

Commercial-in-Confidence

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August 2005

**AN ARCHAEOLOGICAL DESK-BASED ASSESSMENT AT 86-90 DUKE STREET,
LIVERPOOL**



Langtree Group
Centrix House
Crow Lane East
Newton-Le-Willows
WA12 9UY

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LIVERPOOL**

CONTROLLED DOCUMENT

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<i>Prepared by:</i>	Andy Towle		
<i>Checked:</i>	Anthony Martin		
<i>Gifford Approved:</i>	Anne Thompson		

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Langtree Group
Centrix House
Crow Lane East
Newton-Le-Willows
WA12 9UY

Gifford
20 Nicholas Street
Chester
CH1 2NX

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1. NON TECHNICAL SUMMARY

- 1.1 This report is an archaeological desk based assessment examining the archaeological potential at 86-90 Duke Street, Liverpool. The work has been commissioned by Langtree Group as part of their planned development of the site; it is an element in an integrated strategy to address the Conservation and Cultural Heritage issues prior to the formal submission of a planning application.
- 1.2 This document represents the realisation of key objectives in the Liverpool- Maritime Mercantile City Management Plan (Liverpool City Council 2004: 14-15), specifically those relating to "Management of the Site", "Regeneration" "Built Heritage Conservation" "New Development" and "Archaeology".
- 1.3 The report describes the cultural history of the site, the nature of the surviving structures and examines the potential for archaeological remains at the site.
- 1.4 Recommendations are made for ensuring that the proposed development successfully accommodates the need to respect the historic nature of the site and surrounding area.

2. INTRODUCTION

This document is an archaeological desk based assessment examining the archaeological potential at 86-90 Duke Street, Liverpool. The work has been commissioned by Langtree Group as part of their planned development of the site; it is an element in an integrated strategy to address the Conservation and Cultural Heritage issues prior to the formal submission of a planning application.

This report constitutes a definition of the known and potential heritage of the site, its history and use. It is related to the potential impact of the proposed development on the site, taking into consideration the Planning and Development Brief and informal discussion with English Heritage, the Liverpool City Council Principal Conservation Officer and archaeologists from Merseyside Archaeological Service Archaeologists.

3. ACKNOWLEDGEMENTS

Gifford and Partners would like to acknowledge the assistance of the following: Stephen Barnes of Langtree Group; Tony Nuttall and John Tweed of Tweed Nuttall Warburton Architects; Sarah-Jane Farr and Yvette Alagul of Merseyside Archaeological Service; Glynn Marsden, Principal Conservation Officer, Liverpool City Council and Dominic Wilkinson, Department of Architecture, University of Manchester.

The Gifford staff involved in this project were:

Archaeologist:	Andy Towle BA MA PhD AIFA
Archaeologist	Pete Owen BA AIFA
CAD Technician:	Gill Reaney
Administrator:	Frances Tattum
Quality Review:	Tim Malim BA MIFA FSA
Project Management:	Anne Thompson BA PG Dip

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4. SITE LOCATION AND DESCRIPTION

The proposed development site is located at 86-90 Duke Street, Liverpool, centred on National Grid Reference 334835 389825 (Figure 1). The development area is approximately 0.35 acres in extent and rectangular in shape. It includes properties fronting onto Duke Street (on the southern side of Duke Street), and is bounded by Suffolk Street to the east, Henry Street to the south and runs behind the adjacent buildings which also front onto Duke Street (i.e. 82-84 Duke Street). The site includes the remains of properties which previously fronted onto Suffolk and Henry Streets.

The buildings on the site are unoccupied and in a poor state of repair and consist of brick-built structures with slate-covered pitched roofs. All of the doors and windows in the Duke Street façade have been boarded up (Figure 2). The most easterly building on the corner of Duke Street and Suffolk Street (90a Duke Street) has been demolished, leaving a fragmented pitched-roof profile on the surviving façade. Figure 3 shows 90a prior to demolition (image supplied by Gynn Marsden). The street front of 90A Duke Street is defined by recently-erected wooden hoarding which extends down the Suffolk Street frontage to a small brick-built kiosk/corner shop at the intersection of Henry Street and Suffolk Street (Figure 4). A small two-storey double-fronted brick building is situated on Henry Street adjacent to the corner shop. The area of the site behind 82 – 86 Duke Street is open wasteland containing demolition debris. A more detailed description of the surviving fabric is provided in section 8.11 below.

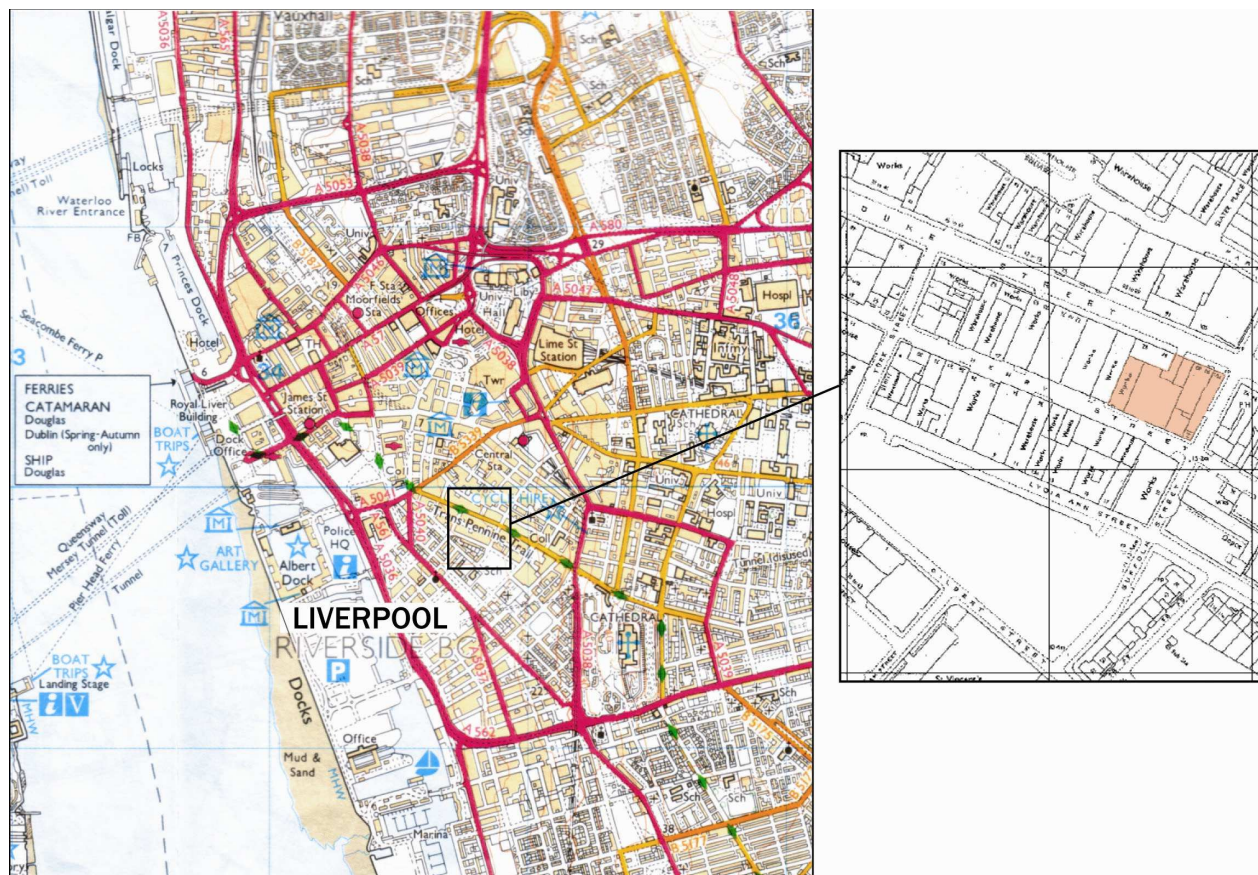


Figure 1: Site location



Figure 2: Duke Street façade.



Figure 3: 90a Duke Street before demolition (image courtesy of Gynn Marsden).



Figure 4: Henry Street/Suffolk Street corner

5. REASON FOR PROJECT

The proposed development involves the construction of new buildings to the rear of 82-90 Duke Street whilst retaining of part of the existing structures fronting onto Duke Street, and demolition of the remaining buildings. This report is designed to establish the potential for below-ground archaeological remains which may be affected by the work, and inform the discussion on the most appropriate treatment of the existing structures.

6. AIMS AND OBJECTIVES

The aims of the project are:

- To inform the planning application
- To ensure that Conservation and Cultural Heritage issues associated with the project are identified as early as possible
- To assist The Langtree Group and Liverpool City Council to determine the scope of any heritage mitigation requirement as part of the development.

The objectives of the project are:

- To gain information about the presence/absence, location, nature and date of any archaeological remains on the site likely to be effected by the proposed development
- To establish the site history and land-use
- To advise the Langtree Group and other team members of the archaeological and heritage implications of the proposed development

7. METHODOLOGY

This desk-based assessment has been undertaken at the request of the Client; a formal brief has not been prepared by Merseyside Archaeological Service. The work has been carried out with the knowledge and agreement of the Principal Conservation Officer, Merseyside Archaeological Service and the Client's architects and in accordance with the Institute of Field Archaeologists' *Standards and Guidelines for Desk-Based Studies* (1999). The following sources were consulted:

- Merseyside Sites and Monuments Record
- Liverpool Records Office
- Published and unpublished documentary sources
- Websites as listed in the bibliography

8. RESULTS OF THE ARCHAEOLOGICAL DESK-BASED ASSESSMENT

8.1 Previous archaeological work

There is a paucity of archaeological evidence for the pre-industrial occupation of Liverpool: this is primarily a function of the limited investigation which has taken place within the City (Liverpool City Council 2002: 95). It is often assumed that the rapid development of Liverpool during the post-medieval period, particularly in the 19th Century, would have destroyed evidence of earlier settlement in the area. This is however a misconception, since archaeological remains are often well preserved beneath the substantial deposits which characterise rapid urban development. The truncation caused by foundation and cellar construction of later buildings leaves behind "islands" of stratigraphy from which a surprisingly sophisticated narrative of a town's history can be constructed: such is the stuff of urban archaeology.

There have been no controlled archaeological investigations in the vicinity of 86-90 Duke Street. This does not necessarily indicate the absence of archaeological deposits in the area, but reflects the level of investigation. There is a single reference in the Merseyside Sites and Monuments Record (SMR) for the development area, which has been recorded in the wrong location (3489-38); all other entries for a 120m radius around the site are post-medieval in date (see below).

SMR Number	Description	National Grid Reference
3489-28	Site of Iron Foundry on west side of Lydia St Anne St, appears on 1769 Map by G. Perry	SJ 3476 8979
3489-38	Brewery at "corner of Henry Street and Suffolk St" shown on 1769 Map by G. Perry.	"SJ 3486 8980"
3489-43	Gold Beater workshop, established in 1862	SJ 3491 8991
3489-74	Early terraced housing (late 18 th Century), Three storeys high with basement. Grade II listed building	SJ 3498 8990

Table 1. Summary of SMR data for a radius of 120m around the proposed development site

8.2 Geology.

The solid geology at the site consists of sandstone overlain by boulder clay. Site investigations demonstrate made ground above sandstone bedrock to be up to 3.5m deep below the current ground

surface. This strongly suggests the presence of substantial cellars away from the standing buildings on the site.

8.3 Prehistoric Periods

There are no known prehistoric archaeological remains within the boundary of the proposed development or within the immediate vicinity.

The development of the ecology and landscape of the Mersey Basin in relation to its human settlement is described in detail elsewhere (Greenwood 1999). The earliest evidence for prehistoric activity in the Liverpool area is the Mesolithic (c. 4000 BC) site excavated at Croxteth Park 7 miles north – east of the study area. Extensive evidence for human occupation during the Mesolithic has been revealed north of Liverpool on the Sefton coastline, with human footprints exposed in the eroding mudstone shoreline. The nearest Neolithic (c. 2800 BC) archaeological remains are the Calder Stones, large decorated irregular sandstone slabs from a chambered tomb some 5 miles to the south-east of the City centre. Bronze Age (c. 1500 – 500 BC) remains have been recovered from Wavertree (Liverpool City Council 2002: 99). Iron Age (500BC – 53AD) settlements have been identified at Halewood, Irby and Great Woollen in the Mersey Basin (Cowell 1999: 37).

8.4 Romano-British Period

There are no known Romano-British remains within the boundary of the proposed development or within the immediate vicinity.

Stray Romano-British finds have been recovered from Liverpool: at Whitechapel, Harrington Street, Bridport Street and Tyron Street, but no associated settlements have been identified. Romano-British sites have been located outside of Liverpool City centre at Halewood, Tarbock, Knowsley, Lathom and Irby (Liverpool City Council 2002: 99).

8.5 Post-Roman and early Medieval (510 – 1066 AD)

There are no known post-Roman or early medieval remains within the boundary of the proposed development or within the immediate vicinity.

There is no documented settlement in Liverpool prior to 1192 (see below), although Anglo-Saxon coins have been recovered from the site of the Exchange Station, suggesting that there may be a settlement site close by (Nicholson 1981: 5).

8.6 Medieval (1066 - 1500)

There are no known medieval remains within the boundary of the proposed development or within the immediate vicinity.

Liverpool is not explicitly mentioned in the Domesday Book of 1086, although it is probably one of six unnamed berewicks attached to the manor of West Derby. It is thought to have been separated from West Derby between 1166 and 1189 when Henry II granted the area to Warine de Lancaster. Liverpool was repossessed by the Crown in 1207 by King John, who subsequently issued the charter which changed Liverpool into a borough, establishing it as a royal town, with burgage-holders free from local taxation and feudal services, except a single rental payment (Farrer and Brownbill 1908: 2; Nicholson 1981: 7).

During the medieval period, the settlement of Liverpool was focussed on the north side of the “Pool”, which subdivided the township into two parts (see Figure 5 below), and which corresponds to the modern parish (Farrer and Brownbill 1908: 1; Nicholson 1981: 6-7)). This placed the principal early streets and castle (established before 1235, demolished in 1720, *ibid*: 4) astride the sandstone peninsular which commanded the entrance to the Pool and formed a naturally defensive position, prior

to the development of cannon (Farrer and Brownbill 1908: 1, Nicholson 1981: 6-7). The study area under consideration here lay within the common land in the southern half of the township.

The township of Liverpool lay within the parish of Walton until 1699, when it was created as a separate parish (Liverpool City Council 2002: 102).

Any surviving archaeological remains at the proposed development site from this period are likely to consist of buried cultivation soils, field boundaries or track ways: the potential for more significant structures such as buildings is low.

8.7 Post-Medieval 1500- 1700

There are no known early post-medieval remains within the boundary of the proposed development or within the immediate vicinity.

Until 1650 Chester was the principal port of North West England, but was rapidly overtaken by Liverpool which became the county's third port by 1700. The expansion of Liverpool's port was initially predicated on Cheshire salt exports and trade with Ireland, before the development of the transatlantic slave trade and associated exchange from the 1670's onwards (Sharples 2004: 5-6, 93-4, Liverpool City Council 2002: 104).

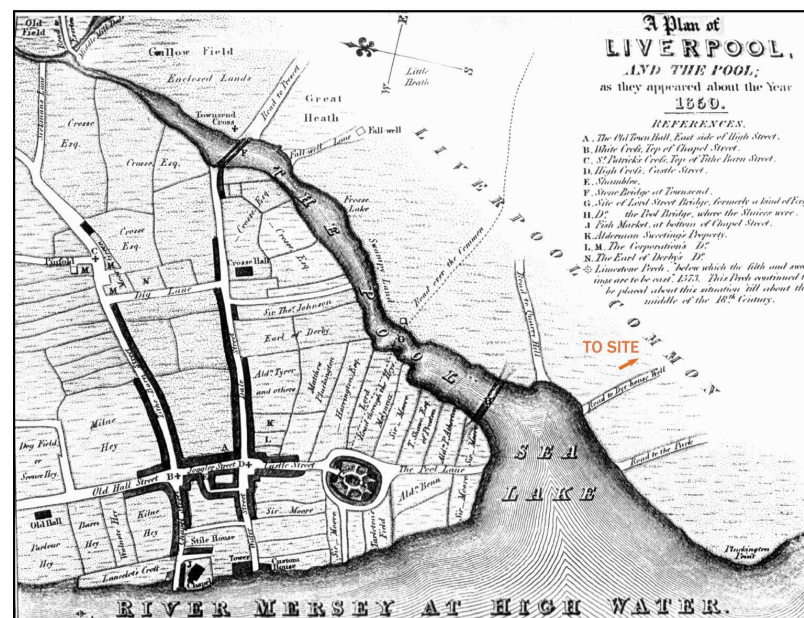


Figure 5: Reconstruction of Liverpool as it may have appeared in 1650, published in 1829 by Thomas Kaye.

Two bridges across the Pool are known from before 1564 and after 1635, which are thought to have contributed to the silting of the Pool: they indicate the development of land on the southern side of the pool during this period (Nicholson 1981: 20-21). The expansion of the settlement to the southern side of the Pool was accelerated after the Corporation took a 1000 year lease of the manorial rights in 1672 from the Earl of Sefton, thereby securing the freedom to develop the waterfront facilities and common land (Liverpool City Council 2002: 105).

A reconstructed map of Liverpool circa 1650 (Figure 5, published by Thomas Kaye in 1829) shows the historic core of Liverpool located to the north side of the Pool. Duke Street is not indicated on this plan: if it was in existence it was probably a track leading up to the quarry to the south-east of the Pool, now the site of the Anglican cathedral.

8.8 Post-Medieval 1700-1800

The first buildings which can be identified as having stood on the proposed development area originate in the 18th Century.

The 18th Century saw continued expansion of the City as it became established as a world port, surpassing its rival in Bristol by 1800 through virtue of the industrial hinterland and transport infrastructure located to the east of Liverpool (Giles and Hawkins 2004: 5).

The most significant change to the topography of Liverpool City centre was the in-filling of the tidal pool and construction of the "Old Dock" which opened in 1715 (constructed between 1710 and 1716) (Sharples 2004: 95). This shifted the focus of activity to the under-developed southern side of the city, leading to the establishment of new streets including Argyle Street, Park Lane, Mersey Street and Duke Street radiating off the newly opened dock. Duke Street became one of the most affluent streets in the City as merchants established their houses and warehouses along this access route to the Old Dock (Sharples 2004: 204-6, Liverpool City Council 2002: 107).

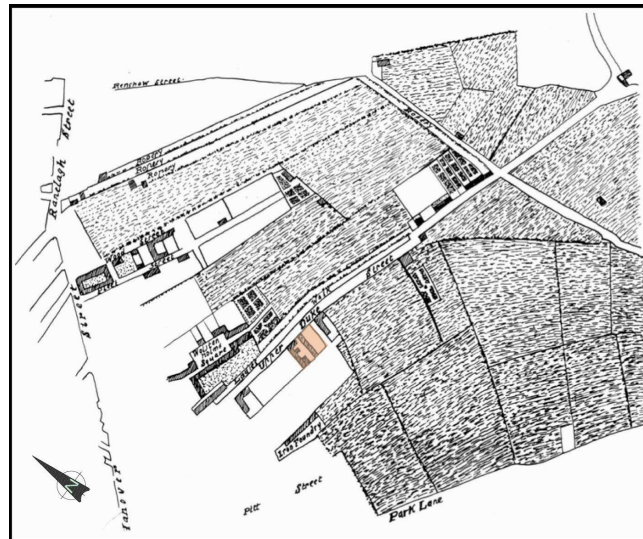


Figure 6: Based on Charles Eyes Map of 1765, taken from Merseyside SMR

The tree-lined strip on the opposite side of Duke Street shown on the 1769 map is a “ladies walk”- a specially laid out promenade for the fashionable rich of the 18th Century, indicating the high status of the street (Sharples 2004: 204).

The earliest directory for Liverpool dates to 1766: unfortunately this is not searchable by address or street, and the resident(s) of the area of interest cannot be readily identified. Early entries for Duke Street are brief, but indicative of high-status occupations (e.g. “1766 Tate, Richard, Merchant, Duke Street”). The earliest likely named resident/occupier are “Leigh and Ross”, listed as brewers on Duke Street in the trade directory for 1783.

Whilst the 18th Century brewery cannot be identified within the surviving fabric at the proposed development site, there is significant potential for the survival of below-ground structures associated with this early phase of occupation on the site.

8.9 Post-Medieval 1800-1900

The proposed development area was substantially remodelled during the 19th Century, with a shift in scale and building density as the docks moved further away from Duke Street.

Private warehouses associated with domestic accommodation are a key characteristic of Liverpool's architectural history: the Lower Duke Street area being included within the World Heritage Site nomination specifically on these grounds. The 18th Century arrangement of merchant's house adjacent to warehouse gave way to separate warehouse structures in the early 19th Century, which in turn shifted to new massive warehouses close to the expanding, ever larger docks built out into the Mersey and northwards up the waterfront during the late 19th and early 20th Centuries (Giles and Hawkins 2004: 11-28, Jarvis 1988).

The Old Dock was in-filled in 1826, as the need for larger and deeper facilities led to the construction of new structures (Sharples 2004: 15). This precipitated a shift in the building along Duke Street and its adjacent streets: the wealthiest merchants relocated to richer suburbs elsewhere in Liverpool, and the properties were increasingly given over to workshops and high-density accommodation for the workers drawn to the city.

Duke Street was densely occupied by the time of the publication of R. Horwood's 1803 map of Liverpool (Figure 8). The map shows an early street numbering system, demonstrating the difficulty of relating addresses in the trade directories to specific properties - as additional buildings were constructed along Duke Street, the numbers would be adjusted to accommodate the new structure. In 1803 the area of interest contained “95 – 97” Duke Street. At this time properties on Henry Street and Suffolk Street were not shown as numbered, although buildings facing onto Henry Street alone are shown.

The brewery complex evident in the 1769 map had been substantially remodelled by the time of the survey for the 1803 map: it is not possible to state whether the eastern-most range of the brewery complex had been demolished, or simply foreshortened to the Duke Street frontage with a bay added onto the western side. This bay suggests that the building's principal façade and entrance was not facing onto Duke Street, but into the alleyway/courtyard on the western side of the building – an arrangement probably retained in the current structure on the site (see section 8.11 below). The western range of the brewery had been altered and sub-divided. The 1803 Map shows the corner between Duke Street and Suffolk Street occupied for the first time. It seems likely that the properties indicated as 95 – 96 Duke Street were merchant's houses and warehouses. The map shows four distinct buildings/properties, demonstrating the increasing subdivision of land and increased density of occupation.



Figure 8: R Horwood's 1803 map of Liverpool



Figure 9: 1836 Map of Liverpool



Figure 10: 1847 Map of Liverpool

The layout of the development area had been transformed again by the time of the publication of the 1836 Map (Figure 9), and it is to this period that the current Duke Street façade probably dates. The development area retained the bay-sided (/fronted?) building at the western limit of the Duke Street facing buildings, but the structures 88, 90 and 90A are similar in outline form to the layout in place until the recent demolition of 90A: i.e. relatively narrow buildings leading off Duke Street with small inner courtyards for rear access, suggesting greater subdivision of the properties. The Suffolk Street and Henry Street frontages are complete, with no open ground, simply access to inner courtyards. The westernmost Henry Street properties are indicated as “D Laffers Cooperas”. A minimum of 12 properties are indicated on the map, although the buildings away from Duke Street were probably further subdivided.

The 1847 Map (Figure 10) gives a clear indication of the function of several of the buildings with public houses indicated on the corner of Duke Street and Suffolk Street (“Prince of Wales”) and on a Henry Street property (“Cooper’s Arms” – relating to the workshops identified on the earlier map of 1836). It is interesting to note the subdivision of the properties fronting onto Suffolk Street, suggesting small scale workshops or retail units. It is not possible to discern how many of the buildings are part of the “Irven Soapery”. The presence of a soap factory on the development site may indicate the presence of contaminated residues from industrial processes, which should be checked during geotechnical site investigations.

The trade directories held by the Liverpool Record Office are searchable by street address from 1841 onwards: these have been examined to identify the trades being engaged upon within the study area, to indicate the use of the buildings. The entries at 10-year intervals are listed in Tables 2 and 3 below (n.b. “Victualler” indicates a pub landlord).

Year	Property	Occupant	Trade
1841	86 Duke St	William Percival	
	88 Duke St	Joseph Bushby	
	90 Duke St	Samuel McCulloch	
1851	86 Duke St	William Percival	
	86A Duke St	Ormrod Smith	
	88 Duke St	Francis Maxwell	
	90 Duke St	Wood and Son	
1862	82-86 Duke St	Thos Irven	Oil Merchant
	88-90 Duke St	John Percy Crewe	Victualler
	67-69 Henry St	Thos Irven and Son	soap manufactuerer
	71 Henry St	John Percy Crewe	Victualler
1871	86 Duke St	Gordon Bros	bootmakers
	88-90 Duke St	Ann Crewe	Victualler
	65 Henry St	Charles Field	Spice Dealer
	71 Henry St	Ann Crewe	Victualler
	1-3 Suffolk St	William Jones	Joiner
1881	86 Duke St	William Smart	brewer's agent
	88-90 Duke St	John Percy Crewe	Victualler
	65 Henry St	Charles Field	Spice Merchant
	69 Henry St	Hawker Jagger and Co	grocers
	71 Henry Street	John Percy Crewe	Victualler
	5-7 Suffolk St	George Santaney	Coal Merchant
	none given	John Stewartson	Victualler
1891	86 Duke St	Miss Ann Stewartson	none given
	86 Duke St	James Brookman	ship steward
	88-90 Duke St	John Percy Crewe	spirit merchant
	65-69 Henry St	The Liverpool Vinegar Co	
	71 Henry St	John Percy Crewe	Victualler
	1-3 Suffolk St	Thomas Frank	Victualler

Table 2. Trade Directory entries for period 1841-1891

The highly detailed 1890 map (originally published at a scale of 1:500) shows the 88-90 Duke Street properties combined for the first time, and used as a public house: the directory entries indicate that this arrangement had been in place at least from 1862 onwards, and continued until 1962 (see tables

2 and 3). The western-most building on Henry Street (65-69 Henry Street) is shown as a vinegar works.



Figure 11: 1890 OS Map

8.10 20th Century

The study area continued to be densely occupied during the 20th Century, becoming derelict and abandoned during the post-war decline which affected the entire Duke Street area.

The 1908 OS map (Figure 12) shows the internal layout of the development area largely unchanged from the 1890 arrangement. The directory entries show that by 1911 the properties fronting onto Suffolk Street had become small retail units rather than workshops.



Figure 12: 1908 OS Map

1901	82 - 86 Duke St	J and W Raeburn	Brewers
	82 - 86 Duke St	William T Lloyd	agent
	90A Duke St	Mrs Ann Margaret	Victualler
	61-67 Henry St	Whiteley;s Ltd	wine and spirit stores
	71 Henry St	John Hendry	Victualler
	1-3 Suffolk St	Frank J Barrow	Victualler
	3 Suffolk St	Peter Edge	Commercial traveller
1911	86 Duke St	Frederick Hobbs	2nd hand bookseller
	88-90 Duke St	William J Croston	Victualler
	90A Duke St	James Ormosher "Prince of Wales"	
	67 Henry St	William Little	carting contractor
	71 Henry St	T Benjamin and Co	Wood hoop merchants
	2 Suffolk St	James Ormosher "Prince of Wales"	
	4 Suffolk St	Willaim Vaughan	fried fish dealer
	10 Suffolk St	George Paddock	boot repairer
	14 Suffolk St	John Hunt	hairdresser
1921	88-90 Duke St	Edmund Hepple	"Royal Yacht"
	90A Duke St	Mrs Mary Frances	"Prince of Wales"
	65 Henry St	JH Leighton and Co Ltd	Paper stock merchant

	67 Henry St	W'm Little and Sons	carting contractors
	71 Henry St	T Benjamin and Co	wood hoop merchants
	81 Henry St	John Bickerton	sock merchant
	4 Suffolk St	John Silat	fried fish dealer
	8 Suffolk St	Thomas Mitchell	caretaker
	14 Suffolk St	Mrs Catherine O'Leary	hairdresser
	18 Suffolk St	Calder's Margerine Co Ltd	
1931	88-90 Duke St	Mrs Edith Florence	"Royal Yacht"
	90A Duke St	Economic Tyre Depot	"tyre factors"
	67 Henry St	Harrison and Jones Ltd	upholsters warehouse
	71 Henry St	T Benjamin and Co	Ship fender manufacturer
	4 Suffolk St	Norman Fletcher	fried fish dealer
	10 Suffolk St	William Crichton	shopkeeper
	14 Suffolk St	Mrs Catherine O'Leary	hairdresser
1941	88-90 Duke St	W'm Norman Herbert	Royal Yacht PH
	90A Duke St	Tyre Depot	"tyre factors"
	67-90 Henry St	Munro Fireplaces Ltd workshops	
	4 Suffolk St	Norman Fletcher	fried fish dealer
	14 Suffolk St	George O Leary	hairdresser
1952	88-90 Duke St	Rt Joseph Bannon	Royal Yacht PH
	90A Duke St	Economic Tyres	tyre dealers
	63-69 Henry St	Munro Fireplaces Ltd workshops	
	71 Henry St	Henry Upholstery Co Ltd	
	4 Suffolk St	Norman Fletcher	fried fish dealer
	14 Suffolk St	T.V. Engineer	general engineer
1962	88-90 Duke St	Royal Yacht PH	
	90A	Economic Tyres (Liverpool) Ltd	tyre dealers
	69 Henry St	Autorex (L'pool) Ltd	motor vehicles dismantlers
	71 Henry St	T Davies and Son	Building contractors
	4 Suffolk St	Norman Fletcher	fried fish dealer
	14 Suffolk St	Liver Brand Food Products (store)	

Table 3 Trade Directory entries 1901-1962

By the time of the publication of the 1927 OS map (Figure 13) the bay on the western side of 86 Duke Street had been removed, but otherwise the layout remained stable, with three pubs, warehouses and workshops on Henry Street and a string of small shops on Suffolk Street. The "Prince of Wales" public house had closed by 1931, and was replaced by a tyre shop (Table 3 above). The westernmost buildings fronting onto Henry Street were consolidated into a single horseshoe-shaped property between 1927 and 1954 (Figure 14): this is indicated as a warehouse on the 1962 OS map (Figure 15, and had itself been reduced to the western wing between 1973 and 1988 (Figures 16 and 17). The small shops fronting onto Suffolk Street were removed between 1962 and 1973.



Figure 13: 1927 OS Map

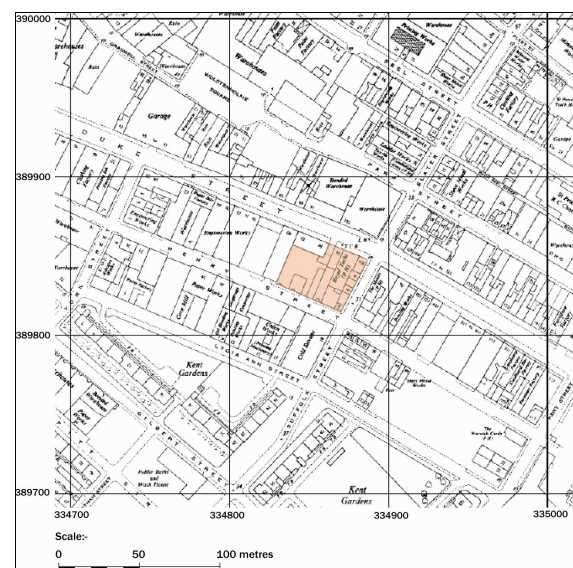


Figure 14: 1954 OS Map

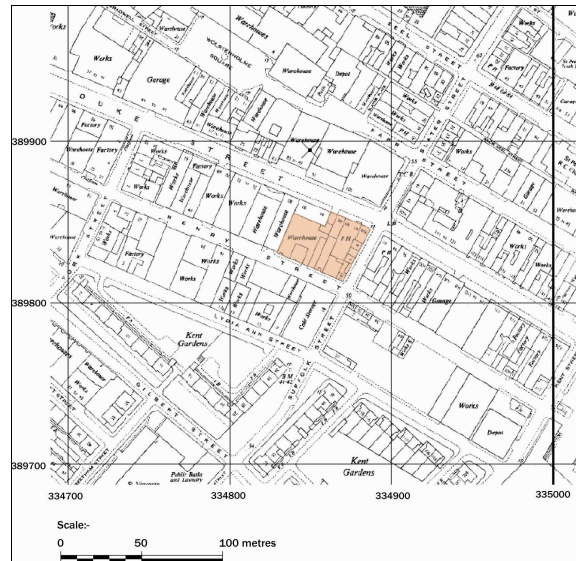


Figure 15: 1962 OS Map

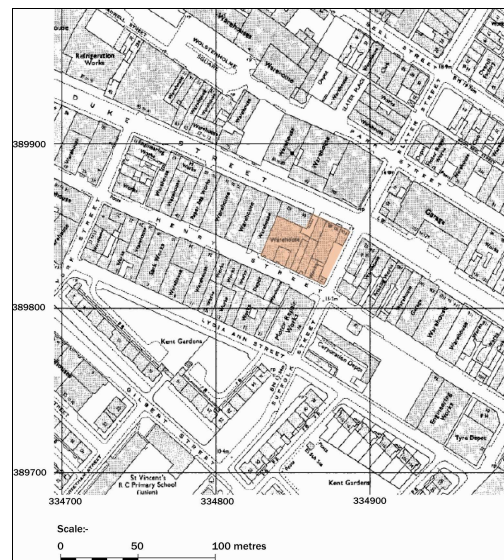


Figure 16: 1973 OS Map

originated in the brewery on the site in 1765, although the brick façade is definitely later than this- 86 Duke Street may simply have been built within the footprint or property boundary associated with the earlier brewery. There is no access into 86 Duke Street from Duke Street, which may also relate to an earlier arrangement focussing on the alley and courtyard along the western side of this building. The lowest visible storey is below street level. Lit by square-headed windows with stone sills, the cellar windows are more simple than those on the adjacent 88-90 Duke St, reflecting its original function as a warehouse.

The pediment over 88-90 Duke Street contains an oculus window within the tympanum. The façades for these two properties are part of the same design, with more elaborate decoration than 86 Duke Street. 88 Duke Street has square-headed windows with carved decorative stone sills. The 2nd storey windows have decorative stone rainhoods above relatively simple windows, the 1st floor windows are flanked by stone consoles, carrying a stone cornice. The ground floor of 88 Duke Street does not have access from the street with internal entrance into the front rooms only. This arrangement is not the original one, and individual thresholds for 88/90 Duke Street can be identified on the 1847 and 1890 maps (Figures 10 and 11). The former doorways (1 shown in 1837, 2 shown in 1890) are currently within a timber surround of square-section pilasters supporting a cornice. This is in very poor condition.

90 Duke Street has two 2nd storey windows, with square heads and decorative stone sills in the same form as 88 Duke Street, with similar curved rainhoods. The first storey windows consist of a large central window flanked by two smaller less elaborately decorated windows, each of these has arch-headed windows with stone sills. The central window has a decorative stone surround consisting of square-section stone pilasters supporting stone consoles above which is a stone pedestal. The ground floor entrance is flanked by two square-headed windows, and a decorative stone surround consisting of square-sectioned pilasters supporting stone consoles beneath a segmented pedestal. The stone doorstep contains 2 blocked coal-holes, indicating sub-surface structures up to the street front.

The individual facades for 86, 88 and 90 Duke Street are each internally symmetrical, and clearly designed to complement the initial form of 86 Duke Street, whilst retaining distinct organisation indicating each property. Whilst 88/90 Duke Street were latterly clearly part of the same property, it is clear from the façade, internal layout and historic mapping that they were originally separate premises. The shared roof line of 88, 90 and 90A suggests that they were part of the same single construction programme.

The properties fronting onto Suffolk Street, apart from the corner structures shared with Duke Street and Henry Street were demolished between 1962 and 1973. The remaining exposed structures give some insight into the phasing of the surviving fabric. The building behind 90 Duke Street is clearly added onto the back of that on the street front, and has brick buttresses added to support the eastern wall after the removal of structures within the 90A/Suffolk Street strip (Figure 4 above). This wall is built from English Garden wall bond (alternate stretcher:header courses, arranged in the ratio 3:1 in this case).

The small building at the intersection of Henry Street and Suffolk Street was latterly used as a café: this has clearly been modified on several occasions (Figure 4 above). It first appears on the map of 1836. The roof line has been lowered, since the scar from an earlier higher roof can be discerned on the side of the adjacent building.

The adjacent property, marked as “works” on the 1973 map fronts onto Henry Street. This building has been modified with the addition of a completely new façade between 1927 and 1954 in red brick, using English Garden wall bond. The new front to this building blocked an earlier passageway running down the western side of the building (see Figures 13-16). The façade contains a shuttered doorway flanked

by two shuttered windows, each of which is square brick-headed. A boarded-up doorway with a square brick head is located at the western end of the façade. The first storey contains a brick square-headed fire escape and two flanking windows with square brick heads. The roof is slate covered and gabled.

The interior of the development area is a rubble-covered wasteground used as a temporary car park. It previously contained courtyards, workshops and warehouses which have subsequently been demolished. The exposed walls give an indication of the lost structures (Figures 18 and 19). The exposed western wall behind 86 Duke Street has blocked-in joist holes for massive timbers, indicating its use as a warehouse. The scar of a staircase in the adjacent wall shows the access route for warehouse workers, and is located above a brick relieving arch in the wall. This building first appears on the 1836 map (Figure 9).



Figure 18: view of demolished structures to rear of 86 Duke Street

Between this demolished warehouse and 86 Duke Street has been inserted a 20th Century addition to the rear of 86 Duke Street: it has brick square-headed windows on the 2nd and 3rd floor (Figure 18). The upper two storeys have been added onto an earlier brick-built extension to 86 Duke Street, this earlier addition has two concrete square-headed windows. All of these works are additional to the existing 86 Duke Street building, and are located in the area which had a curved bay in the historic map sequence until 1908.

The western wall of 86 Duke Street was not accessible, but could be seen to have brick square-headed windows flanking a vertical line of loading bays, indicating its original function as a warehouse.



Figure 19: Detail of warehouse wall to rear of 86 Duke Street

The internal layout and fittings of the 86-90 Duke Street have been recorded in detail by Tony Nuttall, and the results of this work is presented elsewhere. The Principal Conservation Officer has indicated that he would like to retain up to 14m of the existing structures at 86 Duke Street to ensure the retained rooms reflect the original layout (T Nuttall pers.comm 3/8/05). The internal features are in a poor condition, and elements such as staircases and floors will require renewal. Of significance here is the established presence of cellars beneath 86, 88 and 90 Duke Street. These are likely to integrate elements of cellaring from the brewery on the site, but will have severely truncated preceding archaeological deposits which may have existed on the site.

9. DESIGNATIONS

There are no listed buildings or scheduled ancient monuments within the proposed development site.

86 – 90 Duke Street is located within a Conservation Area, which covers Henry Street, Suffolk Street and Duke Street

(http://www.liverpool.gov.uk/A_Z_of_Council_Services/Environment/Land_and_premises/Conservation/Conservation_areas/index.asp (accessed 21.08.05)). Conservation area status is accompanied by additional planning controls to protect an area's special interest. In this case the development proposals have been drawn up with discussions with the Principal Conservation Officer (Glynn Marsden), to ensure that any potential problems are identified at an early stage. This document informs that dialogue and has been prepared in light of the discussions to date.

The area of interest is located within an area designated as a World Heritage Site. Liverpool was nominated for entry on to the United Nations Education Scientific and Cultural Organisations (UNESCO) list of World Heritage Sites in January 2003, and was confirmed by the UNESCO committee on July 2nd 2004. The area covered by the nomination is subdivided into six zones of distinct character:

1. The Pier Head;
2. The Albert Dock Area.
3. The Stanley Dock Area.
4. The Commercial Centre of Castle St/Dale St/Victoria St/Old Hall St.
5. the Cultural Quarter around William Brown St and
6. The area of warehouses and merchant's houses around Duke St.

In addition a buffer zone has been drawn around the World Heritage Site. The development area lies within Area 6 listed above (Liverpool City Council 2002 and 2004). The World Heritage Site status is accompanied with obligations for ensuring that new development and regeneration in the area does not harm the existing historic fabric of the area, and enhances the understanding and presentation of the extant remains.

10. NATURE OF THE THREAT.

The current development proposals envisage basement car parking and foundations for basement studios and a plant room (Figure 20). Outside of the footprint of the Duke Street street-front buildings, the new development would remove all earlier deposits. In archaeological terms this would mean the complete truncation of any surviving material.

11. DISCUSSION AND CONCLUSIONS

The original development brief suggests the retention of the first 10m of the 86-90 Duke Street. A careful examination of the surviving structures confirms that the Duke Street buildings are the earliest on the site, and despite internal superficial modifications, are largely intact. The fragments of buildings arranged to the rear of the Duke Street properties lack the structural integrity to justify their retention within the proposed scheme: none is sufficiently complete to act as representative of a class of buildings.

There is a very low potential for archaeological remains in the area dating to the period prior to 1700, although small islands of earlier cultivation soils may survive between later cellars and beneath the construction/demolition debris.

There is a high potential for survival of 18th Century brewery cellars, and an associated well, which may well have been integrated into the foundations of later buildings on the site. Where these are located away from the buildings fronting onto Duke Street, they would be destroyed by the proposed development.

Fragmentary remains of both the above ground and subterranean buildings from the 19th and 20th century certainly exist away from the Duke Street frontage. These would be lost during the development groundworks.

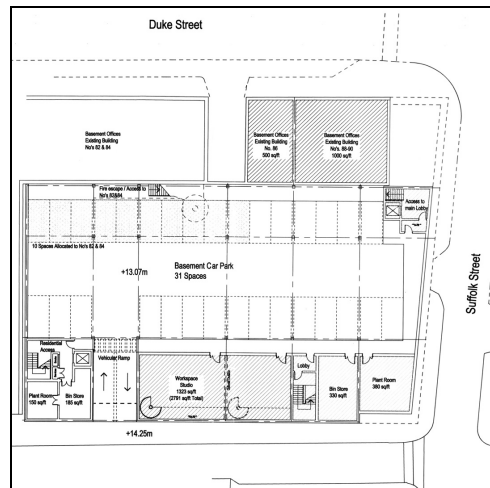


Figure 20: Proposed basement design for development, after DL Architecture drawing 2003-354/010

It is proposed that mitigation of the development could be adopted to facilitate the development of the site, ensuring the recording of the elements to be removed around the core properties on Duke Street, and acting to enhance the existing knowledge of the site's history. A detailed mitigation strategy could be prepared to correspond to the detail of the final design, and tailored to ensure minimum disruption to the construction programme. Such a strategy would probably be centred on a watching brief/photographic survey during site investigations and demolition works, and a watching brief on intrusive ground works.

This document represents the realisation of key objectives in the Liverpool- Maritime Mercantile City Management Plan (Liverpool City Council 2004: 14-15), specifically those relating to "Management of the site", "Regeneration" "Built Heritage Conservation" "New Development" and "Archaeology".

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