lancashire" is in use as a model of expected practices and procedures. A copy of that document is attached as Appendix One. In this brief and in that document "County Archaeological Curator" shall mean the Lancashire Sites and Monuments Record Officer of the Lancaster University Heritage Planning Consultancy, by whom the role of County Archaeological Curator is currently undertaken.

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6 Further Information

- 6.1 Further queries regarding the archaeological content of this brief or the General Conditions can be addressed to the Lancashire Sites and Monuments Record Officer, Lancaster University Heritage Planning Consultancy, Furness College, Lancaster University, Lancaster, Lancs LA1 4YW, tel. 0524 65201 ext 4385.
- 6.2 Further queries regarding the proposed development of the site can be addressed to Mr E Thompson, Eric Thompson Associates, 13/15 Winnington Street, Northwich, Cheshire CW8 1AQ, tel 0606 74552.

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**Appendix 1
General Conditions for Appropriate Archaeological Contractors in
Lancashire**

Organisations and individuals wishing to be included on the County list of Appropriate Archaeological Contractors will be required to fulfil the following General Conditions:

1 Professional Standards

- 1.1 Contractors shall conform to the standards of professional conduct outlined in the Institute of Field Archaeologists Code of Conduct, the IFA Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology, and the British Archaeologists and Developers Liaison Group Code of Practice.
- 1.2 Project Directors should be recognised in an appropriate Area of Competence by the IFA and the contractors should encourage as many of their staff as possible to join the IFA.
- 1.3 Contractors with a significant backlog of unpublished projects will not normally be included on the approved list.
- 1.4 Where students or trainees are employed on a project, their ratio to professional staff should not normally exceed 1:2.
- 1.5 In cases of dispute, arbitration will normally be sought through the IFA or the British Archaeologists and Developers Liaison Group.

2 Finance

- 2.1 Contractors shall make available at the request of the County Archaeological Curator an audited set of recent accounts.

3 Insurance

- 3.1 Contractors shall hold a current certificate of Public Liability and (where relevant) Employers Liability insurance, and shall produce it at the request of the County Archaeological Curator.

4 Health and Safety

- 4.1 Contractors shall comply with the requirements of the Health and Safety at Work etc. Act 1974 and related legislation.

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4.2 Site procedures shall be in accordance with the guidance set out in the Health and Safety Manual of the Standing Conference of Archaeological Unit Managers.

5 Project Design

5.1 Individual projects should be designed in accordance with a brief provided by the County Archaeological Curator. Before commencement of a project, Contractors should prepare a written Project Design and agree it with the County Archaeological Curator.

6 Sub-Contracting

6.1 The names of proposed Sub-Contractors should be included in the Project Design. All such Sub-Contractors shall be required to fulfil the General Conditions for Contractors.

7 Form of Contract

7.1 Before commencement of a project, the Contractor shall enter into a written agreement with the Client. Such an agreement should be in accordance with the IFA Model Contract for Archaeological Services or such other form as approved by the County Archaeological Curator.

8 Project Monitoring

8.1 The County Archaeological Curator shall be responsible for monitoring progress throughout the project.

8.2 Contractors shall provide the County Archaeological Curator with an outline programme of work, and agree with the curator any proposed modification to this programme brought about by unforeseen circumstances. It is strongly recommended that Project Designs include a contingency factor to allow for such circumstances.

9 Administrative Charge

9.1 The County Archaeological Curator reserves the right to levy a charge for project monitoring. Monitoring visits shall be costed at £50.00 per visit and the number of such visits shall be stated in the project brief.

10 Publication

10.1 Publication shall be in a form and to a timetable to be agreed on completion of the site archive and narrative. A copy of the site narrative and publication synopsis shall be lodged with the County Sites and Monuments Record.

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- 10.2 Whilst acknowledging the need for confidentiality in some instances, archaeological information should enter the public domain as soon as possible and certainly within two years of the completion of fieldwork.

11 Archive

- 11.1 Archive deposition should take place according to a timetable to be agreed on completion of the site archive and narrative.
- 11.2 The site archive, including finds and environmental material, should be conserved and stored according to the UKIC Guidelines for the preparation of excavation archives for long-term storage.
- 11.3 The archive (excepting the finds) should be deposited as soon as is practicable with the Lancashire County Record Office, Bow Lane, Preston and the finds stored, wherever possible, in a Registered Museum fulfilling the HBMC/MGC storage criteria with a copy of the paper archive. It may be felt more appropriate in some circumstances to store both paper archive and finds together, and this should be, wherever possible, within a Registered Museum fulfilling the HBMC/MGC storage criteria.
- 11.4 Any material not to be archived, such as unstable material or items to be retained by the landowner, should be fully analysed and reported upon.
- 11.5 A copy of the reproducible elements of the site archive should be deposited in the National Archaeological Record.

12 Acknowledgement

- 12.1 The collaborative role of the County Archaeological Curator shall be acknowledged in all publicity - including media releases, site displays, exhibitions and publications - arising from the project. The role of the County Archaeological Curator is currently undertaken by:

Lancashire Sites and Monuments Record Officer
Lancaster University Heritage Planning Consultancy
Furness College
Lancaster University
Lancaster Lancs LA1 4YG
tel 0524 65201 ext 4385 fax 0524 846102

Pye Motors Site, Parliament Street, Lancaster
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Appendix 2 - Selected Map Evidence

- 1610, Speed** - St Leonardsgate shown and roads on the line of the present Bulk Road and Factory Hill. The medieval millrace and a line of houses along St Leonardsgate are also shown.
- 1684, Docton** - St Leonardsgate is shown (called St Lenord's Street) as are roads on the line of the present Bulk Road (Books Lane, annotated "to Caton") and Factory Hill. Jelle Beck, titled "Mill Als the Jelle Beck" is shown running down Factory Hill and Bulk Road to the millstream. A line of houses and plots between the millstream and St Leonardsgate is also shown. A Sugar House, Still House and Warehouse are all indicated to the south of the development site.
- 1778, Mackreth** - Damside and Cable Street have been established on The Green Ayre and the north west - south east section of Bulk Road is called Germany Bridge where it crosses the old mill race (so titled). A small area on the corner of Cable Street and Germany bridge has been divided off from the site. Robert Lawson's house and garden fill the southern portion of the site, culverting over the millstream. This is presumably the son or grandson of the merchant John Lawson who sheltered James Fox in 1652 and established the first sugar refinery (shown on Docton, above). The early factory site is acknowledged by "Sugar House Yard" but a new Sugar House is indicated to the north east, in the centre of the development plot.
- 1786, Yates** - this small scale map shows a similar street pattern to that on Mackreth's map, but little else is visible.
- 1824, Atkinson (For Baines' "Lancashire")** - Only part of the site is shown, but Robert Lawson's house and garden are still extant, though the millstream is no longer culverted. The northern part of Cable Street has become Parliament Street and Germany Bridge is quite a minor road. The "new" sugar house is still extant, but not titled, off St Leonard's gate.
- 1845, OS 5 foot plan** - Robert Lawson's house and garden are still extant and the millstream is not culverted. The northern part of Cable Street has become Parliament Street although up to Germany Street (formerly G. Bridge) is probably again called Cable Street. The "new" sugar house is still extant, but not titled and Phoenix Foundry has occupied buildings off Germany Street. House plots are now visible at the northern end of St Leonard's Gate. The Cable Street/Germany Street corner section is now almost completely built up.
- 1849, OS 1st edition 1:10,560** - essentially the same as the 1845 map above.

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1890, OS 1st edition 1:2,500 - Both Robert Lawson's house and garden and the sugar house have been removed, Phoenix Street occupies the former line of Lawson's front drive and the Phoenix Foundry occupies most of the centre of the site. A terrace, probably residential, runs along St Leonard's Gate and a yard leads off it, again probably residential. The millstream has essentially disappeared (culverted?).

1895, OS 1:10,560 (1st revision?) - Essentially the same as above.

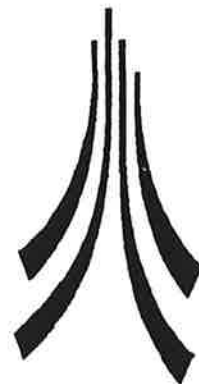
1913, OS 1:2,500 - Essentially the same as above.

1931, OS 1:2,500 - Essentially the same as above except that the yard area off St Leonard's Gate has been cleared. This may however be an only partially revised portion of the older maps as it does not show the new Co-op garage, built 1929-30.

1957, OS 1:2,500 - Shows the Pye Motors garage complex essentially as at present, but also some residential units along St Leonardsgate.

APPENDIX 2-PROJECT DESIGN

LANCASTER
UNIVERSITY
ARCHAEOLOGICAL
UNIT



September 1994

**PYE MOTORS, PARLIAMENT ST.
LANCASTER**

Archaeological Evaluation

for the use of:

Eric Thompson Associates

and LUAU

Pye Motors, Parliament Street
Lancaster
Lancashire

Archaeological Evaluation

Proposals

The following project design is offered in response to a brief compiled by Mr PD Iles of the Lancaster University Heritage Planning Consultancy, on behalf of E. Thompson of Eric Thompson Associates for an archaeological evaluation in advance of a proposed development at the Pye Motors Site, Parliament Street, Lancaster.

© Lancaster University Archaeological Unit
Storey Institute
Meeting House Lane
Lancaster
LA1 1TH

September 1994

1. INTRODUCTION

1.1 The proposed development at the Pye Motors Site, Lancaster, lies on the first terrace of the River Lune, near the St Leonardsgate. This is an historic route into Lancaster, possibly since Roman times. Part of the St Leonardsgate frontage of the site was occupied in 1610. The rest of the site may have been undeveloped until the construction of a Sugar House in the later 17th century and the erection of the Phoenix Foundry in 1837. The site therefore lies in an area which may have considerable archaeological potential, particularly along the St Leonardsgate frontage.

1.2 A brief was submitted by the Lancaster University Heritage Planning Consultancy (LUHPC), but following a meeting between the client, LUHPC and LUAU a modified approach was adopted to dealing with this evaluation which takes greater account of the development proposals for the site and the likely below ground nature of the site. Most of the site will be built up following clearance of the present structures, and therefore any underlying archaeological deposits should be preserved. Most of the site may contain ground contaminated by garage activities and the processes associated with the Iron Foundry. The area where excavation into the present ground surface is planned to take place, along the St Leonardsgate street frontage is likely to have archaeological potential, though much of this may be destroyed by Victorian cellars. The entrance into the site from St Leonardsgate was an entrance during the 19th century and may therefore have escaped the effects of cellaring. This area appears unlikely to suffer from soil contamination.

1.3 The Lancaster University Archaeological Unit has considerable experience of the evaluation and excavation of sites of all periods, having undertaken a great number of small and large scale projects during the past 15 years. Evaluations have taken place within the planning process, to fulfil the requirements of clients and planning authorities, to very rigorous timetables. In addition, advice has been supplied to clients for the preparation of Environmental Statements. LUAU has the professional expertise and resource to undertake the project detailed below to a high level of quality and efficiency. LUAU and all its members of staff operate subject to the Institute of Field Archaeologists (IFA) Code of Conduct.

2. OBJECTIVES

The following programme has been designed, in accordance with the brief supplied, to provide an accurate archaeological assessment and evaluation of the designated area, within its broader context. The required stages to achieve these ends are as follows:

2.1 Desk Top Survey

Since the majority of the site is not likely to be greatly affected by ground disturbance the principle means of assessing the site will be a detailed documentary search. The

purpose of this will be:

- to define areas of greatest archaeological potential
- to assess the nature of the impact of the development proposals on the archaeological resource
- to locate for engineering purposes the course of any former leats that are now culverted below the site or have been filled in
- to provide historical data on the nature of the ground contamination to inform the developers assessment of risk.

2.2 Field Evaluation

Limited trial excavations, along the St Leonardsgate Street frontage, would be undertaken to establish the nature, extent, chronology, and preservation of any archaeological deposits encountered.

3. METHOD STATEMENT

The following work programme is submitted in line with the stages and objectives of the archaeological work summarised above.

3.1 Desk Top Survey

The following will be undertaken as appropriate, depending on the availability of material.

3.1.1 *Documentary and cartographic material*

This work will rapidly address the range of potential sources of information. It will include:

- an appraisal of the Lancashire Sites and Monuments Record to give an overall view of the density of archaeological sites in the immediate vicinity
- an inspection of early maps
- consultation of appropriate sections of County histories
- inspection of any photographic or drawn material lodged in the County Sites and Monuments Record, Lancaster City Museum or the County Record Office
- study of any documents relating to the site held by the County Record Office
- study of any relevant material relating to the history of the site held by the Client

3.1.2 *Physical environment*

A desk-based compilation of geological (both solid and drift), pedological, topographical and palaeoenvironmental information, including available engineering and borehole data, will be undertaken. This will not only set the archaeological features in context but also serves to provide predictive data, that will increase the efficiency of the field investigation.

3.1.3 *Access*

Liaison for basic site access will be undertaken with the Client. The precise location of any services within the study area will also be established.

3.1.4 *Collation of data*

The data generated by 3.1.1-3.1.3 above will be collated and analysed in order to provide an assessment of the nature and significance of any subsurface remains and the extent of post-medieval disturbance.

3.2 Field Evaluation

A limited programme of trial excavation will be undertaken, consisting of the excavation of one 16m x 3m trench and one 20m x 3m trench. These will establish the presence or absence of archaeological deposits and, if established, will then briefly test their date, nature, and quality of preservation. Excavation will normally be limited to the upper surface of significant archaeological deposits, unless further work

is regarded by the County Archaeological Curator as essential in order to complete the full evaluation.

3.2.1 Methodology

The two trenches will be stepped with only the central 1.5m being excavated, where necessary, to the maximum depth of 2.4m. The overburden and non-archaeological deposits will be removed by a mechanical excavator. All archaeological features and deposits will be excavated manually and in a stratigraphic manner. All deposits will be recorded on *pro-forma* sheets using a standardised recording system based on that developed by English Heritage. Scaled black and white and colour transparency photographs will be taken. Large scale plans and sections at appropriate scales (1:50, 1:20, and 1:10) will be drawn. 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. Samples will be collected for technological, pedological, palaeoenvironmental and chronological analysis as appropriate. If necessary, access to conservation advice and facilities can be arranged. LUAU maintains close relationships with Ancient Monuments Laboratory staff at the Universities of Durham and Newcastle and, in addition, employs artefact and palaeoecology specialists with considerable expertise in the investigation, excavation and finds management of sites of all periods and types, who are readily available for consultation.

3.2.2 Health and Safety

Full regard will, of course, be given to all constraints (services etc) during the excavation of the trenches, as well as to all Health and Safety considerations. LUAU 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 (1991). A risk assessment will be carried out in advance of any fieldwork. As a matter of course the Unit uses a U-Scan device prior to any excavation to test for services.

3.2.3 Reinstatement

Both trenches will be backfilled if required but not otherwise reinstated. As the site is secured from public access the trenches, outside working hours, will be marked off by luminous tape only and not fenced.

3.3 Evaluation Report

One bound and one unbound copy of a written synthetic report will be submitted to the Client, and a further copy submitted to the Lancashire Sites and Monuments Record. The 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 a full index of archaeological features identified in the course of the project, with an assessment of the overall

stratigraphy, together with appropriate illustrations, including detailed plans and sections indicating the locations of archaeological features. Any finds recovered from the excavations will be assessed with reference to other local material and any particular or unusual features of the assemblage will be highlighted and the potential of the site for palaeoenvironmental analysis will be considered. The areas of archaeological potential will be defined and the impact on these of the development proposals assessed. A mitigation strategy will be proposed. The report will also include a complete bibliography of sources from which data has been derived, and a list of further sources identified during the programme of work, but not examined in detail. Illustrative material will include a location map, section drawings, and plans if appropriate; it can be tailored to the specific requests of the Client (eg particular scales etc), subject to discussion. The report will be in the same basic format as this project design; a copy of the report can be provided on 3.5" disk (IBM compatible format).

3.3.1 Confidentiality

The evaluation report is designed as a document for the specific use of the Client, for the particular purpose as defined in the project design, 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.

3.4 Finds Ownership

Except in cases of treasure trove, the ownership of all finds rests with the landowner. The landowner will be encouraged by LUAU to deposit the finds in an appropriate local museum, transferring ownership to that museum.

3.5 The Archive

The documentary archive will consist of all written, drawn and photographic records. The finds archive will consist of all retained artefacts and ecofacts. Together they will form the project archive. 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 in that organisation's code of conduct. LUAU conforms to best practice in the preparation of project archives for long-term storage. The actual details of the arrangements for the deposition/loan and long term storage of this material will be agreed with the landowner and the receiving institution. Wherever possible, LUAU recommends the deposition of such material in a local museum approved by the Museums and Galleries Commission (in this instance Lancaster City Museum), and would make appropriate arrangements with the designated museum at the outset of the project for the proper labelling, packaging, and accessioning of all material recovered.

3.6 Timetable

All excavation will be undertaken within programme constraints agreed with the Client. Subject to these constraints the desk based study can be completed within eight working days. The field evaluation can be completed within ten working days. The report will take a further ten days to complete. LUAU will require one weeks notice in writing to carry out the desk based study and two weeks written notice for the field evaluation

3.7 Project Monitoring

The Lancashire Archaeological Curator will have access to the site throughout the fieldwork phase in order to monitor progress. Any proposed changes to the project design will be agreed with the Lancashire Archaeological Curator in coordination with the Client. The Lancashire Sites and Monuments Record will be informed in writing at the commencement of the project.

3.8 Project Management

The project will be managed by **Mark Fletcher, BSc, MAAIS** to whom all correspondence should be addressed. All Unit staff are experienced, qualified archaeologists, each with several years professional expertise.

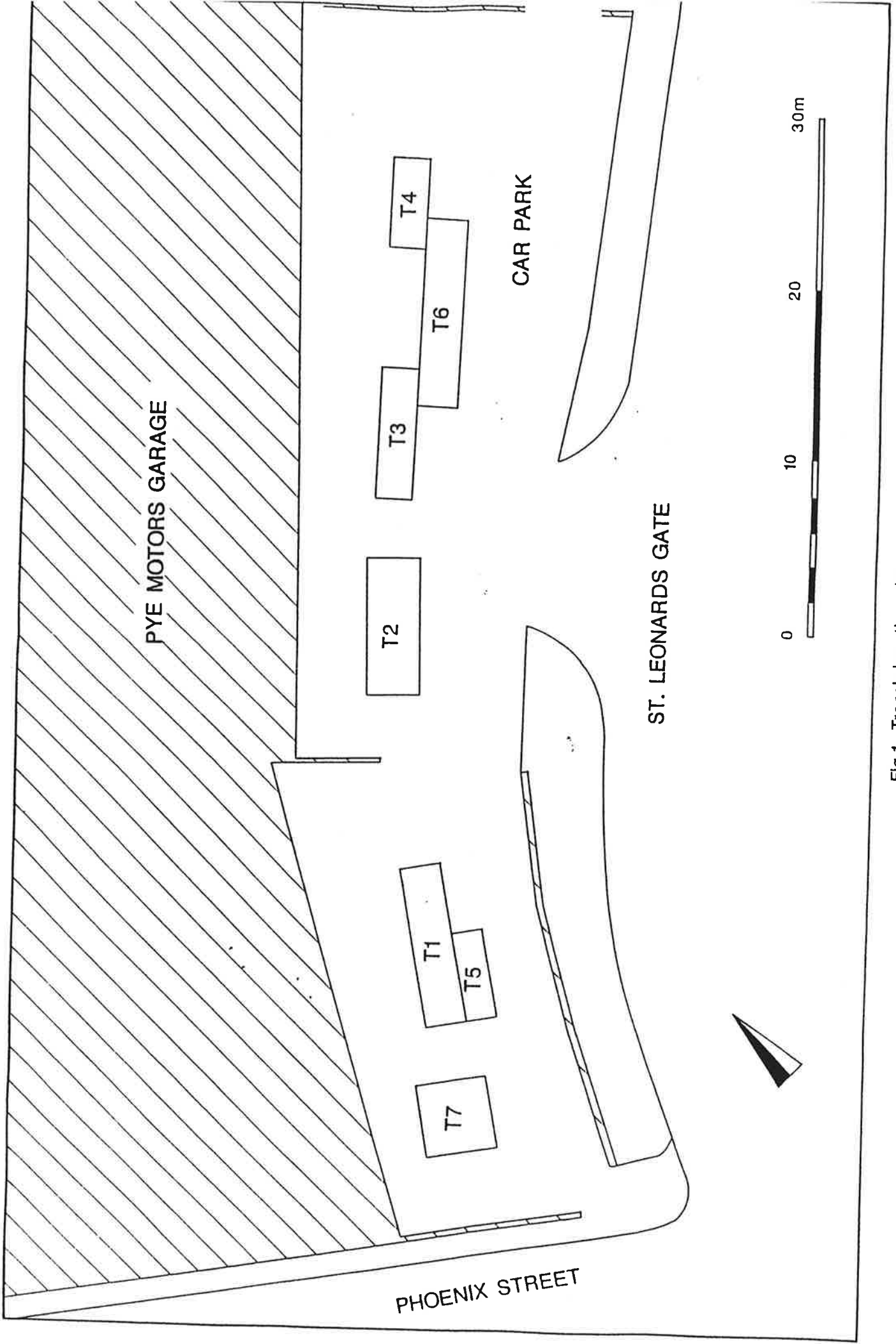


Fig.1 Trench location plan