Lancaster District Employment Sites (at draft Local Plan stage)
Initial Desktop Archaeological Assessment

26 January 2018
Introduction and Methodology

Lancaster City Council, as part of the evidence base to support the emerging Local Plan, require an archaeological assessment of a number of sites across the Lancaster District, proposed to be allocated for development.

Lancashire Archaeological Advisory Service has been commissioned to extract a relevant data set from the Lancashire Historic Environment Record, held by Lancashire County Council, and to provide an initial archaeological appraisal of each of the proposed development sites in order to identify any nearby archaeological heritage assets and to assess the potential scale of impact. The boundaries of the sites, names, etc. were provided by Lancaster City Council as ArcGIS shapefiles.

For each site the following information has been requested:

- Identification of known heritage assets (designated and non-designated) within the site;
- Outline assessment of the site’s potential to retain unknown buried deposits;
- Identification of designated or non-designated heritage assets nominally within 500m or such other distance as may be appropriate, taking into account the significance of the asset and the circumstances of the site;
- Overall conclusion to establish whether the site is considered to be of no archaeological significance/ of some archaeological significance/ of high archaeological significance and whether any heritage assets are considered to be of negligible/local/regional/national importance;
- Recommendations for future survey, where it is deemed appropriate.

The assessment has been undertaken utilising existing datasets, archaeological reports, publications, etc. held at the Lancashire Historic Environment Record. No further documentary research has been undertaken nor have further sources of information been sought out. Only where specifically stated has a targetted site visit also been conducted.

Limits of this assessment

This assessment work has been undertaken using professional judgement by Peter Iles, BSc MSc MCIfA. No formal system of scoring has been used to assign potential or significance to the proposed development sites, although experience of such procedures and of providing information and advice on archaeological planning matters in Lancashire has contributed to the conclusions drawn. Statements that follow should therefore be taken as an informed professional opinion, rather than fact.
LPSA: 824 Junction 33 Auction Market

This site lies on the west side of the A6 north of the Hampson Green roundabout giving access to the M6 junction, its west side being the Lancaster Canal. Its northern boundary is marked by the Galgate canal marina, whilst the south edge is delineated by the edge of the former parkland surrounding Ellel Grange. Towards the northern end is the Lane House farmstead site, of which the early- to mid-19th century farmhouse is Listed at Gd II. In the centre and towards the south are a number of earthwork sites noted from aerial photography and field-walking, which are undated but assigned to the Post medieval period (1540-1900). It is probable that this area has been settled from the later prehistoric period. A flint findspot is noted on the Historic Environment Record less than 500m to the north and a potential prehistoric occupation or burial site is recorded c.900m to the south. The projected lines of two Roman roads run c. 550m to the east and c.350m to the west of the site (though recent research has suggested alternative and more distant lines) and a native settlement of this period has been excavated at the southern end of the Lancaster University Campus, c. 1.5km to the north. Ellel Grange is thought to have originated as a monastic grange in the medieval period, prior to its demolition and rebuilding as a country house on an adjacent site in the mid-19th century, but the details of the development of the associated parkland have yet to be researched and incorporated into the HER. The development site has some potential for the preservation of as-yet unknown buried archaeological remains, from the prehistoric to earlier post-medieval periods, though it should be noted that fieldwork associated with the installation of the North West Ethylene Pipeline in 1988-91 did not encounter any buried early features in this section.

As noted above the site includes the designated heritage asset of Lane House, which is accompanied by other traditional 19th century farm buildings and more modern farming structures. Double Bridge, probably of c. 1797, crosses the Lancaster Canal on the area's south-western edge and is Listed Gd II. Junction Bridge and the first lock on the canal's 1823-5 Glasson Branch lie just the other side of the canal to the west of the development area. Further Listed buildings in the wider area include the Gd II Galgate Canal Bridge to the north and the remaining Glasson branch canal locks to the west. The mid-19th century Ellel Grange, the adjacent Redwards and Ellel Grange Canal Bridge (all Gd II) lie between 480 and 520m to the south, whilst the Gd II* Church of St Mary and adjacent Gd II mausoleum are a little over 650m to the south. All these latter Listed buildings are unlikely to be significantly impacted by development within this site, but a rapid assessment may be a wise precaution. The Lancaster Canal itself forms the north-western side of the development area and, whilst not designated, impacts on its setting should be considered in the planning of any development.

With the exception of the Nationally Significant Lane House the heritage significance of the development area does not, with the information to hand, appear to be more than Local, but there is potential for buried remains of prehistoric to early post-medieval date to be present. It is not possible to assess the significance of these potential remains, but there is no reason at present to consider that they may be so significant as to require preservation at the expense of development.

Any development proposed that would affect Lane House or its setting will require a formal heritage impact assessment to be compiled and submitted with any planning application. A heritage statement should also be provided for any works that could potentially affect the setting of the canal and its associated Listed features. A scheme of archaeological prospection (geophysical survey and trial trenching) is recommended within the development area, but this can be made a condition of any planning consent granted.
LPSA: 724 Carnforth Business Park

Perhaps about a third of this site is occupied by a series of recently-erected (post-2010) large modern business units. Estate roads have also been constructed but the remainder of the site is open and undeveloped. It has been examined by geophysical survey and archaeological trial trenching and no known heritage assets have been identified within it. Two old gravel pits of negligible significance lie immediately to the site's north, and beyond them is the Lancaster Canal.

The closest designated heritage asset to the site is the Listed Gd II Hodgson's Bridge, taking a footbridge across the Lancaster Canal. This is 260m to the west of the northwest corner of the development site. The Lancaster Canal itself approaches to within 70m of the site's northern border and, whilst not designated, impacts on its setting should be considered in any development planning. Other Listed Buildings lie within the settlement of Carnforth and should not be impacted by development of the site.

The site has been evaluated and found to be of negligible archaeological significance.

Impacts on the setting of Hodgson's Bridge and the Lancaster Canal should be considered as part of the design of future development and an appropriate heritage assessment supplied with any planning application. No further investigation for buried remains is required.

LPSA: 728 Carnforth Levels, Scotland Road

This site comprises two areas on either side of Scotland Road and immediately north of the railway line to Wennington and beyond. The eastern section incorporates former Midland Railway sheds of 1867 at its eastern end which have been converted into industrial units. The remaining area of this section is made up of access roads, hard standing and modern buildings. The western section is bounded on its west side by the West Coast Main Line railway and contains a modern portal-framed building with the remainder being coach and car parking. Signal boxes are recorded on the Historic Environment Record alongside the West Coast Main Line and the Wennington line adjacent to the development sites, but they appear to lie within the railway curtilage and are unlikely to be impacted by any development.

The closest designated heritage assets are two Listed Gd II buildings on the north side of North Road, Carnforth. Both lie more than 240m to the south of the development sites and are unlikely to be affected by any works there.

The development site retains standing buildings relating to Carnforth’s important railway heritage and these are considered to be of local significance. The remainder of the development site is considered to be of negligible archaeological significance.

The railway buildings should be retained in situ and, should the opportunity arise, be subject to rapid recording. No other archaeological investigation is considered necessary.

LPSA: 730 Caton Road Industrial Site, Lancaster

A linear site located between Caton Road and the River Lune, but divided into north and south sections by the embankment of the Lancaster Canal and the abutments to the Listed Gd I Lune Aqueduct of 1797. The southern half of the southern section incorporates the buildings of the former Lancaster Wagon Works of 1863-5, the front range and office of which are Listed Gd II. The
former Wagon Works structures have been re-used for various purposes, including temporary barracks, internment camp and shell casing machining during WWI and as part of a dyeing, bleaching and printing works after the war. Some of the Wagon Works site is still in textile finishing use but other parts are in a variety of industrial and retail uses. Much of the western edge of the site is marked by the line of the former Green Ayre to Wennington railway line, whose route is now a cycleway. The southern end of the site is also crossed by the culverted line of Lancaster's medieval mill race, which now functions as a sewer. A tree-lined promenade, the 'Ladies Walk', formerly flanked the mill race in the 18th and 19th centuries, but no remains of it are known to survive. Another watermill site located 'on an island in the Lune' (and thus presumed to have lain on the west flank of the development site below Skerton Weir) is recorded in the 15th and 16th centuries but its exact site is unknown. Elsewhere within or immediately adjacent to the southern part of the development site are recorded a number of late 19th century railway items, including a signal box and mile post, as well as travelling cranes and internal rail lines associated with the wagon works. The southernmost tip of the development site is occupied by a modern industrial estate, the Lake Enterprise Park, and the modern Alexandra Barracks, a TA centre. North of the former wagon works the southern section of the development area also contains some 20th century textile finishing buildings but is mainly occupied by modern industrial units and associated yards. North of the canal embankment the northern section of the development area includes site of the demolished 20th century Nelson's Acetate Works, but is now occupied by modern industrial and transport-related units and yards. The former single-storey gatehouse to the acetate works stood until recently, albeit in a very dilapidated condition.

As noted above the front range and office to the Lancaster Wagon Works within the development site is Listed Gd II and the Gd I Lune aqueduct is immediately adjacent. The Scheduled and Listed Gd II* Skerton Bridge lies just over 200m southwest of the southern tip of the development area, with the Gd II* Bridge Houses adjacent on Kingsway. The former Kingsway Baths and adjacent bus garage sites closer to the development area have recently been de-listed and so are no longer designated heritage assets. Circa 75-150m to the east of the development area (and raised above it) lie the Gd II Listed Dolphinlee Bridge over and the Newton Beck Culvert under the Lancaster Canal respectively. The setting of these could potentially be impacted by any redevelopment alongside Caton Road, but in practical terms only development of the extant car park site on the east side of the road is likely to be significant for these elements. The Lancaster Canal itself approaches to within 30m of the site's border and whilst not designated impacts on its setting should be considered. Other Listed Buildings lie within the settlements of Lancaster and Skerton, and should not be impacted by development of the site.

The standing buildings of the Lancaster Wagon Works site are considered to be of local to national significance, with the highest level generally reserved for the Listed section. The Lancaster canal embankment and adjacent Lune Aqueduct on the site's fringe are also of national significance. The mill race is of local significance and the remainder of the site of negligible archaeological significance.

Any development proposed that would affect the former wagon works site will require a formal heritage impact assessment to be compiled and submitted with any planning application. A heritage statement should also be provided for any works that could affect the former medieval mill race, but this will not require so much detail. Potential impacts on the Lune Aqueduct, the Lancaster Canal and its setting will need to be considered by developments in its vicinity. No intrusive archaeological investigations are considered necessary within the development area.
LPSA: 735 Heysham Industrial Estate

This site is named Heysham Business Park on modern OS mapping and falls within the area of the 1930s Trimpell industrial site, which included a refinery and chemical works established on behalf of the Government. The site produced high octane aircraft petrol, ammonia, nitric acid and ammonium nitrate and was particularly important during WWII. Whilst this production has now ceased and much has been demolished, a significant number of the present buildings appear on 1960s aerial photographs and may be part of the original factory. Due to its strategic importance defences were put in place around the site and a number of anti-aircraft gun positions and pill boxes are known, some of which survive. Given the density of industrial development here, no earlier heritage assets would be expected to survive within the development site.

The only designated heritage assets within 500m of the development site are the Listed Gd II No. 1 Low Road, Middleton and the cluster of three Listed Gd II sites at the former Middleton Towers holiday camp. None of these would be affected by works on the development site.

The buildings of the Trimpell site have not been archaeologically assessed, but it is anticipated that most will be of fairly generic design and that most of the process machinery will either have been removed or replaced and updated over the years. Some elements, such as the main offices, may have some architectural merit, but the general run of structures such as those on this development site are likely to be of local to negligible significance. The site is considered to be of negligible archaeological significance.

Any development proposal which would require the demolition of one of the original Trimpell buildings should be accompanied by a rapid assessment of the building, to see if it is worthy of further recording. No intrusive archaeological investigations are considered necessary within the development area.

LPSA: 734 Kellet Road Industrial Estate, Carnforth

A small extant industrial estate adjacent to LA02 (Carnforth Business Park), developed before 2000. The site is crossed by one of the conjectural lines of a Roman road running north from Lancaster towards Watercrook fort at Kendal, but there is no real evidence of the line of any such road here. Even if the road had once existed here, no buried archaeological remains are likely to have survived the construction of the extant units.

The closest designated heritage asset to the site are Hodgson’s Bridge over the Lancaster Canal (Listed Gd II, 300m northwest), with further Listed buildings being present off North Road in Carnforth. Development on this site is very unlikely to impact the setting of any of these Listed buildings.

The development site is of no architectural or archaeological significance.

No heritage assessment or archaeological investigations are required on this site.

LPSA: 732 Lancaster West Business Park, Heysham

This site forms a north-eastern projection of the Trimpell site (see LA05 Heysham Industrial Estate) and includes the route of a railway spur, sidings and a small oil depot, of which earthwork remains still stand. The former Trimpell main office block, which displays some architectural merit, stands
within the northwest corner of this development site, whilst the northeast corner contains a distinctive arch-roofed warehouse building. With the exception of a single field to the northern end of the site (centred at SD 42195994) there is little or no potential for archaeological remains which pre-date these industrial features to survive on site. The field at the northern end appears to have been a pasture field and aerial photography suggests that it may be crossed by a palaeochannel, pre-dating the formation of Heysham Moss. Archaeological excavation in other fields in the general area has not revealed any remains of human occupation, but such sites are known to have been favoured in early-mid prehistory and it may be considered to have a low-medium archaeological potential.

The Old Roof Tree Inn (Listed Gd II) is located c.75m to the south of the southern tip of the development site, whilst Downey Field farmhouse and barn and 1 Low Road, Middleton (all Listed Gd II) are just over 300m east and south of the site respectively. The setting of the former may be impacted by development at the south end of the site, but the other Listed buildings are unlikely to be affected.

The field at the northern tip of the site (above) is potentially of local to county significance. The former Trimpell offices and the arch-roofed warehouse buildings require further study, but appear to have local to county architectural significance. The remainder of the site is of negligible or no significance.

Development proposals which impact the former Trimpell offices or the arch-roofed warehouse, or which could affect the setting of the Old Roof Tree Inn, should be accompanied by a heritage statement assessing the impact of the proposals on those sites. Development of the presently undeveloped fields at the north end of the site (centred on SD 42195994) are likely to need archaeological evaluation, but such work can be made a condition of any planning approval rather than needing to be undertaken before a planning decision is made.

**LPSA: 738 Major Industrial Estate, Heysham**

This site forms a northern projection of the Trimpell site (see LA05 Heysham Industrial Estate) and was partially occupied by a tank farm. Whilst a few buildings may survive from the Trimpell days, the majority of the site has been cleared. A small site just north of the site entrance off Middleton Road (SD 41525967) was formerly the site of a small farmstead named Broadgate Foot. This farmstead was in existence in 1848 and its site seems not to have been re-developed following its demolition in the 20th century. Buried remains may survive here, but the remainder of the development site has no archaeological interest.

There are no designated heritage assets within 500m of this site.

The site has no architectural significance. The area of Broadgate Foot has local archaeological significance, the remainder of the site has no archaeological significance.

Development which would impact the site of the former Broadgate Foot farmstead may require investigation prior to development, but this could be made a condition of planning consent. No other archaeological or heritage assessment is considered necessary.

**LPSA: 731 Royd Mill, Heysham**
This site is adjacent to, rather than on the site of, Royd's Bobbin Mill (built after 1910, demolished late 1990s), and is known to have been crossed by a siding off the adjacent Morecambe-Heysham Harbour rail line. It is now mainly occupied by hard standing but has some later 20th – 21st century industrial buildings. There are no known heritage assets on the site nor are buried archaeological remains expected to survive.

The closest designated heritage asset is the Listed Gd II mid-19th century Penhale Court, some 500m to the north. Development on this site will not impact the setting of the Listed Building.

The site has no archaeological or architectural significance.

No archaeological or heritage assessment is considered necessary.

**LPSA: 727 Scotland Road, Carnforth**

This site lies between Scotland Road and the West Coast Main Line railway. It is occupied by modern industrial buildings and extensive hardstanding. There are no known heritage assets within or immediately adjacent to the site boundaries and the site is considered to have no potential for buried archaeological remains to survive.

The development site lies immediately to the northeast of but outside the Carnforth Conservation Area. The closest Listed building is the Gd II Carnforth House, on the west side of North Road, some 160m to the southeast and the Gd II signal box to the north of Carnforth Station, a similar distance to the northwest. Further Listed buildings are located off North Road and Lancaster Road, and on the former 'Steamtown' railway site west of the station. None of these buildings or their settings would be impacted by development on this site.

The site has no archaeological or architectural significance.

No archaeological or heritage assessment is considered necessary.

**LPSA: 729 Warton Road, Carnforth**

This site sits within the railway triangle south of the River Keer. It was formerly the site of railway sidings and a railway goods shed, and also seems to incorporate the c.1900 Carnforth Junction Signal Box (Listed Gd II). Other than railway features the site is not considered to have any archaeological potential.

As noted above a Listed building falls in the extreme southern tip of the site. The southern tip of the site is also within the Carnforth Conservation Area. Other railway-related Listed Buildings, including the Gd II* engine running shed, ash plant and coaling tower, stand to the immediate south and southwest on the station and former 'Steamtown' site. 1 and 2 Hagg Cottages, Listed Gd II, lie c.140m to the west, but are probably not inter-visible with the development site.

The site has local archaeological significance for its railway heritage.

Any development that impacts the Listed signal box will need to be accompanied by an assessment of its heritage impact, as will development that may impact the setting of the former 'Steamtown' and station complexes. Development on the goods shed site may merit a watching brief during development but no specific pre-determination evaluation is considered necessary.
LPSA: 737 White Lund Industrial Estate, Lancaster

This extensive site is mainly occupied by relatively modern industrial units, but also contains a number of open areas and a small number of early to mid-20th century buildings. The most significant of these are the few surviving structures of the 1916 National Filling Factory, a munitions site where shell casings manufactured elsewhere (e.g. at Vickers of Barrow and at Caton Road, Lancaster) were brought on the adjacent railway for filling and temporary storage. The factory has some local notoriety as the site of fires and explosions in 1917 and 1920. Shells and shell casings thrown out by these accidents have been found as far away as Torrisholme. Known surviving buildings include the altered shell of the factory power station on its north side at SD 449633 (although there is a current proposal to demolish it) and a probable filled-shell magazine at SD 446626. Other remains, such as the bases of two more magazines and the remnants of a mainly demolished ammonium nitrate house, are also known. Some buried remains of the pre-1848 Higham's Tenement, later known as Mellishaw Farm, may also exist on the southern edge of the site. There is some minor potential for the survival of early archaeological remains on the undeveloped portions of the industrial estate, but this is unquantifiable.

The closest designated heritage assets to the development site are the small manor house of Scale Hall and the two associated pairs of gate piers (all Listed Gd II), which lie 470-500m to the east of the site's eastern tip. The Gd II Oxcliffe Hall, dated 1644, stands 475m to the south of the site. Development on this site will not impact the setting of these Listed buildings.

The surviving munitions storage buildings are considered to have county significance, whilst other remains of the munitions factory have at least local significance. Any surviving buried remains of Higham's Tenement will also have local significance.

Any development proposal that would impact surviving munitions factory buildings or structures should be accompanied by an appropriate heritage assessment and the loss of the two known buildings would be resisted without appropriate justification. The sites of structures, including the known farmstead site, may require archaeological investigation and recording prior to development but following granting of planning permission. Any development proposals should also consider the issue of unexploded ordnance.

LPSA: 725 Lancaster Business Park, Caton Road, Lancaster

Some field investigation was undertaken on this site in 1997 before development started, including trial trenching. It confirmed that the earthworks on the south-eastern side of the development site were of Romano-British date and probably represented a small farmstead. No significant remains were found on the other parts of the site, where development has since occurred. Further topographical and geophysical survey has also been undertaken in the area of the farmstead as part of the recent works around the motorway junction.

The closest designated heritage asset to the development site is the Listed Gd II former 17th century farmhouse building at Croskell's Farm, c.70m east of the northeast tip of the site. The setting of this site has been compromised by the recent motorway junction works and it is in any case reasonably shielded from the business park by the topography. Whilst there are other Gd II Listed buildings and the Gd I Lune Aqueduct within 500m of the development site, their settings would not be impacted by development on this site.
The majority of the development site is of negligible significance. The area of the Romano-British settlement (centred at SD 4929763922 but extending north and west into the development area) is of county or regional archaeological significance.

Any development proposals along the southeast side of the development area will need to take the farmstead site into account and an appropriate heritage impact assessment will be required. It is probable that development could be permitted here, but formal excavation of the farmstead site would be necessary. Other undeveloped areas of the business park will not require any archaeological investigation or recording.

**LPSA: 726 White Cross Business Park**

The great majority of this site is already developed, incorporating surviving elements of the White Cross Mill complex, established in 1802 as a cotton spinning mill but developed and considerably expanded from 1856 onwards as part of the oilcloth works of William Storey. It incorporates the site of Lancaster's first Baptist Chapel as well as the Lancaster Militia Barracks of 1854. Following the site's closure in the 1980s a significant number of the formerly tightly-packed buildings have been lost and many of the remainder on the western side of the site refurbished as office space. To the east side some later mill buildings still stand but have been supplemented by clearance and redevelopment for light industrial and other purposes. Open space remaining from the demolitions is generally in use for vehicle parking and circulation. There is a small wooded fringe to the northeast and east sides of the site and an area of grass, garden and forecourt parking to the South Road frontage to the site. These undeveloped areas, that closest to South Road in particular, have some potential for the preservation of earlier remains. Bronze Age burials were found in 1876 during works 'for the War Department' – potentially to the militia barracks here – and the famous Lancaster Roman 'rider and barbarian' memorial stone was found on Aldcliffe Road only 70m to the west. Docton's recreated map of 1684 shows a building named 'Parkisson's' at what is now the junction of White Cross Street and South Road, and the building also appears as 'Poor House' on Mackreth's map of 1778 but had been lost by 1849, its site taken over by a walled garden and then the barracks forecourt. The remainder of the development area is unlikely to retain buried remains pre-dating the 19th century.

The western half of the development area forms part of Lancaster's Conservation Area and the former militia building is Listed at Gd II. The original part of the Lancaster Infirmary, opposite the west end of the site is also Listed Gd II and a number of other Gd II buildings are located within 100m of the site boundary, although development and redevelopment here at a similar scale is unlikely to impact their settings. Also within 100m is the cathedral of St Peter, which is Listed Gd II*; its raised position compared with the development site will make it perhaps more sensitive to larger developments, though it should be noted that the corner of the development site closest to it is perhaps the least attractive and most in need of improvement. The development area is visible from the Gd I Listed Ashton Memorial in the Registered Gd II Williamson's Park, but again development and redevelopment here at a similar scale is unlikely to impact their settings. The development area also does not make any contribution to the Scheduled monument and Listed Gd I structures on Castle Hill.

The Listed South Road frontage of the site is by definition of National Significance, and the other traditional buildings on the site are of at least local significance. Some of the more modern
industrial structures are by contrast of no significance and, with neglected areas on the north and east sides, provide a negative impact on the conservation area and nearby Listed Buildings.

An outline history of the mill complex is known, although the detailed development of the site may merit further research. None of the buildings on the site are known to have been recorded by buildings archaeologists and, given their present converted state it is doubtful that many of the 19th century buildings would merit more than external photography unless total demolition was proposed, although the occasional internal industrial feature does survive and The Barracks and The Chapel may be exceptions. Development or redevelopment on the western edge of the area or the area between South Road and The Gatehouse/Storey House/Fraser House may well merit archaeological investigations, in the latter case this may need to be undertaken before planning decisions are made. Modern industrial buildings do not merit any archaeological action.

LPSA: 723 Claughton Brickworks and Buffer Store, Claughton

This site is flanked by the A683 and the former railway line from Lancaster Green Ayre to Wennington. It is composed of two separate elements, to the southwest is the larger portion of Claughton Manor Brickworks, which was established here in 1898 but has been considerably modernised since that date. Brick shale is supplied to the works by a distinctive aerial ropeway from quarries to the southeast on Claughton Moor. The oldest surviving building is likely to be the ropeway terminal, but it is possible that buried foundations of former kilns, etc. may survive to the northwest of this. The northeast section of the development site contains a number of large 20th century industrial sheds, originally constructed as a storage depot. These sheds are now in use for a variety of industrial and distribution/retail uses. The length of the development site is crossed by the route of a Roman road, running from Lancaster to the fort at Over Burrow. Although traces of this road have been reported to the southwest of the brickworks, no buried remains of it are likely to survive within the development site.

The closest designated heritage asset is a Gd II Listed mid-19th century milestone located on the southeast side of the A683 opposite the north-eastern part of the development site. A cluster of five Gd II buildings (including the church of St Chad) and the Gd II* Claughton Hall are located between 200 and 300m to the east of the development site, within Claughton village. Given the extant uses of the site, redevelopment is unlikely to have much further negative impact on these Listed buildings.

The original part of the brickworks site, whilst its product is well-known in north Lancashire and it is a landmark because of its aerial ropeway, is only of local heritage significance. The remainder of the site is of very low or negligible significance.

Development which would seriously impact (or remove) the aerial ropeway and its terminal building would require the creation of a formal building record, which could be undertaken as a condition of any planning consent. Development in the area of the early brickworks, northwest of the ropeway terminal, will need archaeological investigation and recording of surviving foundations but again this can be undertaken following planning consent. The remainder of the site would not require any archaeological response to development proposals.
LPSA: 719 Cowan Bridge Industrial Estate

This site occupies a section of the former Ingleton Branch of the railway line built by the Lancashire and North Western Railway and the Lancaster and Carlisle Railway Companies. The line was opened in 1861 and closed in the 1950s. It is occupied by hardstanding and modern industrial buildings. Whilst there are historic earthworks in the immediately surrounding fields, there are no known historic remains on the site and there is virtually no potential for the survival of buried remains within its bounds.

To the northwest of the development site are two Listed Gd II 19th century boundary stones alongside the A65, the closest being c. 120m from the development site boundary. A little further along the road is the Gd II late 18th century bridge (now bypassed by a modern bridge) and beyond that Bronte Cottages. These latter are Listed Gd II late 18th century houses, associated with the Bronte sisters. The setting of these sites will not be significantly impacted by redevelopment on this site.

The site has no archaeological or architectural significance.

No archaeological or heritage assessment is considered necessary.

LPSA: 722 Galgate Mill, Galgate

This site includes remains of the stone-built silk mill site at Galgate, along with part of a tan yard and a portion of a millpond. The mill (for spinning waste silk) was opened in 1792, having been converted from an existing water-powered corn mill (probably extant 1717) and was reportedly the first mechanical silk spinning mill in the country. An extension was erected in the 1830s and in 1852 the large brick mill was built on the opposite side of the road. The 1848 OS 1:10,560 mapping shows that a tan yard occupied land immediately to the south of the mill and that a series of tanning tanks or pits lay within the south end of the site. The tan yard may well have been owned by the Carter family and been of 17th or even 16th origin. The 1848 mapping also shows that the watermill was supplied by a race running from the weir on the River Conder upstream of the bridge just north of Ellel Chapel. That race ran across fields and then alongside what is now Chapel Lane. No millpond appears on that map, but the 1891 1:2,500 OS map shows a semi-circular millpond in the northern part of the development site. The northern half of that pond still survives on site, but the southern part has been infilled. The tail race to the mill exited on its western side and ran back to the river, although some seems to have been diverted to supply the tannery. It is probable that buried remains of the water system and tannery will exist on the site.

The mill is Listed Gd II, as is the 1852 brick-built mill opposite, Ellel House to its east (35m) and the Church of St John, 35m to the northwest. Chapel Cottages, circa 75m to the south, are also Listed Gd II. Any development proposals will have to take these sites into account.

The development site is of county (tan yard) and national (mill) significance.

Any development proposals will need to be accompanied by a detailed heritage assessment of the impact on the extant buildings and the potential for impact on buried remains, as well as wider impacts on the setting of the surrounding sites. Mitigation of the impacts in the form of building recording and archaeological excavation is likely, however, to only be necessary once planning consent has been granted.
LPSA: 733 Glasson Industrial Area

This development site incorporates a significant part of the Scheduled Monument of Glasson Dock, including the 1750s quay, both sides of the later 18th century sea dock and the site of the infilled 1837 graving dock on its west side, but not the lock through into the canal basin and associated swing bridge. It also includes the late 18th century Listed Gd II former customs house and lighthouse, the 1789 former sail loft now acting as the harbour master’s office and a series of modern industrial and storage sheds. The site of a later 19th century steam saw mill falls beneath one of these recent sheds and the eastern quays were linked to the railway to Lancaster from c.1883. Within the scheduled area there are known to be buried remains of the graving dock and early quay walls and surfaces are also extant beneath present day surfacing and structures. Outside this the potential for buried archaeological remains to survive is limited, although there may be some remnants of the saw mill and buried rails present.

The development area lies wholly within the Glasson Dock Conservation Area. It also contains both a Scheduled monument and Listed buildings as noted above. The Victoria Hotel of c.1800 is Listed Gd II and lies within a ‘pocket’ in the development area only 20m from its bounds and could be significantly impacted by new development. Christ Church, Glasson, dates to 1840 and is also Listed Gd II. It lies 380m to the southeast and its setting should not be significantly impacted by works in the development area.

The area of the dock is, by definition, of national significance but harbour and dock legislation has been used in the past to allow some development within the bounds of the Scheduled Monument. The modern units are, in contrast, of no heritage significance. Whilst these buildings could be considered as ‘negative’ features within the Conservation Area, the origins of the dock as a commercial enterprise and the contribution of the extant industry to the management and maintenance of the dock needs to be recognised.

Developments on the majority of the present open areas on the west side of the dock are unlikely to have a large heritage impact and would merit only an outline heritage assessment as part of any proposal. The site of the Scheduled graving dock, the land adjacent to the harbour master’s office and the ‘pocket’ south of the Dalton Arms will however need particular care and a more detailed assessment. The settings of the Listed buildings within the development site have already been compromised by the extant modern units and further development is unlikely to increase that impact significantly and again a rapid assessment is all that would be required as part of any development proposal. In contrast development on the east side of the dock will need to take into account the direct and indirect impacts on the Scheduled Monument, the houses and the Victoria Hotel in the ‘pocket’ and the impact on the adjacent Lune estuary and a detailed heritage impact statement will need to be submitted with any planning proposal. Mitigation of any impacts is likely to be achieved mainly by careful design. The need for archaeological investigations and recording will be limited and probably restricted to post-permission works.

LPSA: 741 Halton Mills

This development area sits between the early mills on the north bank of the Lune at Halton and the two northern buildings are of modern origin. The structure in the eastern ‘tongue’ of the site has a similar footprint to a later 19th century mill structure, and, with the other southern building, is
thought to have been part of the former Luneside Engineering Works. The heritage significance of
these two earlier buildings is, however, limited. No buried archaeological remains are likely to
survive within the development site.

There are no designated heritage assets likely to be impacted by development within this site.
The site has no archaeological or architectural significance.
No archaeological or heritage assessment is considered necessary.

LPSA: 720 Hornby Industrial Estate
This development site includes the line of the dismantled former Lancaster Green Ayre to
Wennington railway line, along with sidings and the sites of a signal box, goods shed and cattle pens.
Modern development now occupies the sites of these features and no significant buried remains
would be expected to survive.

The site entrance is adjacent to the Hornby Conservation Area, but none of the site falls within it.
The closest Listed buildings are the mid-18th century 11 Station Road, 60m to the northeast and the
medieval cross base at Butt Yeats, 250m to the southeast. Neither of these designated heritage
assets is likely to be impacted by any development here.

The site has no archaeological or architectural significance.
No archaeological or heritage assessment is considered necessary.

LPSA: 721 Willow Mill, Caton
Willow Mill is Listed Gd II and was a water-powered corn mill built shortly before 1790, extended
and converted into a cotton spinning mill prior to 1795 and then converted to silk spinning 1815-61.
It was altered again and functioned as a bobbin mill from 1861 until 1973 and is now business units.
It is said to have been an earlier fulling mill site, but this has yet to be confirmed. The smaller
building parallel to the site's northern edge (recently used as a youth club) was a silk warehouse.
There are likely to be some buried remains of the former water system within the site boundary, but
survival of other archaeological remains is likely to be limited. There may be some features within
the building still remaining from its industrial past, but it is not known to have been assessed or
recorded.

As noted above the mill building itself is Listed, and the former warehouse, boundary walls, etc.
should probably be considered as Listed curtilage structures. A small cluster of Listed buildings is
extant at
The mill is, by definition, of national significance. Any buried archaeological remains are only likely
to be of local significance.

Any proposal for alterations to the building should be accompanied by a heritage assessment.
Proposals for construction within the grounds should consider if they are likely to impact (or be
impacted by) buried remains of the water system, but any mitigation works required can be made a
condition of any planning consent.
LPSA: 739 Lancaster University Innovation Park

This site has been assessed as having a potential to contain buried remains of later prehistoric and/or Romano-British settlement and has been subject to a geophysical survey. No obvious traces of such occupation were detected by that survey and, despite the lack of confirmation by trial trenching, the site was subsequently 'written off' archaeologically. There are extant planning permissions for the development of this site and no archaeological conditions have been imposed upon them. There is a concern, however, that settlement activity here may have left little trace that would have been picked up by the remote survey, although it must be stated that the ring ditch at the excavated Romano-British settlement site c. 1.5km to the south (Barker House Farm) was detected by geophysics. It may also be significant that a substantial hoard or Bronze Age tools has recently been discovered in the vicinity of the site.

The closest Listed building is the Gd II Bailrigg House, 250m to the east, and Burrow Heights Farm, c.420m west. Bailrigg House has an associated garden landscaped by Thomas Mawson in 1906, developing on earlier work by H. Ernest Milner, said to be of national significance but as yet not included in the Register. The development site is partially concealed by topography and trees from the house and garden, but it does form part of its wider backdrop and the design of structures here will have to take this into account.

Despite the geophysical survey, the development site is considered to be of at least local archaeological significance. It also has significance, as noted above, as part of the setting of Bailrigg House and its garden.

Whilst the extant planning consents could be implemented without any archaeological investigation, if the opportunity arose it would be prudent to check the results of the geophysical survey with a scheme of trial trenching before any development took place.

LPSA:740 Port of Heysham Expansion

Heysham Harbour was established by the Midland Railway Company and constructed between 1897 and 1904. The works extended the existing coastline between the rocks of Near Naze and Red Nab westwards, with new rock-armour sea defences and a concrete and stone-walled wet dock. The dredged materials from the dock basin and the channel out to sea, along with further material imported onto the site by railway, were used to backfill the area behind the new defences. The area to the south of the dock basin was subsequently used to build two nuclear power stations, which utilise the dock basin for cooling water. The harbour originally had a fish quay and an iron ore quay, the latter supplying the Carnforth iron and steel plant, but the present business concentrates on passenger, vehicle and commercial ferry services to the Isle of Man and Ireland. It was previously possible to travel to the boat by train, alighting at the purpose-built station, but the rail passenger service has been closed. Heysham is known to have been utilised in the Mesolithic period (10,000-3,500BC), at the beginning of which period the sea levels were somewhat lower and the shoreline is likely to have been some distance further west than at present - remains of a 'drowned forest' are known at Sandylands to the north of the harbour and a Neolithic stone axe was recovered from Half Moon Bay. A second axe found on the power station site may have been lost there, but it may also have been imported from either the dredging or the other backfill material used to level the site. There are a cluster of 'Barrow' place-names in the Heysham area and this has been taken to suggest
that there was Bronze Age settlement here. Unfortunately no actual burial mounds or Bronze Age finds are recorded and it may be that the names simply refer to small drumlins or hillocks. A number of small quarries are recorded both within and around the development area in the 19th century and there are a number of surviving 20th century buildings associated with the port and railway. Whilst there is some potential for prehistoric and later remains to have been buried by the making up of the ground, they are likely to either be deeply buried or already have been disturbed by the extant industrial development. The potential for significant as-yet unknown buried deposits to be disturbed by routine development is thus considered to be negligible.

The closest designated heritage assets to the development area is the Listed Gd II Penhale Court in Higher Heysham c.400m to the east and Heysham Head Hall and its associated walls, also Gd II, c. 450m northeast. Neither of these sites or their settings will be impacted significantly by development here.

The site has local archaeological or architectural significance limited to the dock basin and the WWII defences, and perhaps any surviving earlier 20th century features at the railway station etc.

No routine archaeological or heritage assessment is considered necessary for ordinary developments, but a large scale scheme (such as a new power station) would probably merit a formal heritage assessment. Any field investigation or mitigation works will normally be required by planning condition.

(Smaller area within larger LPSA: 710) North Lancaster Business Park

Only an indicative site is shown for this development, north of Beaumont. This area has seen a number of phases of archaeological work associated with the recent construction of the new Bay Gateway road and important archaeological remains were recovered during excavations both north and south of the indicative site. These include a Neolithic and Bronze Age settlement site in the fields north of Beaumont Hall and an extensive medieval to post medieval site (perhaps of monastic origin) west of Green Lane. The remains recovered were of at least county, if not regional significance and the probability of other as-yet undetected buried remains to be present must be considered to be high.

The nearest designated heritage asset to the indicative site is Beaumont Hall itself, which is Listed Gd II, 120m south. Green Lane Canal Bridge and Halton Road Bridge over the Lancaster Canal are further away and also Listed Gd II, whilst the Gd I Lune Aqueduct is 475m to the southeast. To the northwest the Gd II milestone at Beaumont Gate farm (lifted and replaced as part of the Bay Gateway works) is 330m away.

The development site is of unknown but potentially county to regional archaeological significance.

Any development proposed for this site should be accompanied by the results of a full desk-based and field investigation, including trial trenching. Whilst the exact response to an application will depend upon the results of such investigation, a potential requirement for formal archaeological excavation following granting of planning permission should be anticipated.

LPSA: 740 Port of Heysham
See 740 above

LPSA: 740 Port of Heysham Industrial Estate
See 740 above

(Smaller area within LPSA 137 and 709): South Lancaster Business Park

Again, only an indicative site is provided for this development area. It falls in an area of south Lancaster where a large and nationally important late Bronze Age find was made in 2016 and where Romano-British occupation, a Roman road and a possible Roman mausoleum site have been identified. Medieval and post medieval settlement and earthworks are also known in the wider area. It is probable that there are significant as-yet unknown buried remains in this area.

The closest designated heritage asset to the indicative site is 1-2 Burrow heights Cottages, which is Listed Gd II and c. 150m to the southwest. Burrow Beck Bridge crosses the Lancaster Canal a little under 400m to the west, and is also Listed Gd II, as is Bailrigg Farmhouse 850m to the east. Bailrigg House is also Listed Gd II and a little closer at 730m to the east-south-east; it also has a significant designed vista in this direction which will need to be taken into account during the design of any development. Lancaster Canal, to the west of the indicative site, is not itself Listed, but it is a significant heritage asset and impacts on its setting should also be considered.

The proposed development area is of unknown but potentially national – county significance.

Any development proposed for this site should be accompanied by the results of a full desk-based and field investigation, including trial trenching. Whilst the exact response to an application will depend upon the results of such investigation, a potential requirement for formal archaeological excavation following granting of planning permission should be anticipated.