

130-136 STRICKLANDGATE, KENDAL, CUMBRIA

Archaeological Desk-Based Assessment



Client: Lake District Estates Co Ltd
Planning Ap. Ref.: 5/08/0070
NGR: SD 5145 9305

© Greenlane Archaeology Ltd
March 2008



Greenlane Archaeology Ltd,
2 Albrights Yard, Theatre Street,
Ulverston, Cumbria, LA12 7AQ

Tel: 01229 588 500
Email: info@greenlanearchaeology.co.uk
Web: www.greenlanearchaeology.co.uk

Contents

Non-Technical Summary.....	2
Acknowledgements.....	2
1. Introduction.....	3
1.1 Circumstances of the Project.....	3
1.2 Location, geology and topography.....	3
2. Methodology.....	5
2.1 Desk-Based Assessment.....	5
2.2 Site Visit.....	5
2.3 Archive.....	5
2. Desk-Based Assessment and Site Visit.....	6
3.1 Site Background.....	6
3.2 Map Regression (Figs 2-3).....	10
3.3 Site Visit.....	13
3.4 Previous Archaeological Investigation.....	14
3.5 Geotechnical Investigation.....	15
4. Discussion.....	16
4.1 Significance of Known Remains.....	16
4.2 Potential for Below Ground Remains.....	16
4.3 Impact.....	18
4.4 Significance.....	18
4.5 Recommendations.....	19
5. Bibliography.....	20
5.1 Primary and Cartographic Sources.....	20
5.2 Secondary Sources.....	20
6. Illustrations.....	23
6.1 List of Figures.....	23
6.2 List of Plates.....	23

Non-Technical Summary

Following a planning application submitted by Lake District Estates Co Ltd for the erection of a hotel and restaurant and alterations to buildings at 130-136 Stricklandgate, Kendal, Cumbria a programme of archaeological investigation was recommended by the Cumbria County Council Historic Environment Service (CCCHES). The first part of this was to comprise a desk-based assessment. The work was carried out by Greenlane Archaeology in February and March 2008.

The area certainly has medieval origins, and the distinctive elongated burgage plots running either side of the main street are indicative of this. Previous work at several sites along Stricklandgate has revealed extensive evidence of activity dating from the late 12th century onwards. The most recent, and nearest to the site, was on the opposite side of Maude Street, to the rear of 110-112 Stricklandgate, where a large number of features relating to activity in the rear sections of burgage plots was uncovered, principally belonging to two phases, one from the 12th to 14th centuries, the other the 14th to 17th centuries.

The map regression showed that the site included areas of built-up street frontage, partially in-filled plots to the rear, and the edge of fields beyond. Deposited plans showed the location of buildings and petrol tanks added during the 20th century as part of a garage.

The site visit revealed that the current standing buildings for which demolition is proposed are of negligible archaeological or historical merit, and no recording work is therefore required.

The map regression, together with information from intrusive geotechnical work carried out as part of earlier site investigations, revealed areas of differing archaeological potential, and differing disturbance. Based on this, and considering the impact of the proposed development, it was recommended that the site be archaeologically evaluated.

Acknowledgements

Greenlane Archaeology would like to thank Lake District Estates Co Ltd for commissioning and supporting the project, in particular Peter Hensman and Mike Meredith for their help and information. Additional thanks are due to Tony Hills of Damson Design, the agent for the project, for providing information about the site, and to the staff of Cumbria Record Office in Kendal and Kendal Local Studies Library for help with accessing their archives. Thanks are also due to Jo Mackintosh, Historic Environment Record Officer, for providing access to the Cumbria Historic Environment Record, and to Jeremy Parsons, Assistant Archaeologist at Cumbria County Council, for providing a brief and approving the project design.

The desk-based assessment and site visit were carried out by Sam Whitehead and Dan Elsworth, the report, including illustrations, was compiled by Sam Whitehead, Steve Clarke, and Dan Elsworth. Dan Elsworth carried out the site visit, and Jo Dawson managed the project and edited the report.

1. Introduction

1.1 Circumstances of the Project

1.1.1 Following the submission of a planning application by Lake District Estates Co Ltd (hereafter 'the client') for the erection of a hotel and restaurant and alterations to buildings at 130-136 Stricklandgate, Kendal, Cumbria (Planning Application No. 5/08/0070; NGR SD 5145 9305), an archaeological desk-based assessment was recommended by South Lakeland District Council after consultation with the Cumbria County Council Historic Environment Service (CHES 2008). This is intended to establish the location, extent, survival, and significance of any known archaeological remains on the site, and assess the likelihood of additional, unknown remains being present.

1.1.2 A project design was produced by Greenlane Archaeology (see *accompanying CD*), and following the acceptance of this the desk-based assessment was undertaken during February and March 2008.

1.2 Location, geology and topography

1.2.1 The site covers an area of approximately 0.3 ha, fronting Stricklandgate to the west and Maude Street to the south (Fig 1). 130-136 Stricklandgate is at the north end of the town's commercial centre and is located amongst a variety of commercial properties. Stricklandgate is the town's main thoroughfare and runs roughly north/south.

1.2.2 The site lies on relatively flat ground and is approximately 50m above sea level (Ordnance Survey 2002). The river Kent is located some 300m to the north-east and drains the higher ground to the north-west of Kendal into Morecombe Bay to the south-west. The solid geology comprises Bannisdale slates but is situated on the edge of a large area of Carboniferous limestone (Moseley 1978, plate 1), with overlying drift deposits of glacial gravel (Countryside Commission 1998, 66).

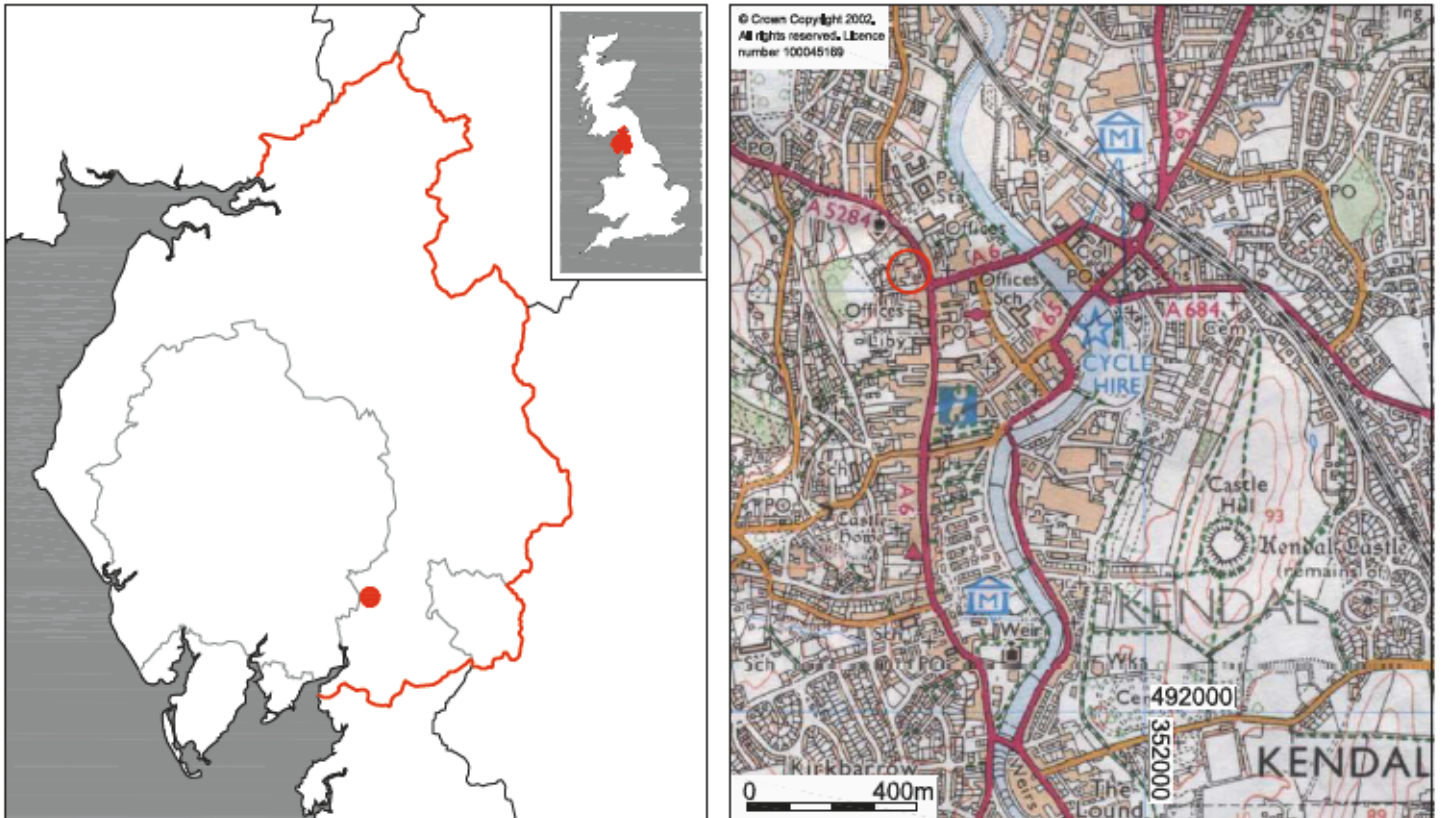


Figure 1: Site location

2. Methodology

2.1 Desk-Based Assessment

2.1.1 A desk-based assessment was carried out in accordance with IFA guidelines (IFA 2001). This principally comprised an examination of early maps of the site and published secondary sources. A number of sources of information were used during the desk-based assessment:

- **Cumbria County Council Historic Environment Record (CCCHER)**: this is a list of all the known sites of archaeological interest within the county, which is maintained by Cumbria County Council and is the primary source of information for an investigation of this kind. A list of all of the known sites of archaeological interest within approximately 100m of the centre of the proposed development area was acquired; each identified site comes with a grid reference, description and source and any additional information referenced was also examined as necessary;
- **Cumbria County Record Office, Kendal (CRO(K))**: this was visited in order to examine early maps and plans of the site, original documents relating to businesses and properties on the site, and local and regional histories and directories;
- **Kendal Local Studies Library**: the local studies section of Kendal Library was consulted in order to examine additional sources relating to the history of the site;
- **Greenlane Archaeology Library**: additional secondary sources, used to provide information for the site background, were examined.

2.2 Site Visit

2.2.1 The site was visited on 6th March 2008. The standing buildings and the rest of the site were rapidly examined, and colour digital record photographs were taken.

2.3 Archive

2.3.1 A comprehensive archive of the project has been produced in accordance with the project design (see *accompanying CD*), and current IFA and English Heritage guidelines (Brown 2007; English Heritage 1991). The paper and digital archive and a copy of this report will be deposited in the Cumbria Record Office in Kendal on completion of the project. Three copies of this report will be deposited with the Cumbria Historic Environment Record, one with the client, one with the client's agent, and one will be retained by Greenlane Archaeology. In addition, a record of the project will be made on the OASIS scheme.

2. Desk-Based Assessment and Site Visit

3.1 Site Background

3.1.1 **Introduction:** the background to the site is intended to place the site in its local context. Information regarding the specific development and use of the site is presented in the map regression in Section 3.2.

3.1.2 **Prehistory:** while there is evidence for human activity in Cumbria from the Palaeolithic onwards, the earliest evidence from the area around Kendal seems to belong to the Bronze Age. An account from the Westmorland Gazette of 1868 describes how workmen digging a drain near Howard Holme (close to the A6 near the southern edge of town) came across a stone cist, containing a skeleton about 4 foot 6 inches tall, and nearby was a separate crouched burial '*which was laid on its side facing east with its knees bent up*' (Bingham 1996, 30). A Beaker period burial was found on Sizergh Fell (Fell 1953), and recent excavations at Sparrowmire Farm to the north of the town revealed a Bronze Age burnt mound (Heawood and Huckerby 2002). An enclosure known as Castlesteads or the Helm, of probable Iron Age or Romano-British date, is situated on the southern edge of the town near Oxenholme (Collingwood 1908), and another may have been situated on Helsfell to the north-west (Ferguson and Cowper 1893, 525) but there are few details about these sites.

3.1.3 **Roman period:** the 1.32 hectare fort at Watercrock, a little over 1km to the south of Kendal, shows the Romans had a presence in the area (Potter 1979). Only a small number of Roman finds have been found within or close to the town itself, however, which suggests that their presence was not extensive north of the fort (CCC and EH c2002, 8). More recently a possible hoard of Roman coins has been identified at Helsfell (Shotton 1995, 274; 1996, 27), but this is perhaps more likely to represent contact between the natives and the Romans than suggest this site is of Roman origin; a hoard is also recorded from somewhere near Castlesteads (CCC and EH c2002, 8).

3.1.4 **Early Medieval period:** as is the case throughout Cumbria, the evidence for early medieval activity is scant. Once the administration of Rome was finally rescinded in cAD 410 it seems likely that Kendal became part of the British Kingdom of Rheged (Kirkby 1962). From the early-mid 7th century onwards the expanding kingdoms of Northumbria began to influence the area. A fragment of an Anglian cross discovered in Trinity Church, Kendal is one of the few tangible pieces of evidence relating to this period (Collingwood 1904). This suggests a pre-Norman church existed on the site and that Kirkland was the early medieval focus of what was to become Kendal.

3.1.5 During the 9th and 10th centuries the region was subject to the influence of populations of Hiberno-Norse extraction. Place-name evidence (Smith 1967) indicates that these people were present throughout Cumbria, hence the proliferation of Norse names in the area.

3.1.6 **Medieval period:** the settlement of Kirkland, at the southern end of the medieval town, was recorded in the Domesday Book (as *Chechebi*; Faull and Stinson 1986), from which it may be inferred that the mother church of the area was there. The settlement became the centre of a Norman Barony in the later 11th century. The earliest fortification in Kendal, which could potentially have been the seat of the Barony, is Castle Howe (RCHME 1936, 122). The castle is one of a series of early post-conquest motte and bailey fortifications established along the river valleys of the North West and probably dates from the 12th century (Winchester 1979). A later

fortification was Kendal Castle to the east of the River Kent which has earthworks and masonry dating to the 13th century onwards (Pevsner 1967, 256-7).

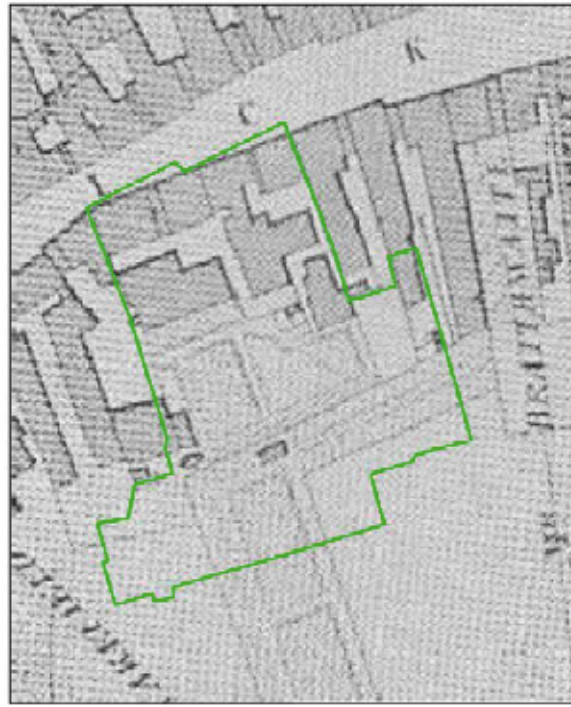
3.1.7 Early town development: Richard I granted a Saturday market in 1189, and at some time between 1222 and 1246 William III of Lancaster, the lord of the manor, confirmed borough status to a settlement which seems to have been encouraged to the north of Kirkland (Munby 1985). The earliest map is John Speed's of 1611 and this suggests there was some deliberate town planning. There is a notable contrast between the winding course of Kirkland, round the church, and the long straight streets of Highgate, Stricklandgate, and Stramongate, all of which converge on the market place in Kendal. The streets had narrow burgage plots extending back from the street frontage, and documents dating to 1310 and 1390 suggest that there were around 144 tofts in the town, the width of the tofts being fairly wide allowing further sub-division laterally (CCC and EH c2002, 9). The charter of between 1222 and 1246 has a specific clause relating to fulling and dyeing (Munby 1985, 103), indicating there was an established cloth-based economy in Kendal by this period. Kendal was subject to numerous raids from Scotland in the 14th century, the most notable being the great raid of 1322. There were also outbreaks of sheep murrain from 1280 onwards and poor harvests led to famines between 1315 and 1317 (Winchester 1979, 6).

3.1.8 Post-medieval period: the woollen industry came to dominate the town's economy during the later medieval and post-medieval period and remained the town's major source of wealth for some time (CCC and EH c2002, 10). During the 18th and 19th century the population expanded rapidly and settlement became considerably more dense within the town centre, with the effect that many of the older burgage plots were in-filled with new buildings. This gradually led to the development of the present Yard system, which provided access to properties behind the main streets while retaining some open space (*op cit*, 14-15). It is evident from the map regression that this infilling occurred to the rear of 130-136 Stricklandgate (see Section 3.2 below).

3.1.9 During the late 18th century some major developments took place in close proximity to the site; the land to the north was developed by John Wakefield and Son prior to 1788 and used as a woollen manufactory (Curwen 1900, 334; their weaving shop and workers cottages are evident on the maps from 1787 onwards, see Section 3.2 below). They made use of a beck that flowed from Maudes Meadow to the west through their property and across the street to wash yarn (*op cit*, 335). They also established a bank next to their dwelling house on Stricklandgate in 1788, and an inn known as the 'Black O'Moor' or the 'Labour in Vain' (*ibid*). Both were subsequently demolished, but the weaving shop was clearly still present until the end of the 19th century (see Section 3.2 below).

3.1.10 The beck from Maudes Meadow subsequently formed part of a scheme to drain Maudes Meadow begun in 1863, although it was culverted from as early as 1820 (*op cit*, 334). Maude Street was constructed in 1897, and led to the destruction of several houses, including the former home of a Dr Shaw '*the famous orientalist*' (*ibid*). Alterations and improvements had already been made to Sandes Avenue on the opposite side of Stricklandgate (CRO(K) WSMB/K 82a 1872), and the development of Maude Street seems to be part of a more general period of improvements to this part of the town at this time. At least part of the area behind 130-136 Stricklandgate was apparently known as the '*Jack Shop Yard*' (*ibid*), perhaps suggesting it was at some time connected to the manufacture of armoured coats for archers or infantrymen (Friar 1991, 206; armourers are known to have been amongst the guildsmen recorded in Kendal from as early as the late 16th century; Satchell 1998, 27).

Todd 1787



Wood 1833



Hoggarth 1853

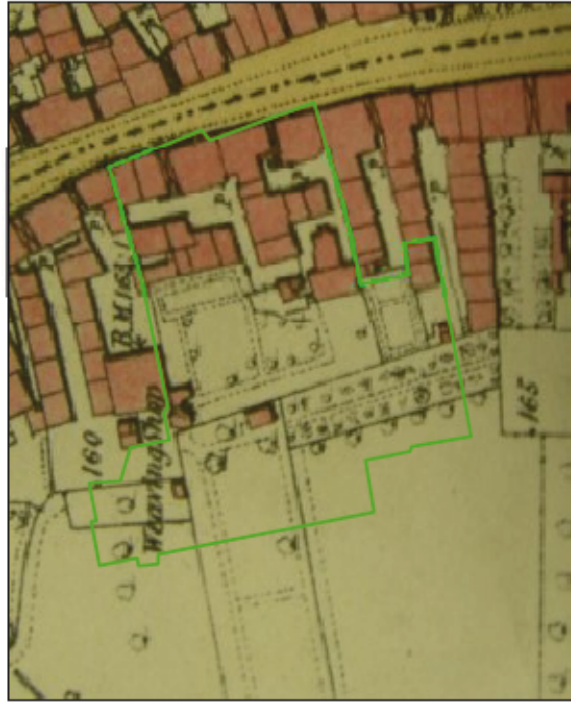


Ordnance Survey c1859



Figure 2: Map regression 1787-c1859

Ordnance Survey 1859



Ordnance Survey 1898



Ordnance Survey 1912



Ordnance Survey 1938



Figure 3: Map regression 1859-1938

3.2 Map Regression (Figs 2-3)

3.2.1 **Todd 1787:** this map shows there are properties on the site with frontages to Stricklandgate and buildings to the rear. Behind these buildings are rectangular areas which were possibly allotments or gardens. There is property running along the south boundary with access via a passageway through property on Stricklandgate; more detail of this arrangement can be seen on the subsequent Ordnance Survey maps.

3.2.2 **Wood 1833:** this appears to be a more simplified or schematic map than Todd's, and shows that there are established properties on the site with frontages onto Stricklandgate, with buildings running parallel to the rear. On the west side of the property boundaries there is a field which is marked as belonging to a Mrs Braithwaite.

3.2.3 **Hoggarth 1853:** this map shows the same properties and boundaries as Wood's map, but with slightly more detail. There is now what may be an established garden to the rear of the largest plot and several smaller buildings to the south of it.

3.2.4 **Ordnance Survey c1859 and 1859:** these maps (of different scales but essentially the same date) are extremely detailed, and show the divisions within the buildings and the design of the large garden to the rear, which includes a small octagonal building in the north-west corner, probably a summerhouse. The field to the west has now been divided into smaller plots, and a weaving shop is shown just outside the north boundary of the site. It is striking that the layout of the buildings is closer to that shown by Todd in 1787 than to that shown by Wood or Hoggarth in the intervening period.

3.2.5 **Ordnance Survey 1898:** this map shows that there has been little change to the properties with the site area and the boundaries are unchanged, but due to changes in the Ordnance Survey's mapping conventions the detail of the garden has not been shown. In the top north-west corner of the site there is now a detached property. To the south of the site, three properties on the west side of Stricklandgate and a row of seven properties running east/west have been demolished allowing greater access to the field to the west. The row of buildings on the south boundary of the site is still extant.

3.2.6 **Ordnance Survey 1912:** to the south of the site boundary opposite Sandes Avenue the access shown on the Ordnance Survey 1898 is now Maude Street. This street continues along the south boundary of what was Mrs Braithwaite's field, terminating at the west end. A strip of land running north/south on the east side of the field appears to have been given over to buildings, which are accessed from Maude Street. The Rating Valuation (CRO(K) WT/DV/2/27 1910) shows that the two cottages within the proposed development area on Maude Street belonged to a Reverend Maude, another on Maude Street belonged to George Burrow (now Maudlands), and the properties on Stricklandgate (now numbers 130-136) belonging to a Thomas Leighton (although they are described as a single cottage).

3.2.7 **Deposited plans 1920-1930:** a large number of plans relating to properties built on the proposed development area in the early 20th century are present in the Cumbria Record Office in Kendal. These show that in 1920 plans were submitted for the construction of a new garage for Messrs Craghill and Co (CRO(K) WSMB/K11/S150 1920). This comprised an approximately rectangular building orientated approximately east/west situated on the north side of the site, and also incorporated the former octagonal summerhouse at its west end (Plate 1). The garage was situated in a small gap amongst buildings to the south labelled 'cottages' and a large building to the west labelled 'Messrs Wharton'. Additional drawings also show the position of water pipes leading to Stricklandgate, a heating chamber and

shed to the west, and indicate that the octagonal building was to be converted into a petrol store (Plate 2).

3.2.8 A subsequent plan from 1921 shows the location of two fuel tanks and a petrol pump that were added to the garage alongside the entrance to Stricklandgate, on the south side (Plate 3). In 1925 plans were submitted for five garages (CRO(K) WSMB/K11/M21 1925), and in 1926 further plans were submitted for the construction of an additional workshop to the west of the main garage, adjoining the converted summerhouse/petrol store and heating chamber (CRO(K) WSMB/K11/S223 1926). In 1928 an additional pair of fuel tanks were positioned on the north side of the entrance from Stricklandgate (CRO(K) WSMB/K11/S238 1928), again associated with a new petrol pump, although there is apparently a pump and tank already shown in this general location (Plate 4). In 1930 an additional group of lock-up garages were added on the west side of the site, to the south of the workshop constructed in 1926 (CRO(K) WSMB/K11/S276 1930).

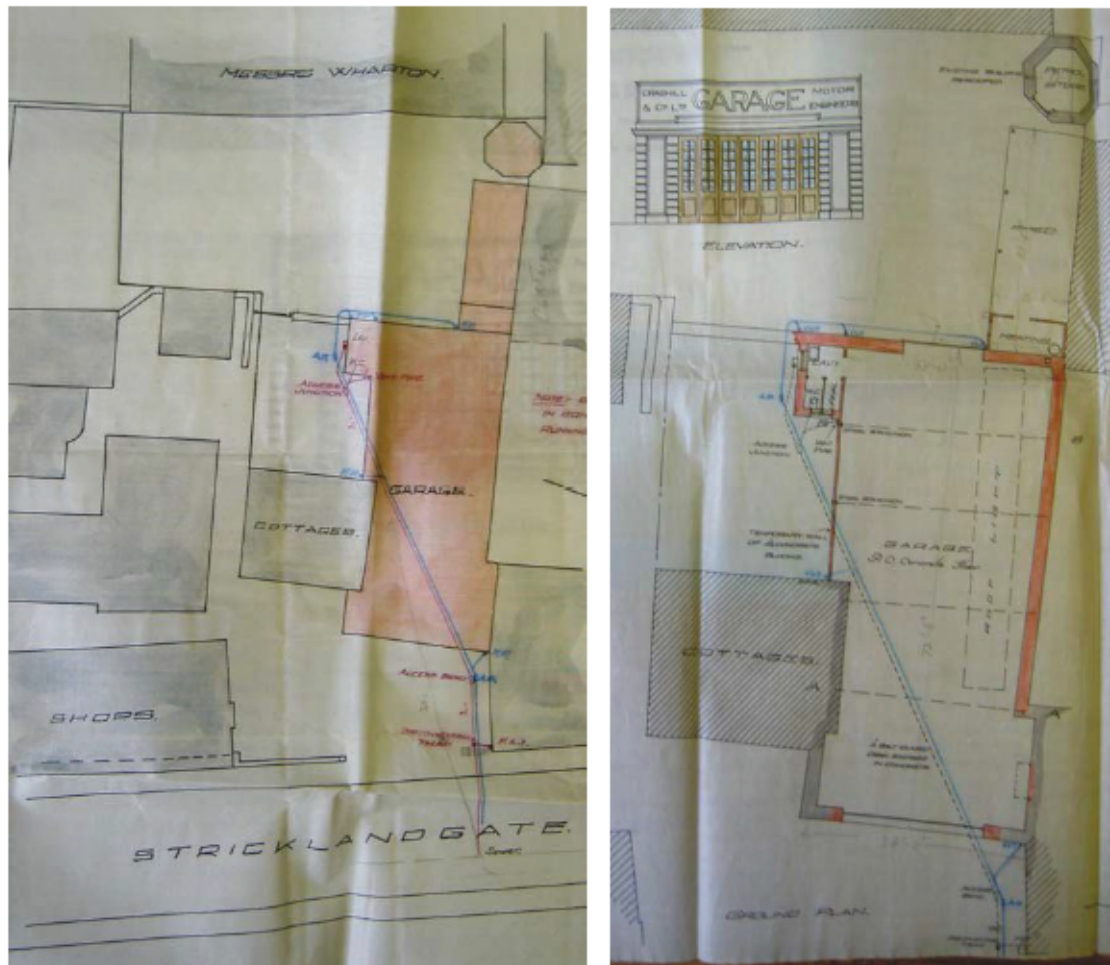


Plate 1: (left) Plan of proposed garage for Messrs Craghill and Co (CRO(K) WSMB/K11/S150 1920)

Plate 2: (right) Detailed plan of proposed garage for Messrs Craghill and Co (CRO(K) WSMB/K11/S150 1920)

3.2.8 **Ordnance Survey 1933:** this map indicates that many of the buildings on Stricklandgate within the site boundary have been demolished and been replaced by fewer smaller properties. There is also a very large building running north/south along the north boundary of the site which was a garage constructed c1920 (see Section 3.2.7 above).

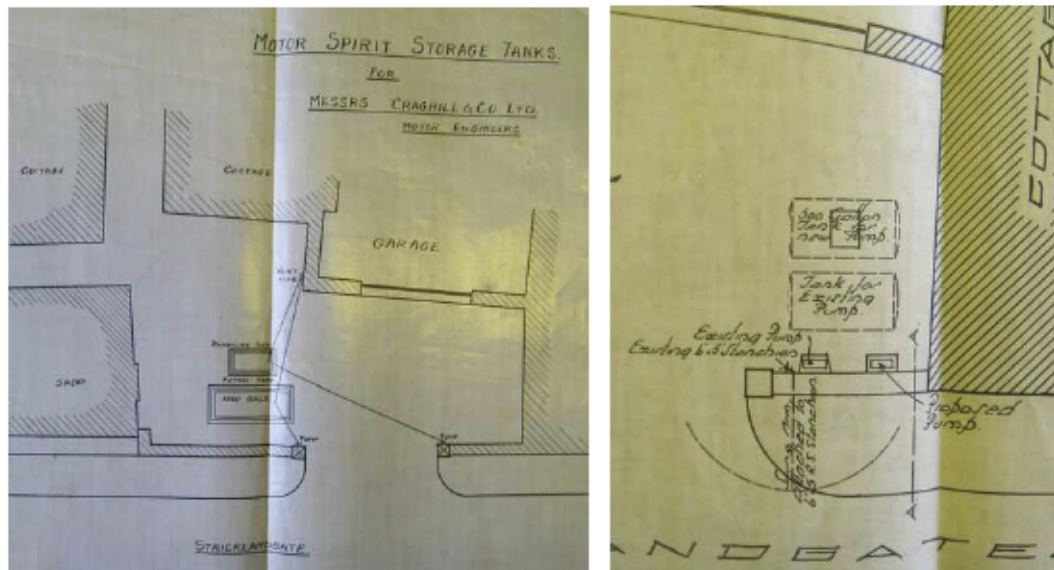


Plate 3: (left) Position of fuel tanks added in 1921 (CRO(K) WSMB/K11/S155 1921)

Plate 4: (right) Position of fuel tanks added in 1928 (CRO(K) WSMB/K11/S238 1928)

3.2.9 Deposited plans 1961: further plans relating to the garage are also deposited in the record office in Kendal regarding alterations made in 1961. These specifically deal with the addition of a new set of three petrol pumps at the Stricklandgate entrance and the creation of two 3000 gallon tanks, a short distance to the west. The original plans (CRO(K) WSMB/K11/S957 1961) were refused and a request was made that the tank was moved closer to the garage buildings and the swing arms removed to facilitate access. New plans were therefore submitted shortly afterwards with these alterations made (CRO(K) WSMB/K11/S959 1961; Plate 5). The position of the original pumps is also shown on this plan, although there are five marked rather than four. These are shown as two 500 gallon tanks on the north side (labelled 'to be discontinued') and two 500 and one 1000 gallon tanks on the south side.

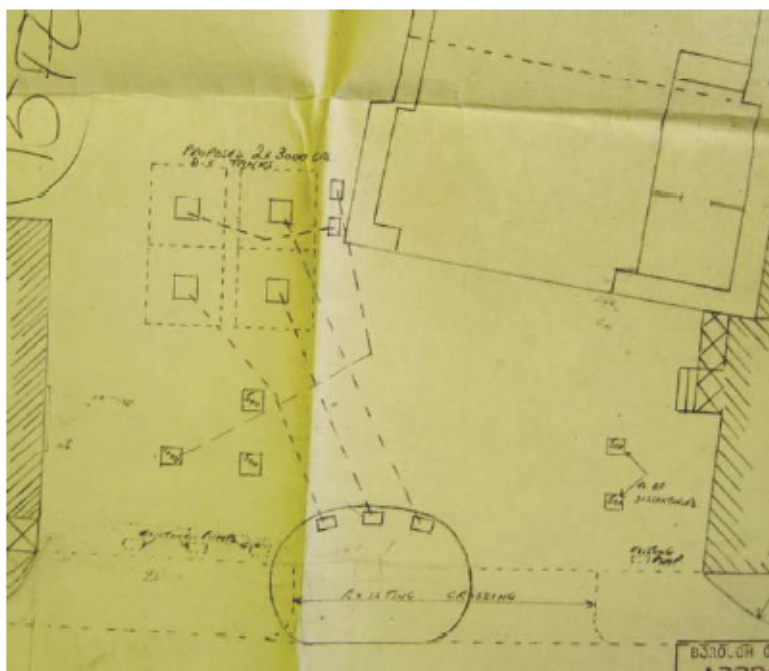


Plate 5: Plan showing the proposed new 3000 gallon tanks and associated pumps in 1961 (CRO(K) WSMB/K11/S959 1961)

3.2.10 **Present day:** within the area of the site nearly all of the earlier buildings have been demolished with the exception of three buildings on Stricklandgate in the south-east corner, a building in the south-west corner which is now an office, and the commercial buildings. The commercial buildings are now part of the garage, being adjoined by a workshop built between them. An office has been built to the rear of the existing garage with a workshop with inspection pit built behind this.

3.3 Site Visit

3.3.1 A brief examination of the site was carried out principally to identify the presence of anything that might have had an impact on the survival of archaeological deposits, or that might present difficulties of, for example, access or health and safety, during any further investigative work. During the site visit the buildings formerly occupied by Craghills and Co Ltd were examined with a view to establishing their condition, structure, and past uses, and establishing whether any have any archaeological, historical or architectural significance.

3.3.2 **External area:** the external area is largely finished with tarmac, although there are patches of concrete and areas of exposed hardcore in places, particularly on the south-west part of the site. Manhole covers and drains were evident in several places denoting the presence of what is probably a relatively large system of water pipes. A petrol tank is thought to have been situated towards the south-west corner of the site, close to Maudlands (Mike Meredith pers comm.), although no evidence for this was noted and it is not recorded in the documentary sources (see *Section 3.2* above).

3.3.3 **Building in north-west corner:** this comprises a block of housing, at least part of which was converted from a former stable in 1941 (CRO(K) WSMB/K11/S474 1941). It is evident from the map regression (see *Section 3.2* above) that building is late 19th century in date. It is to be retained as part of the proposed development.

3.3.4 **Building in south-east corner, fronting Stricklandgate:** the present building (comprising Nos. 130-134 Stricklandgate) is likely to be late 19th or early 20th century in date, although it is apparent from the map regression that there were buildings on the site prior to this and probably from the medieval period, so earlier elements may be incorporated into the present structure. The building is to be renovated and retained as part of the proposed development although additions are to be made to the rear (west).

3.3.5 **Building in south-west corner, fronting Maude Street:** this is presently used as the Lake Districts Estate Company's offices (known as Maudlands; No. 12 Maude Street). It has a date stone of 1897 and is to be retained as part of the proposed development, with the addition of an extension to the east side.

3.3.6 **Garage buildings to west:** this forms a large steel framed structure, on concrete bases, with stone external walls and concrete floors (Plate 6). The walls probably contain elements from earlier buildings belonging to the garage, but the majority of the structure is evidently quite modern, perhaps no more than 40 years old. It is to be demolished as part of the proposed development.

3.3.6 **Garage buildings to east:** these form two parts; a square block on the south side, again with a steel framed structure but containing a series of vehicle inspection pits filling almost its entire extent (Plate 7), and an L-shaped block to the north and north-west, which is also constructed on a steel frame but with timber and glass and is on a raised concrete base. The former building is perhaps no more than 40 years old, while the latter is quite modern, and both are to be demolished as part of the proposed development.



Plate 6: (left) Interior of the western garage buildings showing steel frame structure and concrete floor

Plate 7: (right) Interior of the eastern garage buildings showing the large vehicle inspection pit

3.4 Previous Archaeological Investigation

3.4.1 Introduction: there have been a considerable number of archaeological investigations along Stricklandgate and in other areas of Kendal's town centre; many of these investigations have revealed evidence for Kendal's development in the 12th and 13th centuries. The six sites that are most relevant to this project are all within a 200m radius of the site (the location of the closest of these shown in Figure 1), and are summarised below in the order in which they were undertaken:

3.4.2 Excavation at Stricklandgate car park: in 1987 a small excavation was carried out in a car park 13m from the frontage onto Stricklandgate. This revealed property boundaries and a series of timber buildings dating from the 14th century onwards, and evidence that the surviving property boundaries in Kendal have preserved the line of ones laid out in the 13th or 14th century (Newman 1988, 45-47).

3.4.3 Excavation at 65 Stricklandgate: in 1988 a small excavation was carried out within the footprint of a building due to be demolished for redevelopment. This revealed despite the presence of 16th or 17th century cellars there were traces of medieval buildings surviving along with a series of pits, hearths, and floor layers dating from the 12th-14th centuries (Newman 1988, 47-49).

3.4.4 Evaluation and Excavation at Elephant Yard: an evaluation in 1997 was centred on the car park of the Woolpack Hotel c200m to the south of the proposed development site and revealed domestic and light industrial medieval activity at the rear of the burgage plots fronting Stricklandgate (LUAU 1997; 1998a; 1998b). This was represented by pitting, shallow footings, and two stone kilns. The subsequent excavations centred on the site of the former Woolpack Hotel were carried out in 1998 and revealed dense areas of activity typically associated with the rear of burgage plots including pitting, a well, latrines, and structural evidence that probably related to outbuildings. The associated finds indicated such activity was occurring in the 13th and 14th centuries.

3.4.5 Evaluation and Excavation at Yards 110 to 112 Stricklandgate: the evaluation carried out in 2001 revealed two pits and a vertical sided cut feature; the location of this site is within 20m of the proposed development site and fronts the southern side of Maude Street. The pits both contained 12th to 14th century pottery, the vertical sided feature was thought to indicate industrial activity and a truncated soil horizon containing medieval pottery was also recorded (LUAU 2001, 1). The subsequent excavation revealed two broad phases of activity dating from the late 12th

to mid-14th century, and the later 14th to 16th century. These phases were representative of activity at the rear of plots fronting onto Stricklandgate, features included stone lined latrines, rubbish pits, and quarry pits (OA North 2004, 4).

3.4.6 Evaluation and watching brief at Halls Pet Stores, 119 Stricklandgate: an evaluation of land 10m to the east of the proposed development site, on the opposite side of Stricklandgate, was carried out in 2004, following an earlier desk-based assessment (OA North 2003). The evaluation revealed two pits that contained medieval pottery (AOC 2004a, 1); a subsequent watching brief did not discover any additional features (AOC 2004b).

3.4.7 Building recording, Yard 143 Stricklandgate: building recording is currently being undertaken on this site of a group of derelict buildings prior to redevelopment (Greenlane Archaeology forthcoming). These include a coach house and the remains of a row of cottages, part of which was converted for use as a pie factory in the 20th century. The coach house is probably of early 19th century date, while the cottages are likely to be late 18th century, and demonstrate the extensive amount of development and infilling of plots that was taking place during this period.

3.5 Geotechnical Investigation

3.5.1 The results of a geoenvironmental investigation of the proposed development area, which principally comprised the drilling of several boreholes and excavation of probeholes across the site, were consulted as part of the desk-based assessment (REC Ltd 2006). This shows that there are considerable deposits of 'made ground' across the site, up to a maximum of 1.27m, largely comprising sandy gravel with ash, concrete, and brick overlying drift deposits of sandy gravel (*op cit*, 21). It is likely that these deposits are largely made up of demolition material left following the removal of earlier buildings, but it is also liable to contain deposits and structures of archaeological interest from the post-medieval period. The depth of the made ground is also a good indicator of the depth at which earlier features, such as those cut into the natural geology (e.g. pits), might be encountered. Such features could include those belonging to the medieval period.

3.5.2 It is noticeable that the made ground deposits are generally shallower on the east side of the site, perhaps suggesting that a considerable amount of overburden has been removed in this area. This coincides with the general area in which the petrol tanks are located, which may be the reason they are shallower, material having been removed in order to install or decommission them. In addition, as access has been made to Stricklandgate in this area it is possible that the ground level has had to be reduced to allow this, forming a slight ramp.

3.5.3 Samples taken to assess contamination as part of the geoenvironmental investigation concluded that there were no particular hazards and no special precautions were required (*op cit*, 21). However, the possibility of concentrations of methane and carbon dioxide would mean that trenches should be well ventilated and otherwise checked for safe oxygen levels and lack of combustible gas (*op cit*, 22). The presence of the petrol tanks, however, would require their removal prior to development, which might lead to a requirement for further decontamination (*ibid*), and further assessment is required beneath the standing garage buildings.

3.5.4 In conclusion, the geotechnical information indicates that potential hazards are relatively limited, and in general confined to the areas associated with the petrol tanks. It has also revealed the nature of the underlying deposits and potentially indicated areas of greater archaeological potential, and those that have been most disturbed.

4. Discussion

4.1 Significance of Known Remains

4.1.1 **Standing buildings:** the buildings currently standing on the site are of little archaeological or historical value, as they almost entirely relate to the development of the Craghill and Co garages between 1920 and the present. The site visit suggests that there are likely to be fragments of earlier buildings within these structures, but that these will have been extensively altered or obscured by later building. Three buildings of some historic interest are situated within the development area (Fig 4): the shops facing onto Stricklandgate (on the east side of the development area), the flats (in the north-west corner of the development area), and Maudlands on Maude Street (in the south-west corner of the development area). All of these are expected to be renovated and retained within the development plans and so are unlikely to be adversely affected.

4.2 Potential for Below Ground Remains

4.2.1 Based on the evidence of excavations in similar locations along Stricklandgate, including a large area immediately to the south on the opposite side of Maude Street, there is considerable potential for medieval remains to be present. The map evidence also shows that a large part of the site was developed during the 18th and 19th centuries, so there is also potential for the remains of structures of these dates to be present below ground. There has, however, been considerable disturbance of the area, especially as a result of the presence of the garage on the site, and so the potential of the area has to be weighed against the likely level of disturbance. The relative potential of the different parts of the site and the likely extent of disturbance are shown in Figure 4. A comparison of these, combined with the information provided from the geotechnical survey allows six different types of area to be identified within the site.

4.2.2 **Area type A – high archaeological potential:** areas that are likely to contain remains of medieval activity based on the known location of such features revealed during excavation on similar sites along Stricklandgate. In the case of the proposed development area this specifically includes the area fronting directly onto Stricklandgate, as these have seen limited amounts of archaeological investigation.

4.2.3 **Area type B – medium archaeological potential:** areas that may contain peripheral remains of medieval activity or where more extensive remains of post-medieval activity are likely.

4.2.4 **Area type C – low archaeological potential:** areas that are likely to have seen little development in either the medieval or post-medieval period, in this case particularly those that the map evidence suggests were originally open fields rather than part of plots running off Stricklandgate.

4.2.5 **Area type 1 – low level of disturbance:** areas that have, for example, remained gardens over long periods of time and seen very little development at any time.

4.2.6 **Area type 2 – medium level of disturbance:** areas that have only seen development recently, or have only ever had relatively light-weight structures built on them, or only been developed in the post-medieval period, rather than more recently.

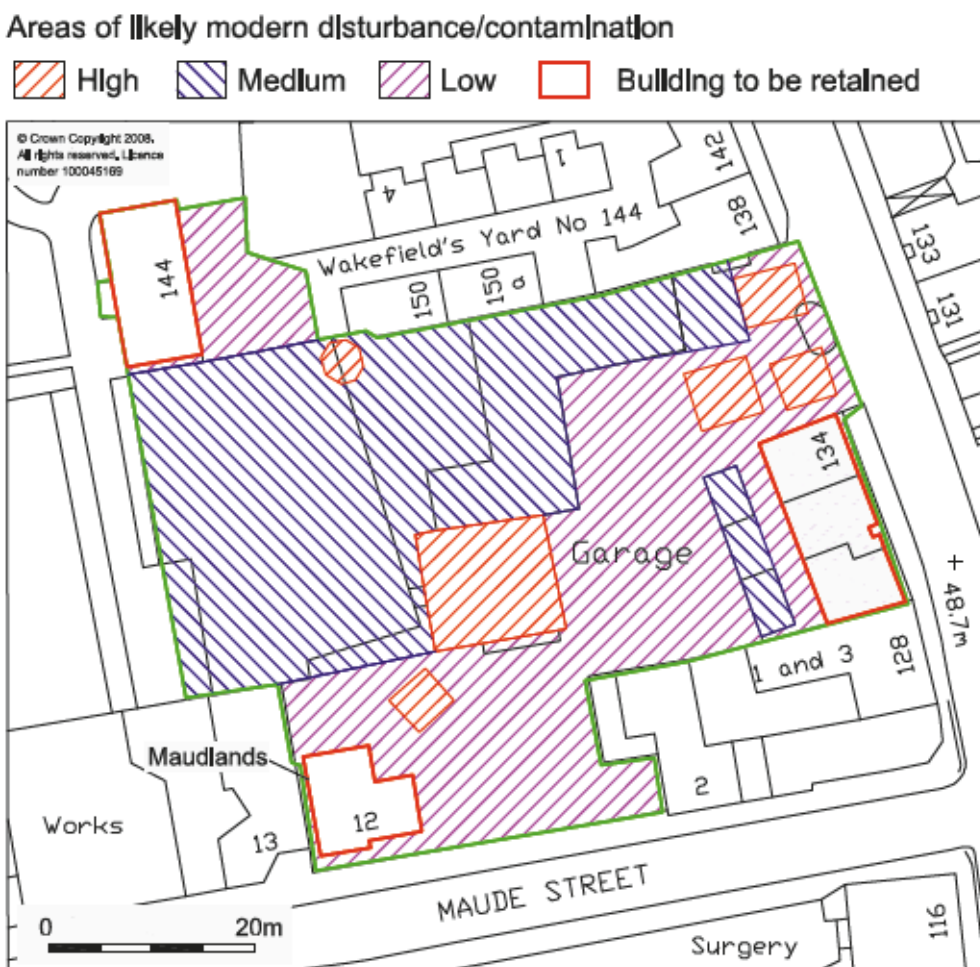


Figure 4: Areas of archaeological potential and likely disturbance

4.2.7 Area type 3 – high level of disturbance: areas that have seen extensive development, particularly recently, or that have been subject to very intrusive structures or are likely to be contaminated with hazardous material. This specifically includes cellars and deep structures, and in the case of the site also includes petrol tanks and vehicle inspection pits.

4.3 Impact

4.3.1 The specific details of the proposed development, which includes a large building along the north side of the site, including filling the gap fronting onto Stricklandgate, with car parking along the south side of the site, will impact different areas of the site in different ways. In addition, any necessary remediation will also have a varying effect on the site, depending on the extent required. Based on a consideration of the information in the preceding sections the development will therefore have a different impact on the varying elements of the site.

4.3.2 **Standing structures:** the standing buildings on site belonging to the garage are of little archaeological interest, and so their demolition is of no significance.

4.3.2 **Below ground remains:** the construction of buildings along the north side of the development area is likely to have a severe impact on below ground remains of archaeological importance, specifically on the east side of the site. However, this area has also been heavily disturbed by both post-medieval and modern developments, some of which, in the form of buried petrol tanks and vehicle inspection pits, is likely to have truncated earlier remains.

4.3.3 **Remediation:** the need to carry out further environmental sampling to identify possible contamination has been noted (REC Ltd 2006, 22). The extent of any remediation work is therefore uncertain until these results are available, although it is clear that the former petrol tanks need to be removed and the ground in these areas decontaminated. Should contamination elsewhere on the site require the removal of large amounts of material this would have a detrimental effect on below-ground remains. Until the exact nature of the remediation required is ascertained, the precise impact of this is uncertain.

4.4 Significance

4.4.1 Despite the high level of disturbance likely to have been caused by the petrol tanks along Stricklandgate this area still has a high potential and every effort should be made to examine it archaeologically, once the extent of disturbance has been revealed. Opportunities to excavate sites directly on the street frontage in Kendal, and arguably anywhere else, are rare as they typically still have standing buildings on them, but they would have been the main focus of the plot during its early use. Only two other areas directly on the street frontage have been examined in Kendal; at 65 Highgate and 68 Stricklandgate, where limited excavations were carried out within the footprint of existing buildings, the results of which have yet to be fully published (Newman 1988; 1990a; 1990b; 1990c). The excavations at 65 Highgate revealed evidence for an earlier, probably medieval building, and a series of associated floor surfaces, pits, hearths and stake holes dated to the 12th to 14th centuries (Newman 1988, 47-49). The excavation at 68 Stricklandgate revealed traces of a timber building, again probably medieval, set at an oblique angle to the modern road, as well as pits and other features (Newman 1990a; 1990b; 1990c). There is considerable potential, therefore, in the equivalent area at 130-136 Stricklandgate to reveal similar evidence for medieval buildings and associated features. Excavations elsewhere in Kendal (see Section 3.4) have revealed clusters of pits ranging from the medieval period to the 19th century to the rear of the street frontage, and there is

considerable potential for similar remains to be encountered on the former Craghills garage site.

4.4.2 The discovery and recording of such remains has been identified as being of key importance in understanding the development of medieval towns, with the importance of investigating street frontages being particularly noted in the recent *Research Framework for the North West* (Newman and Newman 2007, 104).

4.5 Recommendations

4.5.1 **Standing buildings:** it is not recommended that any further recording of the standing buildings on site be undertaken.

4.5.2 **Below ground remains:** it is recommended that a programme of evaluation trenching be undertaken across the entire area in order to more accurately assess the nature of any below ground remains. This can be undertaken prior to the demolition of the garage buildings, in order to fit with the anticipated schedule, and will in particular enable the extent of disturbance to be ascertained. Evaluation trenches can even be excavated within some of the larger buildings if this is considered safe and practical. It is anticipated that those areas shown as having high archaeological potential (Fig 4), will need to be subject to further excavation where new buildings are to be erected, but the identification of any extensive disturbance is a priority in order to establish exactly where this will be necessary, if at all.

5. Bibliography

5.1 Primary and Cartographic Sources

- CRO(K) WSMB/K 82a, 1872 *Plan of Proposed Lines of New Road – Sandes Avenue*
- CRO(K) WSMB/K11/S150, 1920 *Stricklandgate. New Garage for Messrs Craghill & Co Ltd*
- CRO(K) WSMB/K11/S155, 1921 *Stricklandgate. Two Petrol Pumps for Craghill & Co*
- CRO(K) WSMB/K11/M21, 1925 *Maude Street. Five Garages at Rear of Street for Messrs Craghill & Co Ltd*
- CRO(K) WSMB/K11/S223, 1926 *Stricklandgate. Workshop Behind Garages for Messrs Craghill & Co Ltd*
- CRO(K) WSMB/K11/S238, 1928 *Stricklandgate. Petrol Pump & Swing Arm at Garage for Messrs Craghill & Co Ltd*
- CRO(K) WSMB/K11/S276, 1930 *Stricklandgate. Four Garages for Messrs Craghill & Co Ltd*
- CRO(K) WSMB/K11/S474, 1941 *Yard 144, Stricklandgate. Conversion of Stables Into Flat for WW Wakefield*
- CRO(K) WSMB/K11/S957, 1961 *Stricklandgate. Re-siting of Pumps and Alterations to Entrance for Craghill & Co Ltd*
- CRO(K) WSMB/K11/S959, 1961 *Stricklandgate. Re-siting of Petrol Pumps for Craghill & Co Ltd*
- CRO(K) WT/DV/2/27, 1910 *The Commissioners of Inland Revenue Duties on Land Values, Record of Valuations Made by the Commissioners of Inland Revenue, in Accordance with Part 1 of the Finance (1909/1910) Act, 1910. County of Westmorland, Division of Kendal Ward, A Valuation Book for the Parish or Place of Kendal, Kirkland, Nethergraveship and Scalthwaiterigg*
- Hoggarth, H, 1853 *Plan of the Town of Kendal, from an Actual Survey*
- Ordnance Survey, c1859a *Kendal Sheet 38.8.2*, 1:500
- Ordnance Survey, c1859b *Kendal Sheet 38.8.3*, 1:500
- Ordnance Survey, 1859 *Westmorland Sheet 38.8*, 1:2500
- Ordnance Survey, 1898 *Westmorland Sheet 38.8*, revised 1897, 1:2500
- Ordnance Survey, 1912 *Westmorland Sheet 38.8.NW*, revised 1912, 1:1250
- Ordnance Survey, 1938 *Westmorland Sheet 38.8*, revised 1938-1939, 1:2500
- Ordnance Survey, 2002 *The English Lakes South-Eastern Area: Windermere, Kendal & Silverdale*, Explorer **OL7**, 1:25000
- Todd, J, 1787 *A Plan of Kendal, from an Actual Survey*
- Wood, J, 1833 *Plan of Kendal*

5.2 Secondary Sources

- AOC Archaeology Group, 2004a *Halls Pet Stores, 119 Stricklandgate, Kendal: Evaluation Report*, unpubl rep

- AOC Archaeology Group, 2004b *Halls Pet Stores, 119 Stricklandgate, Kendal: Watching Brief Report*, unpub rep
- Bingham, R, 1996 *Kendal: a Social History*, 2nd edn, Milnthorpe
- Brown, DH, 2007 *Archaeological Archives: A Guide to Best Practice in Creation, Compilation, Transfer, and Curation*, IFA, Reading
- Collingwood, WG, 1904 An Anglian Cross-Fragment at Kendal, *Trans Cumberland Westmorland Antiq Archaeol Soc*, n ser, **4**, 330-333
- Collingwood, WG, 1908 Three More Ancient Castles of Kendal, *Trans Cumberland Westmorland Antiq Archaeol Soc*, n ser, **8**, 97-123
- Countryside Commission, 1998 *Countryside Character, Volume 2: North West*, Cheltenham
- CCC (Cumbria County Council) and EH (English Heritage), c2002 *Extensive Urban Survey, Archaeological Assessment Document: Kendal*, unpubl rep
- CHES (County Historic Environment Service), 2008 *Brief for a Desk-Based Assessment at 130-136 Stricklandgate, Kendal, Cumbria*, unpubl rep
- Curwen, JF, 1900 *Kirkbie-Kendall*, Kendal
- English Heritage, 1991 *The Management of Archaeological Projects*, 2nd edn, London
- Faull, ML, and Stinson, M (eds), 1986 Yorkshire, in J Morris (ed), *Domesday Book*, **30**, Chichester
- Fell, C, 1953 A Beaker Burial on Sizergh Fell, near Kendal, *Trans Cumberland Westmorland Antiq Archaeol Soc*, n ser **53**, 1-5
- Friar, S, 1991 *The Batsford Companion to Local History*, London
- Ferguson, RS, and Cowper, HS, 1893 An Archaeological Survey of Cumberland and Westmorland and Lancashire North-of-the-Sands, *Archaeologia*, **53**, 485-538
- Greenlane Archaeology, forthcoming *Yard 143, Stricklandgate, Kendal, Cumbria: Archaeological Building Recording*, unpubl rep
- Heawood, R, and Huckerby, E, 2002 Excavation of a Burnt Mound at Sparrowmire Farm, Kendal, *Trans Cumberland Westmorland Antiq Archaeol Soc*, 3rd ser **2**, 29-49
- Institute of Field Archaeologists (IFA), 2001 *Standard and Guidance for Archaeological Desk-Based Assessment*, revised edn, Reading
- Kirkby, DP, 1962 Strathclyde and Cumbria: a Survey of Historical Development to 1092, *Trans Cumberland Westmorland Antiq Archaeol Soc*, n ser, **62**, 77-94
- LUAU, 1997 *Elephant Yard, Kendal: Stage One Archaeological Evaluation*, unpubl rep
- LUAU, 1998a *Elephant Yard, Kendal: Stage One Archaeological Evaluation*, unpubl rep
- LUAU, 1998b *Elephant Yard, Kendal: Stage Two Archaeological Evaluation and Excavation*, unpubl rep
- LUAU, 2001 *Yard 110, Stricklandgate, Kendal, Cumbria: Archaeological Evaluation*, unpubl rep
- Moseley, F (ed), 1978 *The Geology of the Lake District*, Yorkshire Geological Society, occ publ **3**, Leeds

- Munby, J, 1985 Medieval Kendal: the First Borough Charter and its Connexions, *Trans Cumberland Westmorland Antiq Archaeol Soc*, n ser, **85**, 95-114
- Newman, C, and Newman, R, 2007 The Medieval Period Research Agenda, in M Brennand (ed), *Research and Archaeology in North West England – An Archaeological Research Framework for North West England Volume 2: Research Agenda and Strategy*, Archaeology North West **9:19**, Manchester
- Newman, R, 1988 Archaeology in Kendal, 1987-8, *Contrebis*, **16**, 44-50
- Newman, R, 1990a Excavations in Kendal, Autumn 1989, *Quarto*, **27:4**, 9
- Newman, R, 1990b Excavations in Kendal, Autumn/Winter 1989/90, *Quarto*, **28:2**, 15-17
- Newman, R, 1990c Excavations in Kendal, Autumn 1989, *CBA News bulletin*, **3:13**, 16
- OA North, 2003 *119 Stricklandgate, Kendal, Cumbria: Archaeological Desk-based Report*, unpubl rep
- OA North, 2004 *Yards 110 and 112 Stricklandgate, Kendal, Cumbria: Archaeological Excavation Assessment Report*, unpubl rep
- Pevsner, N, 1967 *The Buildings of England: Cumberland and Westmorland*, London
- Potter, TW, 1979 Romans in North West England, 1975: A Second Interim Report, *Trans Cumberland Westmorland Antiq Archaeol soc*, res ser, **1**, Kendal
- RCHME, 1936 *An Inventory of the Historical Monuments in Westmorland*, London
- REC Ltd, 2006 *Geoenvironmental Investigation: Craghill Garage, Maude Street, Kendal*
- Satchell, J, 1998 Life and Tradition in a Kendal Yard: The Evolution of Collin Croft, in Kendal Group CWAAS and Kendal Civic Society (ed), *The History of Kendal: Lectures Given at Stricklandgate House, Kendal*, 26-34
- Shotter, D, 1995 Roman Coin-Finds From Cumbria, *Trans Cumberland Westmorland Antiq Archaeol Soc*, 2nd ser, **95**, 274-276
- Shotter, D, 1996 Recent Finds of Roman Coins in Cumbria, *Trans Cumberland Westmorland Antiq Archaeol Soc*, 2nd ser, **96**, 27-33
- Smith, AH, 1967 *The Place names of Westmorland*, English Place-Names soc, **42:1**, Cambridge
- Winchester, AJL, 1979 *Cumbrian Historic Town Survey: Kendal*, unpubl rep

6. Illustrations

6.1 List of Figures

Figure 1: Site location.....	4
Figure 2: Map regression 1787-c1859.....	8
Figure 3: Map regression 1859-1938.....	9
Figure 4: Areas of archaeological potential and areas of likely disturbance.....	17

6.2 List of Plates

Plate 1: (left) Plan of proposed garage for Messrs Craghill and Co (CRO(K) WSMB/K11/S150 1920).....	11
Plate 2: (right) Detailed plan of proposed garage for Messrs Craghill and Co (CRO(K) WSMB/K11/S150 1920).....	11
Plate 3: (left) Position of fuel tanks added in 1921 (CRO(K) WSMB/K11/S155 1921)	12
Plate 4: (right) Position of fuel tanks added in 1928 (CRO(K) WSMB/K11/S238 1928)	12
Plate 5: Plan showing the proposed new 3000 gallon tanks and associated pumps in 1961 (CRO(K) WSMB/K11/S959 1961).....	12
Plate 6: (left) Interior of the western garage buildings showing steel frame structure and concrete floor	14
Plate 7: (right) Interior of the eastern garage buildings showing the large vehicle inspection pit.....	14