

Appendix 4.2

Gazetteer of Sites

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Note

- The Gazetteer includes updated Merseyside Historic Record (HER) information obtained in December 2015. The Sites & Monuments File Reference (SMR) refers to the original paper archive of the HER.
- Walkover Survey – the gazetteer includes reference to ‘walk over surveys’. These relate to surveys undertaken: in March 2008 & c 2008/9 regarding baseline conditions; in March 2010 (OAN) to review information pertaining to the baseline conditions and by CgMs in 2011 for compilation of the Archaeology Deposit Model. Any information from a Site visit relating to this Archaeological Statement is identified and dated 09.0.2016 or 03.03.2016 (made during ground investigations).

Site Number	1
Site Name	Gate to Waterloo Dock
NGR	SJ 33664 91353
Site Type	Boundary wall and gates; orientated north/south on the east side of the docks
Period	Industrial
HER No	MME11191
SMR No	-
Statutory Designation	Grade II Listed LB 1062577 (Legacy UID 359708).; Located within WHS
Source	Egerton Lea Consultancy 2008
Description	Gate to Waterloo Dock, by J Hartley. Gate rubble piers with splayed bases, rounded angles and Doric caps, that to left with window and rear entrance (gatekeeper's hut); twentieth century railings. The complex is characterised by cyclopean architecture, granite rubble masonry piers with associated iron fixings including gates, signage and a gate hut.

Site Number	2
Site Name	Waterloo Grain Warehouse
NGR	SJ 33560 91250
Site Type	Grain Warehouse converted to residential dwellings
Period	Industrial
HER No	MME 9565
SMR No	-
Statutory Designation	Grade II Listed LB 1062576 (Legacy UID 359705); Located within WHS
Source	Egerton Lea Consultancy 2008; Central Docks Canal Link Report (OA North); HER
Description	Constructed in 1866-8 after the Waterloo Dock was reconfigured as a specialist grain dock. Built by George Fosbery Lyster. These were the first warehouses in the world

built to handle bulk grain directly from a central power source, which drove all the elevators and conveyors. The surviving warehouse is one of a series of three contemporary structures. The north stack was demolished after it was damaged in the May Blitz of 1941 and the west stack was demolished in 1969. Built mostly of brick the warehouse has 6 storeys and 43 bays divided into six compartments by five full height vertical loading bays and two hoist towers of an additional two storeys with pedimented gables. The ground floor comprises a colonnade of rusticated stone arches and square piers arches. (WHO nomination - referencing how? 2005, 66) Paired round-headed windows have iron frames, louvred with round window above. Bands at sill levels. Parapet and cornice Converted to residential apartments between 1989 – 1998.

Site Number	3
Site Name	West Waterloo Dock
NGR	SJ 33499 91207
Site Type	Wet Dock; characterised by red sandstone with granite coping stones
Period	Industrial
HER No	-
SMR No	-
Statutory Designation	Located within WHS buffer zone
Source	Egerton Lea Consultancy 2008; Central Docks Canal Link Report (OA North Unpublished), LCC 2005, 129; Pollard 2004, 122

Description

Waterloo Dock was remodelled in 1863-8 by GF Lyster. West Waterloo Dock represents the remains of one of two branch docks that were aligned north/south as part of a rebuilding of the original 1834 Waterloo Dock and provided berths for medium-sized ocean-going vessels and provided a route between Victoria Dock and Princes Half Tide Dock. A new river entrance with locks was built in 1949 at the south end of the dock, removing the Dock Master's Office and the West Shed which had been built following the Dock's original reconstruction, and blocking the entrance to Princes Half Tide Dock.

Site Number	4
Site Name	East Waterloo Dock
NGR	SJ 33615 91229
Site Type	Wet Dock; characterised by red sandstone with granite coping stones
Period	Industrial
HER No	-
SMR No	-
Statutory Designation	Located within WHS
Source	Egerton Lea Consultancy 2008; LCC 2005, 128- 9; Pollard 2004, 122

Description

Following the repeal of the Corn Laws in 1846 Waterloo Dock was remodelled and Waterloo East Dock was one of two branch docks aligned north/south, part of a

rebuilding of the original 1834 Waterloo Dock in 1863-8. Designed by GF Lyster, it was the world's first specialist bulk grain dock, with three blocks of warehouses equipped for the handling and storage of grain, on the west, north and east sides of the dock. In 1904 part of the warehouses were turned into a mill and by 1925 the warehouses were re-equipped to handle oil seeds. Two of the warehouse blocks have been demolished: the north block was demolished following the May Blitz of 1941 whilst the west block was demolished in 1969 to make way for a container terminal. In 1988 the docks were closed.

Site Number 5
Site Name Site of Princes Half Tide Dock Swing Bridge, West Waterloo Side
NGR SJ 33522 91142
Site Type Swing Bridge
Period Industrial
HER No -
SMR No -
Statutory Designation Located within WHS
Source Egerton Lea Consultancy 2008
Description
 Swing bridge constructed 1863-8 between Princes Half Tide Dock and West Waterloo Dock. The bridge is no longer extant, but the recesses for the bridge mechanism still survive.

Site Number 6
Site Name South gate to Victoria, Princes and Waterloo Docks
NGR SJ 33678 91172
Site Type Boundary wall and gates; orientated north/south on the east side of the docks.
Period Industrial
HER No MME 12476
SMR No -
Statutory Designation Grade II Listed LB 1218455 (Legacy UID 359707);
 Located within WHS
Source Egerton Lea Consultancy 2008
Description
 South gate to Victoria, Princes and Waterloo Docks, by J Hartley. Constructed in the 1830s, gate piers, square battered stone with rusticated bases and Doric caps with gabled tops and acroteria; gate slots are present but twentieth century railings subsequently installed. The complex is characterised by red brick architecture and granite rubble masonry piers with associated iron fixings including gates, signage and a gatehut.

Site Number 7
Site Name Sprague Brothers Engineering Building, 2-4 Roberts Street
NGR SJ 33747 91083
Site Type Engineering Building and warehouse
Period Industrial

HER No -
SMR No -
Statutory
Designation Located within WHS buffer zone
Source Egerton Lea Consultancy 2008

Description

Sprague Brothers Engineering Building, 2-4 Roberts Street, believed to have been built between 1841 and 1851. The site was originally occupied by a tobacco works, the buildings were owned by British American Tobacco in the early-mid twentieth century, until the 1960s when it became an engineering works. The works is composed of a series of single and two storey factory / warehouse units connected by internal doorways, with a four storey office block at the top of the site. The entire complex is built of red brick laid in Flemish bond, although where walls have been rebuilt and openings have been changed the replaced brickwork is in an irregular English garden wall bond. Sandstone dressings exist in the form of copings, sills, keystones and lintels. The office block also has glazed brick decorations in the form banding details and quoined window surrounds. The office block has a tiled roof and the warehouse / factory units have slate roofs.

Site Number 8
Site Name Boundary wall and gates, Roberts Street
NGR SJ 33675 91059
Site Type Boundary wall and gates; orientated north/south on the east side of the docks.
Period Industrial
HER No MME 12158
SMR No -
Statutory
Designation Grade II listed, LB 1205386 (Legacy UID 213712).
 Located within WHS
Source Egerton Lea Consultancy 2008

Description

Dock gate opposite Roberts Street, by J Hartley. Granite rubble gate piers with splayed bases, rounded angles, and Doric caps, brick wall between. The complex is characterised by red brick architecture and granite rubble masonry piers with associated iron fixings including gates, signage and a gatehut.

Site Number 9
Site Name Entrance to Princes Half Tide Dock
NGR SJ 33520 99870
Site Type Wet Dock
Period Industrial
HER No MME12353
SMR No -
Statutory
Designation Grade II listed, LB 1208892 (Legacy UID 359254);
 Located within WHS
Source WYG 2011 ES V2 4.2; Egerton Lea Consultancy 2008;
 walkover survey

Description

Entrance to Princes Half Tide Dock, 1840s by J Hartley. Granite rubble wall brought to a fair face, laid in blocks of greatly differing sizes to landward and seaward of original timber gates. Two capstans remain to landward side.

Site Number	10
Site Name	Princes Half Tide Dock
NGR	SJ 33647 91056
Site Type	Wet Dock; cyclopean sandstone walls, granite coping stone, dock furniture including mooring rings and bollards, subterranean buttresses quayside, bridge and pontoon structures.
Period	Industrial
HER No	MME12502
SMR No	-
Statutory Designation	Grade II listed, LB 1252907 (Legacy UID 436020); Located within WHS
Source	WYG 2011 ES V2 4.2; Egerton Lea Consultancy 2008; walkover survey; LCC 2005,128-9; HER; Pollard 2004,12

Description

North/south orientated dock structure located between Princes Dock and East and West Waterloo Docks. Designed by Jesse Hartley, this dock represents an excellent example of nineteenth century dock engineering. Originally built as a tidal basin and then rebuilt in 1868 by G.F Lyster in Hartley fashion. The walls and locks are constructed of intricate cyclopean granite masonry. The Princes Half Tide Dock entrance was formerly a swing bridge however the channel has been in-filled and a causeway created to carry a fixed roadway over the former dock entrance. The northern side (i.e. all that lies within the Princes Half Tide Dock) is Grade II listed (Wardell Armstrong 2003, 23). The access to the dock was previously via a lock system on the west side of the dock in the sea wall. This passage has been closed off. Construction of the Liverpool Canal Link in 2007-2008 saw the temporary re-opening of the original passage from Princes Dock to Princes Half Tide Dock with a new channel being cut through the original infill (Wardell Armstrong, 2003; Oxford Archaeology North, 2008). As part of the same phase of work the dock was partially in-filled using a ballast of sterile 6F2 to reduce its overall depth.

Site Number	11
Site Name	Site of Riverside Branch Railway
NGR	SJ 33522 90918
Site	Railway line
Type Period	Industrial
HER No.	-
SMR No	-
Statutory Designation	Located within WHS buffer zone
Source	WYG 2011 ES V2 4.2; Egerton Lea Consultancy 2008; walkover survey

Description

Riverside railway built in 1895 to connect to the main line from Euston with ocean going liners berthed at Princes landing stage. It closed in 1971.

Site Number	12
Site Name	Site of Princes Dock station, Waterloo Road
NGR	SJ 33671 91018
Site Type	Passenger railway station on the Liverpool Overhead Railway
Period	Industrial
HER No	-
SMR No	-
Statutory Designation	Located within WHS buffer zone
Source	WYG 2011 ES V2 4.2 Egerton Lea Consultancy 2008; walkover survey

Description

Princes Dock station on Waterloo Road opened in February 1893. It was on the elevated line 16 feet above street level on the iron structure, which supported the line (Overhead Railway). Originally served by trains between Herculaneum Dock and Alexandra Dock stations. Each platform had its own stairway leading to street level, ticket facilities were provided on the platforms. Extensively bomb damaged in 1941, it never reopened and was demolished in late 1957.

Site Number	13
Site Name	Princes Dock Gates (north)
NGR	SJ 33682 90956
Site Type	Boundary wall and gates
Period	Industrial
HER No	MME 12768§
SMR No	-
Statutory Designation	Grade II listed, LB 1280755 (Legacy UID 213714); Located within WHS
Source	WYG 2011 ES V2 4.2; Egerton Lea Consultancy 2008; walkover survey

Description

Granite rubble piers with splayed bases, rounded angles and Doric caps. One pier larger with window and rear entrance, for gatekeeper, the other with groove and original gate. Now blocked. The listing records this as by John Foster, but it appears to date to the rebuilding of Princes Half Tide Dock by Lyster in 1868, as its form imitates Hartley's gates of the 1840s.

Site Number	14
Site Name	Dock gates (south)
NGR	SJ 33722 90854
Site Type	Boundary wall and gates
Period	Industrial
HER No	MME 11886
SMR No	-
Statutory	

Designation Grade II listed, LB 1068397 (Legacy UID 213713);
Located within WHS
Source WYG 2011 ES V2 4.2; Egerton Lea Consultancy 2008;
walkover survey

Description

Dock gates by John Foster, Dock Engineer between 1799 and 1824. The gates are formed by a pair of square buff sandstone piers in the Greek Revival style. The shaft of each is formed by three pieces of stone. Stone piers have pitted rustication, raised panels and caps, twentieth century railings close the entrance.

Site Number 15
Site Name Cast Iron Drinking Fountain Series
NGR SJ 33728 90841
Site Type Cast-iron drinking fountain set into the dock perimeter wall at Princes Dock
Period Industrial (1859)
HER No -
SMR No -
Statutory Designation Located within WHS
Source WYG 2011 ES V2 4.2 Egerton Lea Consultancy 2008;
walkover survey

Description

Cast-iron drinking fountain set into the dock perimeter wall at Princes Dock. A series of 33 fountains were installed in 1859, in an attempt to keep the dock workers out of the pubs, where they were forced to go to find refreshment as prior to the construction of the drinking fountains the only Source of water was two horse troughs. The cast-iron fountain is still intact, although the pipework behind and the adjacent tap have been removed. The driving force behind the provision of drinking fountains for the dock workers was Charles Pierre Melly who produced a treatise on the requirement for amenities such as drinking fountains in 1858. Although the tap next to the fountain has been removed, the structure is otherwise intact.

Site Number 16
Site Name Princes Dock
NGR SJ 333730 905702 (general for whole dock)
Site Type Wet Dock; cyclopean sandstone walls, granite coping stone, dock furniture including mooring rings and bollards, subterranean buttresses quayside, bridge and pontoon structures, extant iron and wood derelict wharfage off shore to the west of the dock
Period Industrial
HER No MME 9551
SMR No 3390-029
Statutory Designation Located within WHS buffer zone
Source WYG 2011 ES V2 4.2; Egerton Lea Consultancy 2008;
walkover survey; McCarron and Jarvis 1992; Sharples 2004;
OA North 2008a; OA North 2009; HER; Sherwood 1821;

Opening of Princes Dock in 1821 by Robert Salmon (NML),
Princes Dock 1829 by J Harwood (LCC), Princes Dock c.1954
by Stewart-Bale (NML)

Description

North/south orientated dock structure originally designed in 1800 but not commenced until 1810 and completed in 1821. Encompasses approximately 15 acres of enclosed water plus substantial additional wharfage in the form of a timber and iron pier extending out into the Mersey. At the south end there is a blocked passage to the former site of Georges Basin, which was subsequently a graving and then branch dock with the original coursed Runcorn stone quay wall (Sharples 2004, 122).

A “roll on roll off” terminal was installed in 1967 at the southern end of the dock, for the Irish Packet, which was made redundant in 1981 (McCarron and Jarvis 1992, 72). This modification meant that the south-western corner of the dock was heavily modified and significantly reduced in height to accommodate a reinforced concrete ramp. The Eastern quay was modified and widened in 1988 as part of redevelopment master plan under Taylor Young (Sharples, 2004). At this time a substantial part of the basin was edged with concrete facing obscuring the original stone work. Concrete caissons were also constructed down the west side of the dock.

Further modification in 2007 saw the removal of the concrete ramp installed in 1988 as well as the remaining section of the south-western wall down to formation level. This modification was undertaken as part of the Plot 7 development for the construction of the new Liverpool Canal Link (OA North 2008a; OA North 2009). During canal extension works OAN examined a small section of the original south quay that had survived the “roll on roll off” installation in 1967. The wall was constructed in pink and yellow sandstone with a pink ashlar face waterside. Backfill deposits included quarry waste, probably that resulting from the excavation of the dock (OAN 2014,137).

A lock situated within the dock now provides access into the subterranean concrete box culvert, which forms part of the new canal.

Site Number	17
Site Name	Princes Dock Boundary wall and piers, Bath Street (east side of dock)
NGR	SJ 33671 90980 – 33878 90514 (eastern side at Bath Street) Listed Building NGR 33718 90861
Site Type	Boundary wall orientated north/south
Period	Industrial
HER No	MME 12828
SMR No	-
Statutory Designation	Grade II listed, LB 1322045 (Legacy UID 477706); Located within the WHS
Source	WYG 2011 ES V2 4.2; HER; Egerton Lea Consultancy 2008

Description

Access to Princes Dock from the town was controlled by this dock boundary wall, the first to be built in Liverpool. Construction begun in 1816 and was completed in 1821 when the dock opened, it originally extended around all sides of the dock, though only the east side survives *in situ*. The boundary wall is of English bond red brick with ridgeback sandstone copings and at its full height measures 5.5 metres high and around 210m long. The wall complex is characterised by red brick architecture with

Greek Revival gate piers and associated iron fixings including gates, signage and gatekeepers building. Remnants of the overhead railway remain including an arched feature adjacent to Princes Dock.

Site Number	Site 18
Site Name	Sea Wall
NGR	SJ 33681 90467
Site Type	Sea Wall
Period	Industrial
HER No	-
SMR No	-
Statutory Designation	Located within WHS buffer zone
Source	WYG 2011 ES V2 4.2; Walkover survey; Strangers Guide to Liverpool (Kaye 1810); J & A Walker 1816; Egerton Lea Consultancy 2008; Sherwood 1821 OS 1851

Description

Sea Wall in the vicinity of Seacombe Basin (Site **33**), which appears to have been constructed between by 1803 and 1816; and continuing as part of Princes Dock construction between 1810 and 1821.

Site Number	19
Site Name	Sea Wall
NGR	SJ 33769 90489
Site Type	Sea Wall
Period	Industrial (c 1760)
HER No	-
SMR No	-
Statutory Designation	Located within WHS buffer zone
Source	WYG 2011 ES V2 4.2; OA North 2008a; OA North 2009; OA North 2014; Horwood 1803

Description

North - South orientated section of early sea wall extending approximately 50m. Constructed using yellow sandstone ashlar masonry without a mortar bond. Identified during the bulk excavation at Plot 7 in advance of the Liverpool Canal Link. Already significantly reduced in height (a single surviving course) this wall was only encountered c. 400mm above the formation level of the canal culvert. Probably marks an early stage of land reclamation north of George's Dock Basin. Likely dismantled during the construction of the northern passage linking Georges Dock and Princes Dock, it probably is the earliest example of dismantling of a river wall during reclamation (OAN 2014, pg 78). The foundations of this wall were recorded and left in situ. They survive beneath the backfill of the construction cut for the subterranean canal culvert, which now links the Pier Head section of the canal to Princes Dock Lock.

Site Number	20
Site Name	Temporary retaining or buttress wall
NGR	SJ 33769 90504
Site Type	Sea Wall

Period	Industrial
HER No	-
SMR No	-
Statutory Designation	Located within WHS buffer zone
Source	WYG 2011 ES V2 4.2; OA North 2008a; OA North 2009; Eyes 1765; Perry 1769; Eyes 1785; Gore 1796; Horwood 1803

Description

East/west orientated section of temporary retaining or buttress wall. A 3m section of this wall was identified during the bulk excavation at Plot 7 in advance of the construction of the Liverpool Canal Link. This wall was constructed of yellow sandstone ashlar masonry with some pink sandstone quarry waste packing. Part of the wall was constructed using recycled architectural stone including part of a large stone lintel or pediment. A similar wall was found within LCL5 of the Pier Head section of the Canal Link in front of the Cunard Building. The full extent of this wall was not established as it continued beyond the eastern formation of the canal construction cut. Likely to extend eastwards beneath the Crown Plaza Hotel car park.

Site Number	21 (Within Site)
Site Name	Dockside Railway at Princes Dock
NGR	SJ 33728 90820
Site Type	Standard gauge railway tracks
Period	Industrial
HER No.	-
SMR No	-
Statutory Designation	Located within WHS buffer zone
Source	WYG 2011 ES V2 4.2; Walkover survey; OS 1893

Description

Standard gauge rails set into contemporary cobbled surface orientated N-S on the East Side of Princes Dock. Rails run the full length of the site apart from truncation due to newly developed car park. Associated with transit sheds, which were located on the east side of the dock. Comprises three sets of rails. The rails likely pre-date the production of the OS mapping of 1893. An additional rail lines and configurations appear to the east of the transit shed between OS 1908 and OS 1968.

Site Number	22
Site Name	Princes Jetty
NGR Site	SJ 33506 90861
Type	Landing stage
Period	Industrial
HER No	-
SMR No	-
Statutory Designation	Located within WHS buffer zone
Source	WYG 2011 ES V2 4.2; Walkover survey

Description

Wooden and concrete pier structure projecting into the river. Three piers form landing stage. Landing stage also characterised by extant iron railings, timbered office and

dock furniture including temporary bridge structure. Departure point from the UK to Ellis Island for thousands who emigrated from Liverpool to the New World.

Site Number 23
Site Name Site of Riverside Railway Station/Offices
NGR SJ 33662 90575
Site Type Railway building
Period Industrial
HER No -
SMR No -
Statutory Designation Located within WHS buffer zone
Source WYG 2011 ES V2 4.2; Walkover survey

Description

Foundations of station and possible railway office buildings opposite Princes Jetty. Associated with the Riverside Railway (Site 11) and located on the west side of Princes Dock.

Site Number 24
Site Name Site of Princes Dock Transit Shed
NGR SJ 33726 90798
Site Type Transit Shed
Period Industrial
HER No -
SMR No -
Statutory Designation Located within WHS buffer zone
Source WYG 2011 ES V2 4.2; Walkover survey; Gage 1836; Austin 1836; Bennison 1841, Bennison 1848; OS 1851; Dower 1863 Jarvis 1991

Description

Remnants of transit shed footings orientated N-S on the east side of the Princes Dock. Sections of brick footings separated by in situ metal runners which would have originally housed the transit shed doors. Transit sheds ran alongside the length of the east side of the dock. Archaeological excavations at the south end of the Princes Dock have shown that the foundations can survive up to a depth of 0.8m and may include associated crane and machine bases. Foundations are surrounded by original contemporary cobble surface and contemporary dockside railway tracks. Jarvis – By 1889 the first sliding doors were fitted on the quayside of the former open sheds on the East Quay (pg 46)

Site Number 25
Site Name West Waterloo Dock River Entrance and Extension
NGR SJ 33436 91197
Site Type Entrance with Series of 4 lock gates
Period Industrial
HER No -
SMR No -
Statutory

Designation Located within WHS buffer zone
Source Egerton Lea 2008

Description

Mammoth cast iron gates allowing access to the river from the Waterloo Dock. Cast iron dock furniture survives extant along the river edge. Dock gates partly buried by backfill, though voids in quayside clearly show gate mechanisms surviving extant. The dock was extended in length in 1949 to connect directly with the southern end of Trafalgar dock, utilising part of the former northern entrance of Victoria Dock. The works associated with this expansion are likely to have destroyed the former dock gate between West Waterloo and Victoria Docks.

Site Number 26
Site Name Cunard Building
NGR SJ 33927 90280
Site Type Building
Period Industrial/Modern
HER No -
SMR No -
Statutory Designation Grade II* listed LB 1052283 (27/502) (Legacy UID 214150).
Located within WHS
Source Belchem 2006; Cunard Building 2010

Description

The Cunard Building was built as the headquarters and main passenger terminal of the Cunard Steamship Company (Cunard Building 2010) and forms one of the 'Three Graces' of the Liverpool Pier Head. Construction began in 1913 and finished in 1917 and the building followed the style of Italian Renaissance palazzos (Belchem 2006, 20; Cunard Building 2010).

Site Number 27
Site Name Port of Liverpool Building
NGR SJ 33922 90208
Site Type Building
Period Industrial
HER No -
SMR No -
Statutory Designation Grade II* listed LB 1068223 (27/501) (Legacy UID 214149);
Within WHS
Source Belchem 2006

Description

The Port of Liverpool Building was built in 1907 for the Mersey Docks and Harbour Company. The building features distinctive baroque domes and forms one of the 'Three Graces' of the Liverpool Pier Head (Belchem 2006, 20, 279).

Site Number 28
Site Name Mersey Road Tunnel Ventilation and Central Station
NGR SJ 34017 90220
Site Type Ventilation and central station
Period Modern

HER No -
SMR No -
Statutory Designation Grade II listed LB 1187177 (27/500). (Legacy UID 214148);
 Located within WHS
Source Belchem 2006
Description
 Ventilation and central station for the Queensway Mersey road tunnel, which opened in 1934 (Belchem 2006, 270).

Site Number **29**
Site Name St Nicholas
NGR SJ 33950 90500
Site Type Chapel/Church
Period Medieval - Modern
HER No MME 2628
SMR No 3390 - 001
Statutory Designation Grade II listed LB 205993 (Legacy UID 213868);
 Located within WHS
Source HER; Eyes 1765; Perry 1769; Eyes 1785
Description
 Chapel of St Nicholas and Our Lady. The Parish Church of Liverpool and located on the former site of the Chapel of St Mary Del Key. The church was partially rebuilt following fire damage caused by a wartime air raid in 1940. Still an active parish church surrounded by a small landscaped garden that was formerly a cemetery.

Site Number **30**
Site Name Royal Liver Building
NGR SJ 33892 90351
Site Type Building
Period Industrial
HER No -
SMR No -
Statutory Designation Grade I listed LB,1356370 (27/503) (Legacy UID 21451);
 Located within WHS
Source Belchem 2006
Description
 The Royal Liver Building was built in 1911 for Royal Liver Assurance. The building forms one of the 'Three Graces' of the Liverpool Pier Head (Belchem 2006, 20, 279). The opposing clock towers are each adorned with Liver Birds, which have become an iconic symbol for Liverpool.

Site Number **31**
Site Name George's Dock Basin
NGR SJ 33860 90410
Site Type Infilled Wet Dock
Period Industrial (c1785)
HER No MME 2634

SMR No	3390-7
Statutory Designation	Located within WHS
Source	WYG 2011 ES V2 4.2; Eyes 1765; Eyes 1785; OA North 2014; 2008a; 2009; HER

Description

The conjectural site of the basin is shown on Eyes (1765), the works to basin and George's dock were completed between 1765 and 1771.

An east/west orientated section of large pink and yellow sandstone wall revealed during the bulk excavation in advance of the construction of the Liverpool Canal Link. The wall was characterised by the use of pink sandstone with granite coping and pink rubble sandstone buttresses. The wall still stood to its full height (c.6.2m) and the toe identified at formation level. The wall showed evidence of numerous phases of repair work, including reworking on one side for the addition of a brick shaft, which was probably a sluice. A substantial buttress on the north side was constructed using irregular pink sandstone bonded with a grey cement mortar. The northern construction face of the wall was roughly constructed with a mixture of pink and yellow sandstone, some of which was likely recycled from the sea wall, which would have previously stood in this location demarcating the northern boundary of the reclaimed land which now forms the modern Pier Head. A 12 metre section of the structure was removed to install the canal culvert however the rest of the structure remains extant beneath the public realm.

Site Number	32 (Potential Site/Feature)
Site Name	Clarke's Basin
NGR	SJ 33788 90835 extending to SW at SJ 33780 90800
Site Type	Canal Basin
Period	Industrial
HER No	MME 2641
SMR No	3390-14
Statutory Designation	Within WHS buffer zone
Source	WYG 2011 ES V2 4.2; Horwood 1803; OS 1851; OS 1893; HER

Description

A canal basin at the southern end of the Leeds Liverpool Canal, which was first depicted on Horwood's map of 1803 and named as 'Clarkes Basin' on the OS map of 1851. This basin represented the south-western terminus of the Leeds Liverpool Canal throughout the nineteenth century. Marked as 'disused on 1893 OS.

Site Number	33 (Potential Site/Feature)
Site Name	Seacombe Basin
NGR	SJ 33724 90441
Site Type	Basin
Period	Industrial
HER No	-
SMR No	-
Statutory Designation	Within WHS buffer zone & WHS

Source WYG 2011 ES V2 4.2; Strangers Guide to Liverpool
(Kaye 1810 & 1815); Sherwood 1821; Swire 1823; J & A
Walker 1823; Austin 1836; Gage 1836

Description

This small basin appears to have been constructed by the 1810 (Thomas Kaye Plan of Liverpool in Stranger's Guide to Liverpool). Identified by 'Ferry Boats', it is named 'Basin' on Sherwood 1821. Shown on maps produced in 1823, but was not depicted on the map accompanying the 1829 edition of this book. The basin was named as Seacombe Basin on Henry-Austin's map of 1836.

Site Number 34 (Potential Site/Feature)
Site Name Boat Yard
NGR SJ 33724 9088
Site Type Boat Yard
Period Industrial
HER No -
SMR No -
Statutory
Designation Within WHS buffer zone
Source Perry 1769; Horwood 1803; J & A Walker 1823

Description

A boat yard associated with Clarke's Basin (site 108) on J & A Walker's map of 1823. Likely the same site first named 'Mr Dutton's Boat Yard' (Perry 1769).

Site Number 35 (Potential Site/Feature)
Site Name Warehouse
NGR SJ 33715 91015
Site Type Warehouse
Period Industrial
HER No MME 9557
SMR No 3391-6
Statutory
Designation Within WHS buffer zone
Source HER

Description

Warehouse (possible site of) on the east side of Bath Street, between Dennison and Roberts Street. Appears on James Newlands 1849 Plan of the Borough of Liverpool
Field observation recorded c 1970s- 'Brick built. 6 storey warehouse, of 3 bays with white sandstone window sills, Door arches. Interior-floors supported on cast iron circular columns and pitch pine joints. Roof - slate, supported on window trusses, Heraldic crest and date 1824 on stone plaques on 4th storey in centre bay, also Heraldic eagles in sandstone keystones at ground floor entrances. Traditional style of loading'. Stammers, M.K. (Merseyside Museums/North Western Society for Industrial Archaeology and History). Photographed prior to demolition in 197.

Site Number 36 (Potential Site/Feature)
Site Name Fort
NGR SJ 33641 90935
Site Type Fort
Period Industrial

HER NO	MME 9946
SMR No	3390-20
Statutory Designation	Within WHS buffer zone (on edge)
Source	WYG 2011 ES V2 4.2; HER; Eyes 1785; Gore 1796; Horwood 1803; Kaye 1810

Description

This fort was first depicted on Eyes map of 1785, and had not been depicted on the Perry map of 1769. The fort occupied a promontory of newly reclaimed land. The fort was shown as a complex of four buildings on Horwood's map of 1803 however, the construction of Princes Dock resulted in the partial demolition of the fort and its reduction to a single building by 1810. By the time of the publication of J & A Walker's map of 1823 the fort was not being depicted on mapping. Recent development at the north-eastern corner Princes Dock will have impacted upon part of the fort site, although sub-surface remains might survive to the south of this building.

Site Number	37 (Potential Site/Feature)
Site Name	Princes Dock Basin
NGR	SJ 33482 93768
Site Type	Dock Basin
Period	Industrial
HER No	-
SMR No	-
Statutory Designation	Within WHS
Source	WYG 2011 ES V2 4.2; Egerton Lea Consultancy 2008; Kaye 1815; Sherwood 1821; Walker and Walker 1823

Description

This dock basin is shown most likely under construction on Kaye, 1815. Shown water-filled by 1821. The basin was replaced by Princes Half Tide Dock in 1868.

Site Number	38 (Potential Site/Feature)
Site Name	Bath House
NGR	333765 390785
Site Type	Bath House
Period	Industrial
HER No	MME 2639
SMR No	3390-12
Statutory Designation	Within WHS buffer zone (on edge)
Source	HER; Eyes 1765; Perry 1769; Eyes 1785; Gore 1796; Horwood 1803; 'Baths and Wash Houses – Historical Archive' (www.bathsandwashhouses.co.uk/archive/your-local-buildings/liverpool/) Accessed 23/01/2015; Peel March 2015

Description

Appears on John Eyes 1765 map as 'Baths' with 2/3 buildings in an enclosure on land reclaimed to the north of the 'New Kay'. This new key is marked on John Eyes map of 1750 as, "being land enclosed from the sea shore by Sir *?* Moor with permission of the Corporation." By 1769 there appear to be seven buildings forming 'The Baths'. By 1796 Bath Street is named running from the 'New Key' to the baths.

Described as “esteemed commodious and elegant, and may be viewed” (Liverpool Guide 1796, HER).

In 1794 the Borough Council purchased privately-owned Public Baths in Bath Street. In 1820 the Bath Street Public Baths were demolished to make way for the new Princes Dock (‘Baths and Wash Houses – Historical Archive’).

Site Number 39
Site Name Kiln
NGR SJ 333845 390735
Site Type Kiln
Period Industrial
HER No
SMR No
Statutory Designation Within WHS buffer zone
Source 1769 Perry
Description
Site of a kiln (‘Lime Kiln’) shown on G Perry survey of Liverpool.

Site Number 40
Site Name Mr Brooks Brick Yard
NGR SJ 333855 390765
Site Type Brick and Tile Making Site
Period Industrial
HER No
SMR No
Statutory Designation Within WHS buffer zone
Source HER; 1769 Perry
Description
Site of a Brick Yard, named and shown on G Perry survey of Liverpool.

Site Number 41
Site Name Pottery findspot
NGR SJ 33835 390945
Site Type Pottery findspot
Period Industrial
HER No MME 2643
SMR No 3390-14
Statutory Designation Within WHS buffer zone
Source HER
Description
Earthenware, stoneware and creamware pottery sherds found in May 1973 on King Edward Street in cellars at 5- 10 feet depth.

Site Number 42
Site Name Location of Limestone Perch
NGR SJ 3364 9067
Site Type Sea Mark

Period Post Medieval
HER No MME 2642
SMR No 3390-15
Statutory Designation Within WHS buffer zone
Source HER
Description
 Location of Limestone Perch, Liverpool, a post medieval navigation mark.

Site Number 43
Site Name Post Medieval Pottery, New Quay
NGR SJ 33845 90656
Site Type Findspot
Period Post Medieval
HER No MME 13760
SMR No 3390-18
Statutory Designation Within WHS buffer zone
Source HER
Description
 Jackfield Type Ware sherds were found, possibly in May 1973 on New Quay.

Site Number 44 (Within Site - Potential Site/Feature)
Site Name Sea Wall
NGR Approximate line c SJ 33713 90829 (approx. location of TT306) to c SJ 33721 90812 (approx location of TT304)
Site Type Sea Wall
Period Industrial
HER No -
SMR No -
Statutory Designation Within WHS buffer zone
Source Eyes 1785; Gore 1796; Horwood 1803; Peel March 2015; Adams 2016

Description
 The section of sea/reclamation wall shown to the north of the baths (Site 38) and round the Fort (Site 36). Further reclamation was undertaken immediately to the north of the baths between 1796 and its depiction on Horwood 1803. Area of historic sea walls shown on the Archaeology Deposit Model (CgMs 2011). Likely sandstone fragments of the sea wall (possibly that depicted on Horwood 1803) were recorded in trenches (TT304 and TT306) during an archaeological watching brief by on ground investigations (National Museums Liverpool 29th Feb. to 4th March 2016 described in Adams 2016).

Site Number 45
Site Name Princes Dock Wall
NGR Within Site: SJ 33707 90828 (c approx. location of TT301/305) to SJ 33718 90803 (c approx. location of TT302/303)
 Dock wall east side (South of (off Site) geotechnical trial pit No. 21 SJ SJ 33740 390758.

Site Type	Dock wall
Period	Industrial
HER No	-
SMR No	-
Statutory Designation	Within WHS buffer zone
Source	Sherwood 1821; Exploration Associates 1995; Site visit 16.01.2015;09.02.2016;03.03.2016; Farr, S (March 2015); Adams 2016; Arup (6 April 2016)

Description

The buried Princes Dock wall was located at the Site during an Archaeological Watching Brief by National Museums Liverpool (29th Feb. to 4th March 2016 described in Adams 2016). Evidence suggests that the historic Princes Dock Wall is badly damaged in its upper courses but otherwise remains substantially intact. Its location within the site can now be accurately predicted. c 0.70m below ground level at a height of c. 6.8m AOD in TT301/305 and c. 0.35m below surface at height of c. 6.95m AOD in TT 302/303. Although damaged in its upper levels - its core below ground structure is likely to survive to evidence original layout and it remains a significant component of the heritage value of the site.

There is also potential for the survival of structural evidence associated with the dock's construction, operation and associated land management within deposits behind the wall (as evidenced by the culverts found in TT 304 and TT306).

Buried Dock Wall found during geotechnical investigations to the south of the Site (off Site) in 1995 - Geotechnical Trial Pit investigations (1995) carried out around the whole dock includes Trial Pit 21, which records the location of the original dock wall in land to the south of the Site (north of the current multi-storey car park) (approx. SJ 33740 390758). Site visit - No surface remains, though slight linear (orientated NW/SW) depression in car park tarmac (09.02.2016).