



prospect archaeology

Ovatus 1, Old Hall Street, Liverpool

Archaeology Assessment

Client: 122 Old Hall St Ltd

Local Planning Authority: Liverpool City Council

NGR: SJ 33947 91030

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Planning Summary

LPA	Liverpool City Council							
Relevant Policies	NPPF Paragraphs	17	126-141	169				
	Liverpool core Strategy	HD12, HD17						
Curator	Doug Moir							
Curator consulted	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Date			
Work undertaken to date	DBA	<input checked="" type="checkbox"/>	Geophys survey	<input type="checkbox"/>	Eval	<input type="checkbox"/>	Other	<input type="checkbox"/>
Known Heritage Assets	National	<input type="checkbox"/>	Regional	<input checked="" type="checkbox"/>	Local	<input type="checkbox"/>	None	<input type="checkbox"/>
Potential Heritage Assets	National	<input type="checkbox"/>	Regional	<input checked="" type="checkbox"/>	Local	<input type="checkbox"/>	None	<input type="checkbox"/>
Potential impact on heritage assets	High	<input checked="" type="checkbox"/>	Medium	<input type="checkbox"/>	Low	<input type="checkbox"/>	None	<input type="checkbox"/>
Further information required	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>				
Condition required	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>				

EXECUTIVE SUMMARY

A planning application has been made by 122 Hall St Ltd for residential development of land east of 122 Old Hall Street Liverpool in the heart of the commercial centre of Liverpool. It is bounded to the north by Leeds Street, to the west by Old Leeds Street and to the south and east by car parking areas. The Site is c. 0.3 hectares and currently in use as a car park.

This report has been prepared to consider the archaeological implications of the proposed development in support of the planning application. A map regression exercise and documentary search have provided background information about the history of the site. In addition a site visit was made to assess existing ground conditions and archaeological potential. There are no Scheduled Ancient Monuments or Listed Buildings within the application site. However, the site and the surrounding area lie within the buffer zone around the World Heritage Site. The setting of the site is discussed in the companion volume of the Heritage Assessment.

There is no evidence for prehistoric or Roman activity in the area and in the medieval period the site was part of the town's open fields. Cartographic evidence shows that the site remained on the rural fringes of the town until the construction of the Leeds & Liverpool canal in 1769 and the application site became a coal yard. The canal basin terminal was built west of Back Leeds Street and is crossed by the proposed access to Ovatus 1. A second short-lived basin was constructed under and east of Back Leeds Street before 1850 and filled in by 1858. A factory was built along the northern site boundary by 1900 and was closed in 1977, since which time the site has been used as a car park.

On available evidence the impact of the proposed development on archaeological remains is unknown. The access road which runs to the north of the existing building crosses the filled-in Leeds Liverpool Canal. It is not known how much damage was caused when the present Leeds Street was constructed. But the canal lining and other features might survive at depth. There might also be evidence of the early 20th century Metal Polish Works and the short-lived packet boat basin that runs diagonally across the west side of the site and under the present Back Leeds Street. It will depend on how much has been disturbed by the infilling and subsequent levelling of the site. The proposed two stage basement beneath Ovatus 1 is likely to cut through the upper disturbance and reveal the lower levels of the filled-in basin.

The Merseyside planning archaeologist has been consulted and has recommended that any canal structures encountered would need to be fully recorded. The necessary archaeological mitigation works could be undertaken as a condition of planning permission and there would be no need for any pre-determination evaluation work.

1.0 INTRODUCTION

- 1.1.1 A planning application is to be made by 122 Hall St Ltd for residential development of land to the east of 122 Old Hall Street Liverpool and south of Leeds Street. The Site covers an area of approximately 0.3 hectares and currently in use as a car park (Figs 1 and 2).
- 1.1.2 Prospect Archaeology Ltd has been appointed by Indigo Planning to consider the archaeological implications of the proposed development. This report will be used to support the planning application for development. It considers the known or suspected archaeological remains lying within and adjacent to the application site.

2.0 STATUTORY AND PLANNING POLICY CONTEXT

2.1 National Policy

National Planning Policy Framework 2012

- 2.1.1 The National Planning Policy Framework (NPPF) was published on 27 March 2012, and replacing all previous Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs). Set out below is a summary of the relevant NPPF guidance in Section 12 'Conserving and enhancing the historic environment'.
- 2.1.2 Section 12 provides guidance on the treatment of archaeological remains within the planning process. Whilst it is recognised that important remains should be retained, the benefits of development may be considered to outweigh the benefit of retention, especially where remains of less than national importance are concerned. Early consideration of the potential for 'heritage assets' is advised.
- 2.1.3 Paragraph 128 states: In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting..... As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
- 2.1.4 In determining planning applications, local planning authorities should take account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

2.1.5 Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- *the nature of the heritage asset prevents all reasonable uses of the site; and*
- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- *the harm or loss is outweighed by the benefit of bringing the site back into use.*

2.1.6 Local planning authorities should make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible. They should also require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

2.2 Local Policy Guidance

Liverpool Unitary Development Plan (2002)

2.2.1 Liverpool Unitary Development Plan (2002) is the current statutory development plan for the City. The UDP is a 'saved plan', which means it is a Local Plan Document within the Local Plan framework. It states :

The needs of archaeology and development can be reconciled and potential conflict very much reduced, if developers discuss their preliminary plans for development with the planning authority at an early stage. The first step will be to contact the holder of the SMR [Sites and Monuments Record], who can provide information about locations where archaeological remains are known or thought likely to exist, enabling assessment of the archaeological sensitivity of a site. The preferred option is preservation of significant

archaeological features in situ. Developers may be able to achieve this through sympathetic designs using, for example foundations which avoid disturbing the remains altogether or by the careful siting of landscaped or open areas. On sites where it can be justified that preservation in situ is not warranted then archaeological remains faced with destruction must be preserved by record through adequate recording or excavation. In these circumstances the City Council will require the developer to enter into a legal agreement or impose conditions on the planning consent to require them to fund and allow adequate archaeological investigation and recording to be made before building works commence. In appropriate cases, the management, display and enhancement of sites will be promoted.

NEW DEVELOPMENT ADJACENT TO CONSERVATION AREAS HD12

Development on land adjacent to a conservation area will only be permitted if it protects the setting of the Conservation Area and important views into and out of it.

PROTECTION OF ARCHAEOLOGICAL REMAINS HD17

1. The Council will seek to protect other sites of archaeological importance. Where development is proposed in areas of known or suspected archaeological importance the City Council will require that:

i. developers have the archaeological implications of their proposals assessed by a recognised archaeological body at an early stage and the results submitted as part of the planning application;

ii. important archaeological remains and their settings are permanently preserved in situ;

iii. where in situ preservation is not justified and disturbance by development is acceptable in principle, the applicants undertake an agreed programme of mitigation including investigation, excavation and recording before development begins, or as specified in the agreed programme; and

iv. conflicts regarding archaeological issues and development pressures are resolved by means of management agreements.

2. The City Council will continue to support the Merseyside Sites and Monuments Record held by the National Museum and Galleries on Merseyside, to ensure that archaeological evidence, both above and below ground is properly identified, recorded and protected.

3.0 ASSESSMENT METHODOLOGY AND SIGNIFICANCE CRITERIA

3.1 Built Heritage

- 3.1.1 Built heritage includes listed buildings, conservation areas, registered parks and gardens, and many scheduled monuments. It also includes non-listed buildings of local architectural or historic interest which are included in the Historic Environment Record. All statutorily protected built heritage assets are of national importance.
- 3.1.2 The Built Heritage is the subject of a separate report prepared by Indigo Planning. It will not be considered in detail in this report.

3.2 Buried Heritage

- 3.2.1 The heritage assets of the site have been considered through desk-based assessment and a site visit. A full list of referenced sources is provided and references are given. The Merseyside Historic Environment Record provided information on sites and monuments in the area, and advised on recent fieldwork projects that might be relevant to the current study area. Staff at the Liverpool Record Office assisted in providing material relevant to the historic development of the Site. Additional sources consulted included:
- information available on a variety of internet sites including Access to Archives (www.a2a.org.uk) and the Archaeology Data Service (<http://ads.ahds.ac.uk/>); the Heritage Gateway (www.heritagegateway.org.uk) and the National Heritage List for England (list.english-heritage.org.uk). A full list of sites accessed can be found in the Bibliography section
 - cartographic sources held by the Ordnance Survey
 - A site visit was made by Naomi Field on October 28th 2016
- 3.2.2 The historical development of the site has been established through reference to these sources and is described in the Baseline Conditions section of this report. This has been used to identify areas of potential archaeological interest. Each area of archaeological potential has been assessed for its archaeological significance in geographical terms, although it should be noted that despite the national policy guidance's reliance on geographical significance, there is no statutory definition for these classifications :
- International – cultural properties in the World Heritage List, as defined in the operational guidelines for the implementation of the World Heritage Convention;

- National – sites or monuments of sufficient archaeological/historical merit to be designated as Scheduled Ancient Monuments. Other sites or monuments may also be considered of national importance but not appropriate for scheduling due to current use(s) or because they have not yet been fully assessed;
- Regional – sites and monuments of archaeological or historical merit that are well preserved or good examples of regional types or that have an increased value due to their group associations, regional rarity or historical associations.
- Local – sites and monuments of archaeological or historical interest but that are truncated or isolated from their original context and are of limited use in furthering archaeological or historical knowledge.
- Negligible – areas of extremely limited or no archaeological or historic interest. These commonly include areas of major modern disturbance such as quarries, deep basements etc.

3.2.3 The concluding chapter of this document summarises the findings, and provides an opinion on the potential for archaeological remains to be identified, the likely importance of such remains should they exist and the likely impact of the proposed development.

4.0 SITE DESCRIPTION

4.1 Topography & Geology

4.1.1 The city of Liverpool extends for 8 miles along the eastern margin of the Mersey estuary, covering the slope of a ridge which runs from north to south, roughly parallel with the river, and varying in height from 33-66m. In the southern part of the city this ridge rises by gradual stages from the water's edge; in the northern part it is more abrupt, and stands back at some distance from the river, leaving a broad margin of comparatively flat ground. Liverpool is situated in the mouth of the River Mersey. Old Hall Street lies north of the historic core of the city.

4.1.2 Available online borehole logs from the British Geological Survey (BGS) for boreholes c. 50m east of the site, and 20m south-west of the site under Lancaster House. These indicate that the made ground is underlain by Glacial Till and the Chester Pebble Beds (WSP 2016, p.7).

4.2 Layout & Setting

4.2.1 A site visit was made on October 28th 2016. The application site is bounded to the north by the A5053 ringroad (Leeds Street, Pl. 1). The car park entrance is from Back Leeds Street on the western site boundary (Pls 2-4). The surface of the car park is tarmac and the whole site is

enclosed with metal fencing. The southern boundary fencing sits on a low brick retaining wall (Pls 5-6). There are further parking sites to the east and south, on slightly higher ground (Pl. 6). In the south-east corner of the site is the remnant of the embankment for the railway sidings that were removed in 1984 (Pls 7 and 8).

5.0 BASELINE CONDITIONS

5.1.1 The assessment of existing conditions has been based on a 'study area' extending 250m around the perimeter of the area of proposed development. This enables the significance of existing and potential archaeological features to be considered in their local, regional and national contexts. A study area of approximately 250m radius around the centre of the development site has been examined for undesignated heritage sites see Table 1.

5.1 Designated Heritage Assets

5.1.2 There are no designated heritage assets within the application site. There are also no Scheduled Ancient Monuments, Registered Parks and Gardens, Registered Battlefields, Protected Wrecks or Locally Listed Heritage Assets within the study area. Conservation Area 3 (Castle Street) lies to the south and Conservation Area 28 (Stanley Docks) to the west.

5.1.3 The application site falls within the buffer zone of the Liverpool Maritime Mercantile city World Heritage Site (ref. 000104). A defined area of Liverpool was designated by the UNESCO World Heritage Committee in 2004 as "the supreme example of a commercial port at the time of Britain's greatest global influence." The buildings and structures of the port and the city are considered to be an exceptional testimony to mercantile culture and Liverpool played a major role in influencing globally significant demographic changes in the 18th and 19th centuries, through a) its involvement in the Trans-Atlantic Slave Trade and b) its involvement as the leading port of mass European emigration to the New World. The historic urban landscape bears witness to this historical importance (Liverpool City Council 2009).

5.1.4 The significance these heritage assets is discussed in the companion report on the built heritage.

5.2 Non-designated Assets Archaeology

5.1.5 The Historic Environment Record holds details for two findspots within the study area and nine sites. An archaeological site, is defined as being a location at which there may be known or anticipated below ground archaeological features preserved (Fig. 3). There have been two non-intrusive events and two intrusive events within the study area (Fig. 4). A non-intrusive event is defined as an investigation of the built or buried archaeology of a site which has not involved

direct observation of the resource, such as a desk-based study. An intrusive event will have involved some form of fieldwork which allowed direct observation of the resource.

HER ref.	NGR	Description
MME2641	SJ 33836 90864	Site of Clarke's Basin, Leeds and Liverpool Canal
MME2643	SJ 3383 9094	Post medieval pottery, cellars in King Edward Street, 1973
MME3041	SJ 34059 90861	Site of St. Paul's Church, St. Paul's Square, built 1765-69, demolished 1931
MME9554	SJ 33887 91239	Site of Great Howard Street Goods Station
MME9557	SJ 3371 9101	Site of a warehouse, Robert Street, built 1834 demolished 1971
MME9561	SJ3374691159	Site of J. Bibby and Sons Warehouse, Galton Street, built 1826 demolished 1997 (formerly Grade II listed)
MME9762	SJ 3623 9808	The Leeds and Liverpool Canal, built 1770-5.
MME10222	SJ 34040 90840	Early 19 th century cannon was found in November 2005 in St. Paul's Square
MME10939	SJ 33881 90899	Nos. 91 and 93 Old Hall Street. Gate Lodge to coal yard at Clarke's Basin. Listed Grade II, formerly offices for the Clarke's Basin
MME13771	SJ 3383 9102	Location of Moores' horse mill, Liverpool, established in 1361 and used until the mid to late 16 th century. Millstone found 1982 during construction of new ring road (Leeds Street)
MME13776	SJ 33911 90793	Former site of Barton's Brewery, Old Hall Street
MME13934	SJ 33907 91226	Former site of Borough Gaol, Great Howard Street, built 1796, demolished 1855
Events		
EME2078	SJ 33860 90904	Desk based assessment of the former site of St. Paul's Eye Hospital, Old Hall Street 2001
EME2079	SJ 33883 90895	Desk based assessment of Nos. 91-95 Old Hall Street 2001
EME2080	SJ 33864 90860	Watching brief on the former site of St. Paul's Eye Hospital, Old Hall Street, 2002
EME2081	SJ 33885 90844	Watching brief on the former site of St. Paul's Eye Hospital, Old Hall Street Phase II, 2002. 18 th and 19 th century cellars observed.

Table 1 Monuments and events within the study area

PREHISTORIC (10,000BC-AD43)

- 5.1.6 There are no known prehistoric sites or finds within the Site or the wider study area. Early prehistoric evidence from the Merseyside area appears to be concentrated around rivers, streams and coastlands. The relatively low number of sites and lack of features however mean that the sites cannot be clearly assigned to a pattern of seasonality or management of the environment (Cowell and Philpott, 2013).

- 5.1.7 There is no recorded evidence for Bronze Age or Iron Age settlement within the study area. There is very little evidence for settlement with the archaeological record dominated by single findspots of metalwork. There is increased environmental evidence from the Iron Age showing evidence for increased clearance of woodland (Cowell and Philpott, 2013).

ROMAN PERIOD (AD43-AD410)

- 5.1.8 There are no known Roman sites or finds within the application site, nor the wider study area. The evidence for occupation in the Roman period in this area is primarily restricted to chance finds (Ordnance Survey, 1996). There are no large scale settlements or military installations in the Liverpool area. The Roman evidence is concentrated to the east of Liverpool for example the fort at Wilderspool/Warrington and to the north at Wigan.

ANGLO-SAXON/MEDIEVAL (AD410-AD1500)

- 5.1.9 There are no specifically early medieval sites identified within the study area. During the 7th century the kingdoms of Northumbria to the north, and Mercia to the south, resulted in significant tensions in the area and a number of large battles. A peace was reached in the 7th century with the River Mersey forming the boundary.
- 5.1.10 Liverpool is not mentioned in the Domesday survey of 1086 but was probably one of the six unnamed berewicks attached to the manor of West Derby. The name *Liuepol* is first mentioned in a charter of 1190-4, with the town forming a part of the hundred of West Derby (Nicholson 1981). At some date between 1166 and 1189 the manor of Liverpool was granted by Henry II to Warine de Lancaster, along with other lands, and this may have involved separation from West Derby but in 1207 John reacquired it and a charter was issued which turned the vill into a royal borough.
- 5.1.11 In 1207, a further charter was granted by King John as it was a convenient staging post to Ireland and into Wales. 1207 was probably the date when a weekly market and an annual fair were established. A second charter was granted in 1229 by Henry III, the burgesses paying 10 marks for it and it remained the governing charter of the borough down to 1626.
- 5.1.12 The town was positioned next to the ancient shore-line of the Mersey and a natural sheltered inlet, The Pool where cargoes would have been unloaded, and ships built and repaired. The town then consisted of seven streets in an 'H'-shaped configuration situated on the gently rising ground within the small peninsula to the north of The Pool. The application site lay beyond the settlement within the town open fields (Figs 5-6). The street layout did not expand until the 17th century. The area is not even depicted on old maps until the 1760s.

- 5.1.13 Physical evidence of medieval features is sparse but a millstone found during the construction of the new ring road (Leeds Street) is thought to have come from Moore's horsemill, established in 1361 and used until the mid-16th century (MME13771).

POST-MEDIEVAL & MODERN (AD 1500-PRESENT)

- 5.1.14 The limitation of the Pool brought increasing demand for better accommodation for ships. In 1707, the scheme for an enclosed wet dock was set out, and work began in May 1710. The impact of the opening of the Old Dock was immense and its success was the catalyst for the subsequent, hugely ambitious campaign of dock construction.
- 5.1.15 The towns of Leeds and Liverpool became centres for the development of new inland waterways that were to change the world. Leeds was first with the Aire & Calder Navigation, opened in 1700, the first inland waterway to be built by merchants rather than the crown or landed gentry. Liverpool quickly followed suit, with local merchants building the Mersey & Irwell, Weaver and Douglas Navigations, all of which were in use by 1741. The Douglas Navigation was built to supply Liverpool with coal from the Wigan coalfield, and in 1772 was to become part of the Leeds & Liverpool Canal (MME9762).
- 5.1.16 The two groups argued about the route but eventually construction started at each end simultaneously. Construction began in 1770, and by 1777 the canal was open from Leeds to Gargrave, and from Liverpool to Parbold, together with the link to the Douglas Navigation. The money ran out and, apart from minor improvements, work ceased until 1790. In 1846, the Stanley Dock Branch opened giving canal boats access to Liverpool Docks and the River Mersey. It had taken 76 years for the canal finally to link the Irish Sea with the North Sea.
- 5.1.17 The canal was initially promoted by woollen merchants in Bradford who wanted a route for their products to the growing port of Liverpool and merchants in Liverpool wanted to have a good supply of coal. The importance of the Leeds connection is reflected in the naming of Leeds Street. By the later 18th century the application site which had lain in Liverpool's open fields soon became one of the many coal yards that surrounded the canal basin (Figs 8 -11).
- 5.1.18 Once the canal was open the surrounding area soon developed most of the warehouses have been demolished (eg MME9557, MME9561). The Borough Gaol was built in 1796, but soon became too small and was demolished in 1855 (NME13934). Barton's Brewery used to be situated in Old Hall Street but is also long gone (MME13776).
- 5.1.19 The original terminus was next to east side of Old Hall Street and crossed by the proposed access road for the application site. The canal later extended under Old Hall Street to end just

above Dock Road and Princes Dock, and became known as Clarke's Basin. Several smaller basins to the east of the proposed development are shown on the 1836 map of the city as well as the main terminal that was situated immediately west of Back Leeds Street.

- 5.1.20 The first largescale OS map of 1850 shows more precisely the Old Hall Street canal basin which is crossed by the proposed access road at a point where the canal runs NE from the basin. There is a smaller basin labelled Packet Basin, which is presumably for packet boats rather than the larger barges. This runs through the western side of the Ovatus 1 site. It is not shown on either the 1836 map or the town map of 1845 (not illustrated). Cartographic evidence suggests that the packet boat terminal was a short-lived enterprise and only 8 years later the little terminus has gone.
- 5.1.21 The hump-backed canal bridge on Old Hall Street was a bottleneck for traffic to and from the new docks. To overcome this, the Council built Pall Mall around 1880, with the canal basin between there and Dock Road filled in. New canal warehouses built along Pall Mall replaced those previously on Old Hall Street, and were extended over the years prior to 1914 (LLC 2012).
- 5.1.22 The Leeds & Liverpool Canal continued to operate successfully until the First World War. After the war road traffic increased and traditional canalside industries declined, and by the end of the Second World War there was even less traffic on the canal. Along with most other canals, the Leeds & Liverpool Canal was nationalised in 1948, and today the Canal is maintained by British Waterways. All that now survives in vicinity of Old Hall Street and Leeds Street is the gate lodge to the coal yard at Clarke's Basin on 91-93 Old Hall Street (MME10939). It was originally constructed in around 1800 as offices at the entrance to Clarke's Basin, the westernmost terminal basin of the Leeds & Liverpool Canal which was built in 1792. For many years the building was occupied by the Wigan Coal & Iron Company (Clarke, 1994). The canal basin is shown on the 1884 OS 1:500 survey of the city as disused and was filled in by 1890 (MME2641).
- 5.1.23 Liverpool Great Howard Street was the western terminus of the Liverpool & Bury Railway (L&BR) which was authorised on 31 July 1845. Work on the line began in January 1846 and on 9 July 1847 the L&BR merged with other companies to form the Lancashire & Yorkshire Railway (LYR). When the line was authorised the Liverpool terminus was to be at great Howard Street close to the Liverpool Gaol. The station at Great Howard Street opened with the line on 20 November 1848. It was located on the east side of the street from which it took its name to the south of Chadwick Street. The station was elevated above street level as the line was on a brick viaduct. Shortly after work had begun on 3 August 1846 the L&BR obtained an act to extend the line to Tithebarn Street, later to be named Liverpool Exchange.

- 5.1.24 Liverpool Exchange railway station, which opened in 1850 was the only station in Liverpool not accessed via a tunnel. One of its sidings extended north-west from the station to the eastern edge of the application site (Pls 7-8). The station was badly damaged during World War II and lost a large proportion of the train shed roof, which was never rebuilt. The station's long distance services were switched to Liverpool Lime Street in the 1960s, and, as a terminus, the station became redundant in the late 1970s, when its remaining local services switched to the newly opened Merseyrail tunnels under Liverpool city centre. It was closed in 1977, being replaced by the new Moorfields underground station nearby. Closure of the station resulted in clearance of the tracks and creation of small car parks including the application site.
- 5.1.25 The increase in population had led to the construction of several new churches in Liverpool in the later 18th century, St Paul's to the south of the proposed development was built in 1765-69. However, the increasingly commercial nature of the area resulted in a reduction of the population and the church closed in 1900, and was demolished in 1933. St Paul's Square marks its location. An early 19th century cannon was found during a watching brief in the square in 2005 (MME10222).
- 5.1.26 There have been very few archaeological interventions within the study area and hardly any findspots. Apart from the discovery of a 19th century cannon in St Paul's Square post-medieval pottery was found in the basement of a building in Edward Street in 1973 (MME2643). In 2002 Pre-Construct Archaeology carried out a watching brief to the rear of Nos. 91-3 Old Hall Street. A 25m length of the Clark's canal basin wall was found running north-north-west/south-south-east (PCA 2002a). The wall was of sandstone blocks and the internal face was of ashlar and at least four courses in height were observed. The area to the north had been removed by cellaring of the former St Paul's Eye Hospital building. An 11m length of the wall was preserved *in situ* (EME2080). A second area observed during the watching brief, to the southwest, found the cobbled surface of the coal yard associated with the basin (EME2081) PCA 2002b.

5.3 Map Regression

- 5.2.1 There are many maps of Liverpool a selection of which are described below. The earliest published map dates to 1725 (Chadwick) but does not extend as far as the application site. Various attempts have been made to create reconstructions of early Liverpool including one of 1829, which shows the civil war defences to the south of the application site and apparently based on a map drawn in 1644. A modern reconstruction of 14th century Liverpool is reproduced in fig. 5 and shows that the application site lay within the Whitacres, one of the town fields. The catalyst for the expansion of the settlement northwards was the expansion of the docks and later the construction of the Leeds & Liverpool Canal.

MAP OF LIVERPOOL 1769 (FIG. 6).

- 5.2.2 This map is unusual in that it shows the hinterland of Liverpool rather than just the town area. The application site lies east of Mile Lane (later to be renamed Great Howard Street).

GEORGE PERRY'S MAP OF LIVERPOOL 1769 (FIG. 7)

- 5.2.3 Although of the same date as Fig 6 the emphasis is very much on the built up area of Liverpool with most of the streets being named and individual properties identified. The application site is close to the northern extent of the drawing.

JOHN GERE'S MAP OF LIVERPOOL 1796 (FIG. 8)

- 5.2.4 The canal basin and adjacent coalyard are labelled and the access road for the application site crosses the canal basin. This map also shows the new gaol and Mile Lane is renamed Great Howard Street after the man who built the goal. The most northerly dock is the dry dock next to the George Dock, south of the canal basin.

MAP OF 1836 (FIG. 9)

- 5.2.5 The canal has several termini or basins to the east of the proposed development and the new docks have been built along the riverside. There appears to be a building (s) on the application site.

OS 1:1,056 MAP 1850 (FIG. 10)

- 5.2.6 This first large scale OS map shows more precisely the Old Hall Street canal basin which is crossed by the proposed access road at a point where the canal runs NE from the basin. There is a smaller basin labelled Packet Basin, which is presumably for packet boats rather than the larger barges. This runs through the western side of the Ovatus 1 site. It is not shown on either the 1836 map or the town map of 1845 (not illustrated).

1858 MAP OF LIVERPOOL (FIG. 11)

- 5.2.7 Although only 8 years late the packet boat terminus has gone. The overhead railway is shown crossing the streets to the east of the application site.

OS 1:500 MAP 1891 (FIG. 12)

- 5.2.8 This large-scale map shows that the canal terminus is already disused and also depicts the railway track in great detail. Leeds Street has been renamed Old Leeds Street, with the new Leeds Street to the north cutting across the old course of the canal. Back Leeds Street is also shown and partially crosses the location of the former packet boat terminal, although on a

slightly different alignment. The application site east of Back Leeds Street appears to be clear of any buildings. The proposed access road to the west crosses a building and the filled in canal terminus.

OS 1:2500 MAP 1908 (FIG. 13)

- 5.2.9 A metal polish works is depicted along the northern boundary of the application site with further buildings immediately south of the southern site boundary. The area west of Back Leeds Street, crossed by the access road has been divided into two parcels of land.

OS 1:2500 MAP 1927 (FIG. 14)

- 5.2.10 The buildings immediately south of the application site have been demolished and the sidings from Exchange Station have extended northwards encroaching on the south-eastern corner of the site. The area west of Back Leeds Street has been completely built over.

OS 1:2500 MAP 1954 (FIG. 15)

- 5.2.11 The application site is the same as depicted in 1927. The metal works is now described as a warehouse. Lancaster House is shown to the south of the site in the angle between Old Hall Street and Old Leeds Street.

OS 1:2500 MAP 1973 (FIG. 16)

- 5.2.12 The warehouse on the application site has been demolished and the sidings tracks have been lifted, although the surrounding embankment still survives. The buildings south of the site and east of Back Leeds Street have also gone and Lancaster House has expanded eastwards to the western boundary of Back Leeds Street.

OS 1:10,000 MAP 1984 (FIG. 17)

- 5.2.13 The Exchange railway has been completely removed and Pall Mall created, with car parks to the west of this road. The application site is clear of all buildings.

MODERN MAPPING (FIGS 1 AND 2)

- 5.2.14 The data center was built in the 1990s and the proposed access road follows its northern boundary and running south of Leeds Street.

6.0 ASSESSMENT

6.1 Archaeological Potential

There is no evidence for prehistoric or Roman activity in the area and in the medieval period the site was part of the town's open fields. Cartographic evidence shows that the site remained on the rural fringes of the town until the construction of the Leeds & Liverpool canal in 1769. Cartographic evidence shows that the site remained on the rural fringes of the town until the construction of the Leeds & Liverpool canal in 1769 and the application site became a coal yard. A canal basin terminal was built west of Back Leeds Street and is crossed by the proposed access to Ovatus 1. A second short-lived basin for packet boats was constructed under, and east of, Back Leeds Street before 1850 and filled in by 1858. It is not known how extensive the disturbance of these features may have been by subsequent backfilling, construction of the metal works factory and construction of the new Leeds Street immediately to the north. However, in 2002 Pre-Construct Archaeology carried out a watching brief at 91-93 Old Hall Street to the west of the site where a 25m length of the Clark's canal basin wall was found running north-north-west/south-south-east (PCA 2002a and b). It is possible that further evidence for the canal construction may survive beneath the present site.

6.2 Impact on Designated Assets

6.2.1 The impact on the setting of designated heritage assets is considered in the parallel report on the built heritage.

6.3 Impact on Non-Designated Assets

6.3.1 On available evidence the impact of the proposed development on archaeological remains is unknown. The access road which runs to the north of the existing building crosses the filled-in Leeds Liverpool Canal. It is not known how much damage was caused when the present Leeds Street was constructed after the infilling of the canal but the lining and other features might survive at depth. There might also be evidence of the early 20th century Metal Polish Works and the short-lived packet boat basin that runs diagonally across the west side of the site and under the present Back Leeds Street. It will depend on how much has been disturbed by the infilling and subsequent levelling of the site. The proposed two stage basement beneath Ovatus 1 is likely to cut through the upper disturbance and reveal the lower levels of the filled-in basin.

7.0 MITIGATION

7.1.1 The Merseyside planning archaeologist has been consulted and has recommended that any canal structures encountered would need to be fully recorded. The necessary archaeological mitigation works could be undertaken as a condition of planning permission and there would be no need for any pre-determination evaluation work.

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8.2 INTERNET SOURCES

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<https://liverpoolhistorysocietyquestions.wordpress.com/liverpools-history/>

<http://www.liverpoolhistorysociety.org.uk/liverpool-firsts/#more-47>

<http://www.liverpool.ndo.co.uk/oldhall/page3.html>

<http://www.yoliverpool.com/>

<http://www.roydenhistory.co.uk/mrlhp/contents/contents.htm>

<http://www.british-history.ac.uk/vch/lancs/vol4/pp1-4>

8.3 CARTOGRAPHIC SOURCES

John Eyes Plan of Town and Lordship of Liverpool, 1765

J Bennison Map of the town and Port of Liverpool and Environs, 1835

Philips New Map of Liverpool and Its Environs, 1881

Goad Insurance Plans, n.d. 19th century

Ordnance Survey Mapping, 1:10,000 1984

Ordnance Survey Mapping, 25" to 1 mile/1:2500/ 1:1250, 1908, 1927, 1954, 1973

Ordnance Survey Mapping, 1:500 1891

9.0 FIGURES



Fig. 1 122, Old Hall St, Liverpool. Site location.



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Fig.3 Location of monuments and findspots in the study area, based on a map supplied by Merseyside HER.
Study area of 250m radius lies within the red circle. © Merseyside HER.

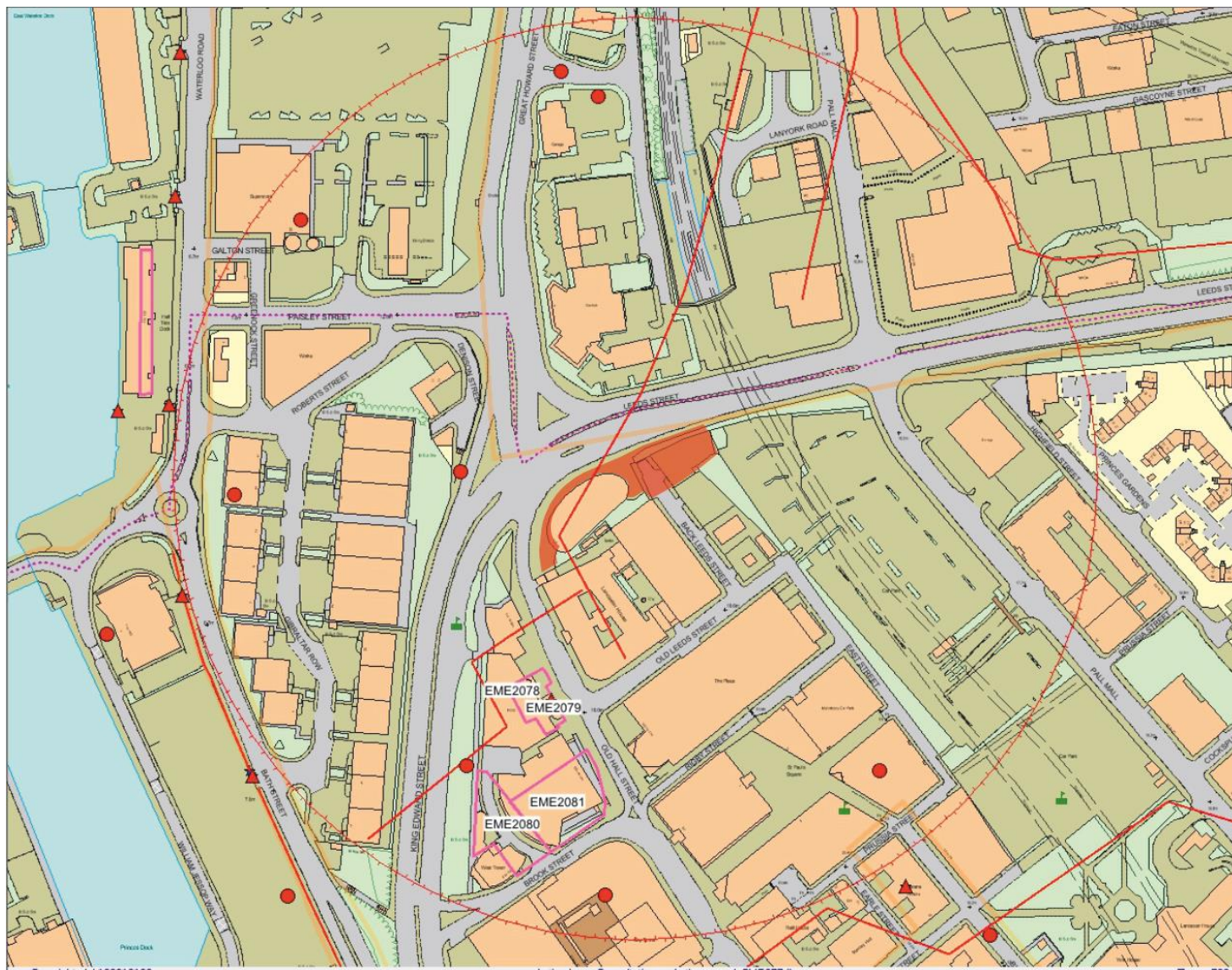


Fig. 4 Location of events in the study area, based on a map supplied by Merseyside HER.
Study area of 250m radius lies within the red circle. © Merseyside HER.

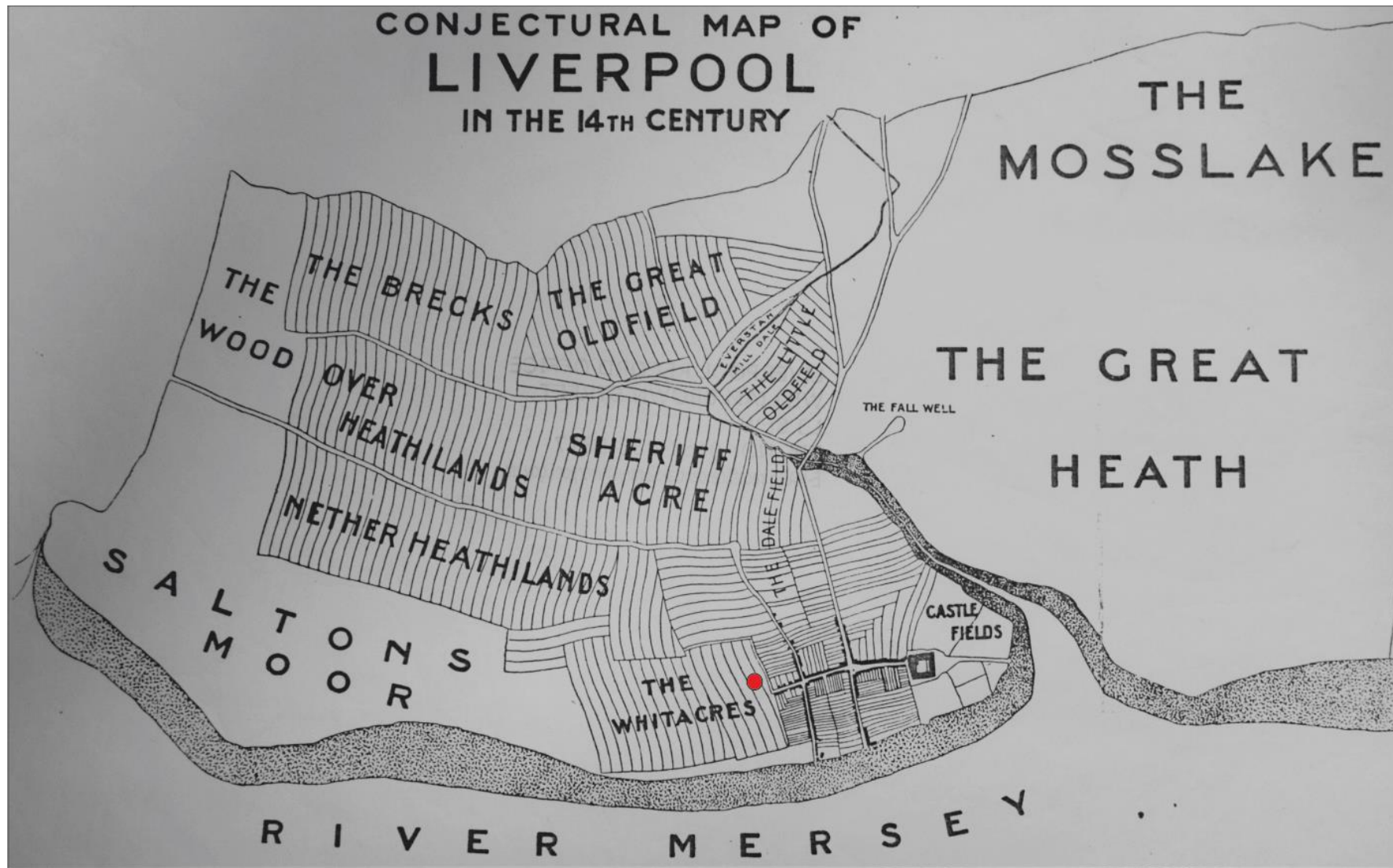


Fig. 5 Conjectural map of 14th century Liverpool, drawn by Sheila M. Powell ©, showing approximate location of the application site



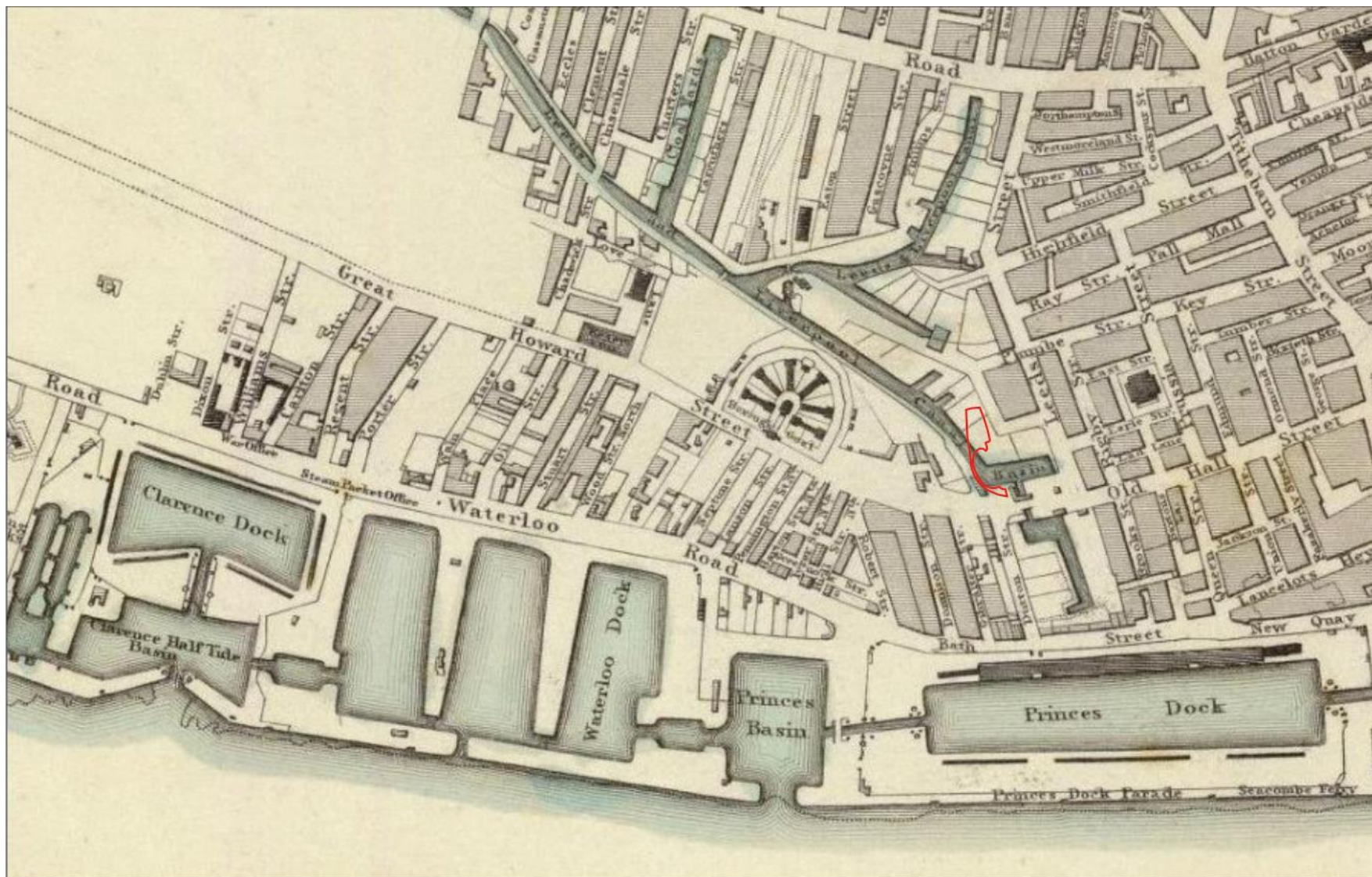
Pl. 6 Extract from 1769 map of Liverpool, showing approximate location of the application site in the town fields
(<http://www.yoliverpool.com/old-maps-of-liverpool/1769-mapof-everton-and-docks/>)



Fig. 7 George Perry's 1769 map of Liverpool showing approximate location of the application site



Fig. 8 1796 map of Liverpool by John Gere showing the canal basin and surrounding coal yards



Pl. 9 1836 map of Liverpool showing the multiple canal basins in detail



Fig. 10 1:1056 scale OS map



Fig. 11 1858 Map of Liverpool showing the canal basin and surrounding coalyards

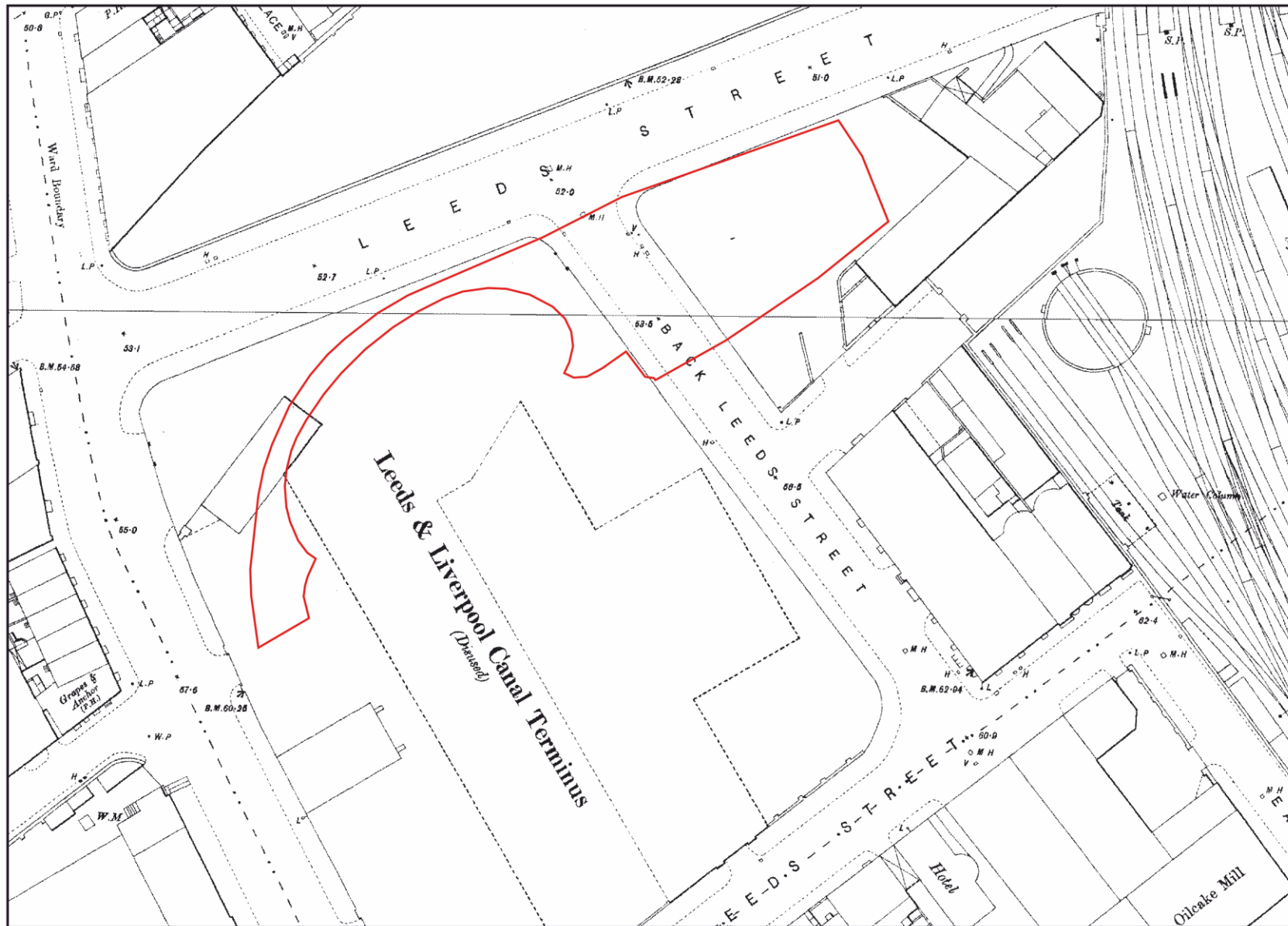


Fig. 12 1891 1:500 scale OS map



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Fig. 14 1927 1:2500 scale OS map

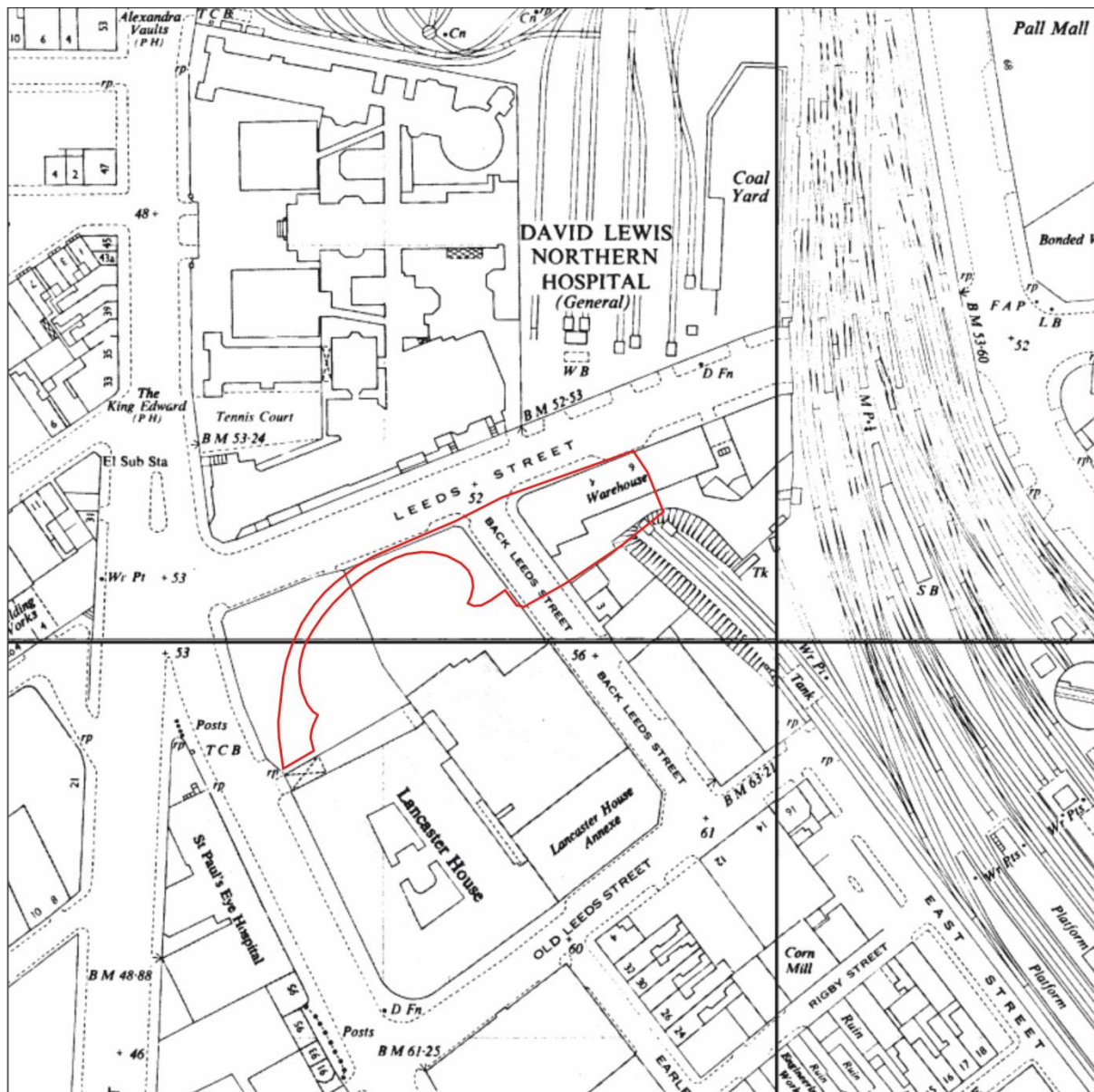


Fig. 15 1954 1:1250 scale OS map

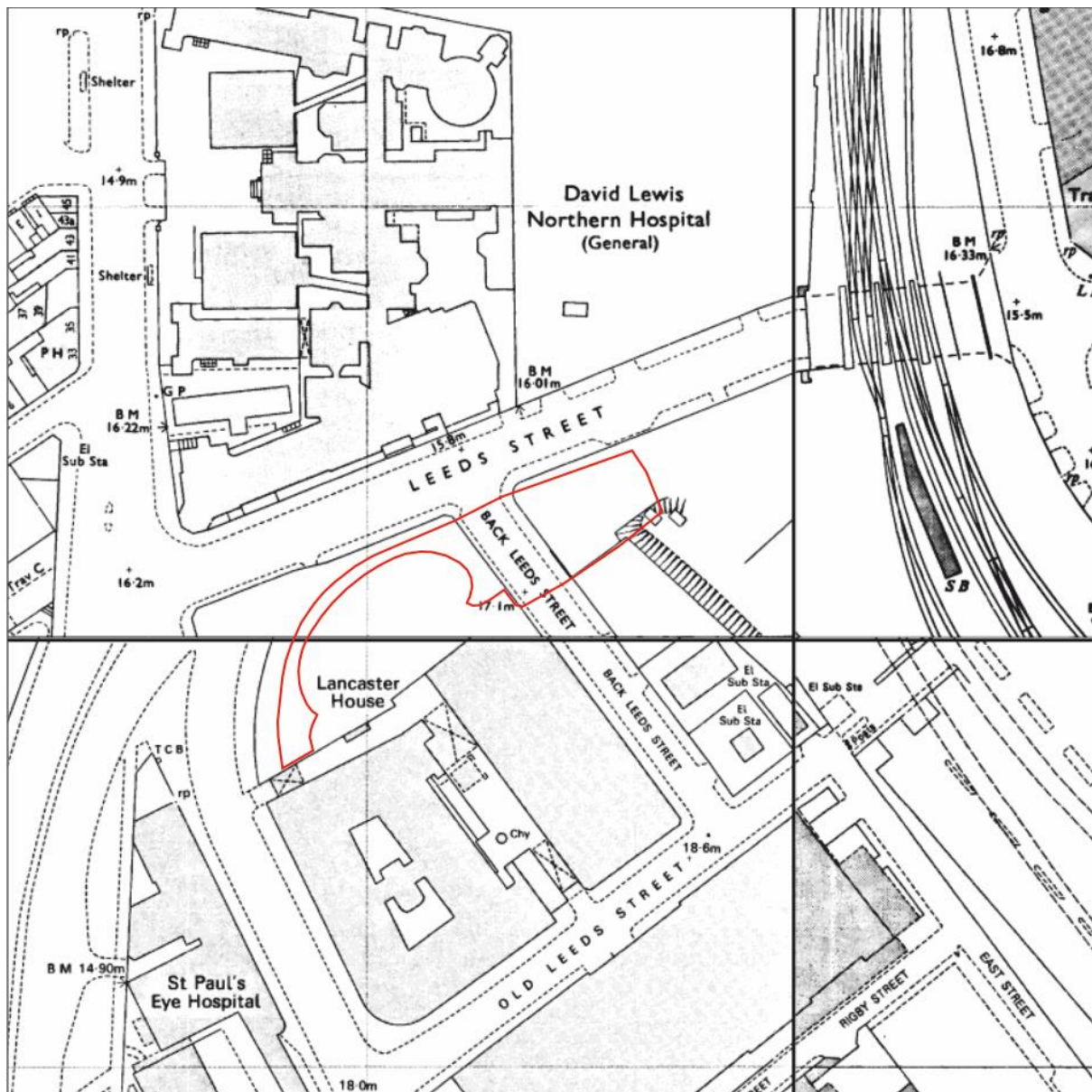


Fig. 15 1973 1:1250 scale OS map

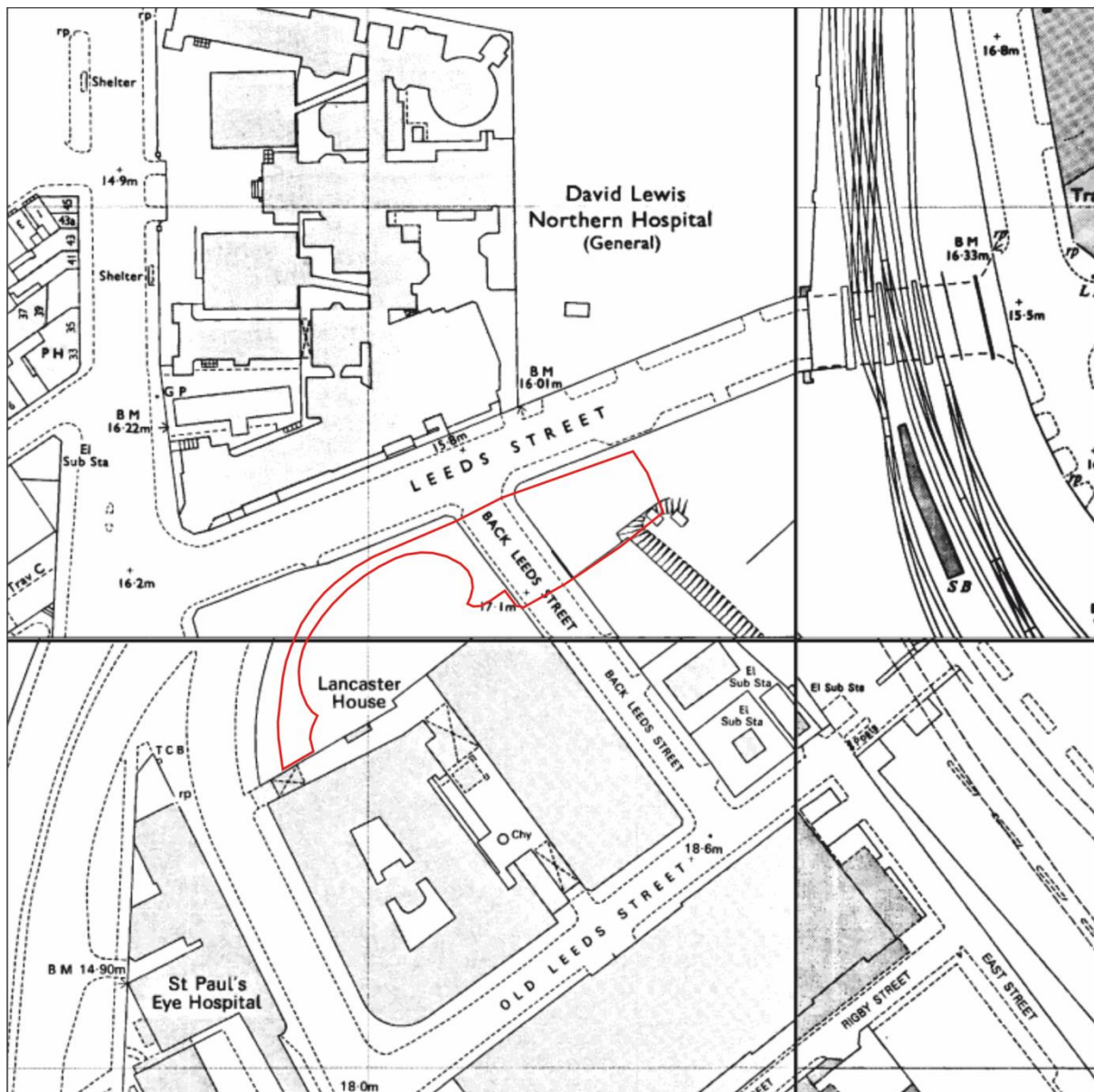


Fig. 16 1973 1:1250 scale OS map



Fig. 17 1984 1:10,000 scale OS map

10.0 PLATES



Pl. 1 View looking SE from Leeds Street



Pl. 2 Western entrance to the site from Back Leeds Street, looking south-east



Pl. 3 View East from the west side of Back Leeds Street



Pl. 4 View north along Back Leeds Street



Pl. 5 View NE across the site



Pl. 6 View south across the site showing change in ground height at southern site boundary



Pl. 7 South-east corner of the site with remnant of the bank that surrounded the siding



Pl. 8 View west from the site boundary which sits on the remnant of the siding embankment