

DRAFT

Spekelands, Edgehill, Liverpool

Archaeological Report

Bellway

July 2007

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1.0 INTRODUCTION

This document is a report on an archaeological excavation undertaken by SLR Consulting on behalf of Bellway Homes Limited (hereafter also referred to as the Client).

The works were carried out in fulfilment of a condition on planning consent to develop the site (Condition 22 of Liverpool City Council planning application reference 06F/0893). The development consists of a residential scheme within a parcel of land off Spekelands Road, Edgehill, Liverpool (National Grid Reference 337400 389800).

The excavation was carried out between Friday 18th of May and Friday 1st June 2007, to examine the archaeological remains of historic cottages previously located off Copenhagen and Denmark Roads.

Only fragmentary remains of the Spekeland Cottages were found to survive, which did not permit a full reconstruction of their groundplans. Desk based research allows and understanding of the post-medieval development of the site to be established.

In summary, the site was in agricultural use until the 19th Century, when two rows of railway cottages were built adjacent to the 1830 Liverpool to Manchester line at its Liverpool terminus in Edgehill.

The archaeological mitigation works located a ditch containing a single fragment of possible Romano-British pottery and a cultivation horizon formed during the period prior to the construction of the cottages.

2.0 ACKNOWLEDGEMENTS

SLR Consulting would like to thank the following individuals for their assistance during the course of this project: Jamie Foster and John Fenlon of Bellway Homes, Mark Hart and Sarah-Jane Farr of Merseyside Archaeological Service, staff at Liverpool Record Office and staff working for John Kennedy Plant Hire.

The SLR Consulting staff involved in this Project were:

- | | | |
|-------------------|----------------|----------------------------------|
| • Andy Towle | Associate | Site work and report preparation |
| • Andy Procter | Archaeologist | Site work |
| • George Nash | Associate | Report Editing |
| • Tim Malim | Principal | Quality Assurance |
| • Johann Chauveau | CAD Technician | Preparation of drawings |
| • Emma Evans | Administrator | Report formatting and production |

3.0 SITE LOCATION AND DESCRIPTION

The development area is a sub-rectangular parcel of land located on the northern side of Spekelands Road (Figures 1 and 2).

The site was bounded on its eastern side by Alexandra Road, separated from the pavement by an incomplete post and mesh fence which also extended across the Spekeland Road frontage. To the north of the site are railway sidings with the boundary marked by a 4m-high brick wall. The western side of the site is delineated by a concrete retaining wall, beyond which is located an industrial unit approximately 3m above the present ground surface of the site.

The site had a low earth bank constructed along the Alexandra Road and Spekeland Road street fronts, presumably to inhibit the access of vehicles. The bank was approximately 1.5m high, 6m wide at the base and 3m wide at the top.

The north-eastern corner of the site was truncated, marked with a screen of galvanised steel sheeting dividing the site from a steel stockists.

The site surface was uneven with piles of building debris, domestic rubbish and commercial/industrial waste (e.g. car tyres). The surface of the site was covered with self-generated grasses and low-lying scrub. The pre-works surface of the site was between 44.24 – 46.09 m AOD.

Figure 1

Site Location Map, arrow indicates development area.

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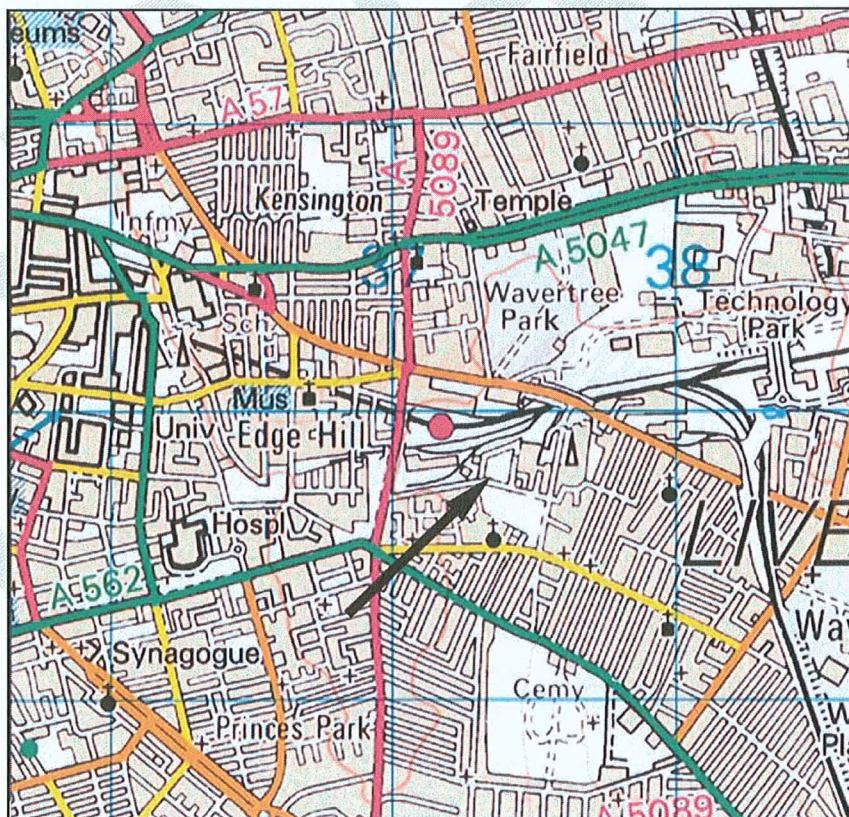
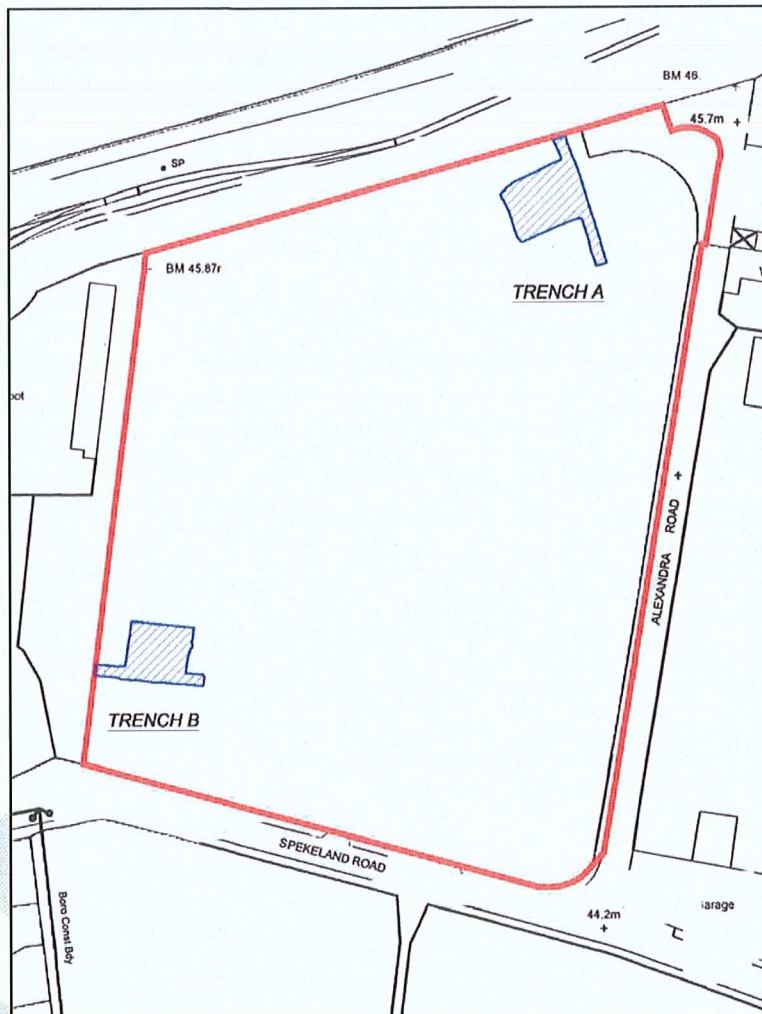


Figure 2
Site Boundary (after Capita Symonds Structures drawing No MCS 5350 – Fig 2). ©
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4.0 ARCHAEOLOGICAL AND HISTORIC BACKGROUND

The site was not subject to a separate archaeological desk-based assessment, or preliminary archaeological evaluation. However, discussion with the Merseyside Archaeological Officer and consultation of documents held by the Liverpool Record Office and the Merseyside Sites and Monuments Record established the likely presence of significant archaeological remains. Rather than a three-stage assessment, evaluation fieldwork and mitigation fieldwork programme, a single phase of mitigation works was developed. This report includes the known archaeological and historic background for the site, which was also presented in the project design for the mitigation works. A number of historic map extracts are reproduced here to illustrate key changes in the site and its environs: the OS mapping data was provided by the Client, all other historic maps employed here can be found at Liverpool Record Office.

4.1 Later Prehistoric Periods (c 4000 BC – 55 AD)

There were 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 during the Mesolithic (c. 4000 BC) at a site excavated at Croxteth Park approximately 5 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 Calderstones, large carved decorated irregular sandstone slabs from a possible Late Neolithic passage grave some 5 miles to the south-east of the City centre. Bronze Age (c. 2000 – 600 BC) remains have been recovered from Wavertree (Liverpool City Council 2002: 99, Cook and Roberts 2007: 2). Iron Age (600BC – 53AD) settlements have been identified at Halewood, Irby and Great Woollen in the Mersey Basin (Cowell 1999: 37; G. Nash pers.comm).

Whilst there was a potential for prehistoric archaeological remains on the site, the likelihood of fragile deposits surviving the subsequent land use at the site was very small.

4.2 Romano-British Period (55AD-410 AD)

There were 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, Irby and Meols (Liverpool City Council 2002: 99, Cook and Roberts 2007: 3).

There was little likelihood of in-situ Romano-British archaeological remains having been present or surviving within the site.

4.3 Post-Roman and Early Medieval (410 – 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 AD, although Anglo-Saxon coins have been recovered from the site of the Exchange Station, suggesting that there may be a settlement site close to the city centre (Nicholson 1981: 5, Cook and Roberts 2007: 3).

There was little likelihood of in-situ Post-Roman and early medieval archaeological remains within the zone to be developed.

4.4 Medieval (1066 - 1500)

There were no known medieval remains within the boundary of the proposed development or within the immediate vicinity. The site is located within the modern township of Liverpool, close to the boundary with Toxteth Township to the south and Wavertree to the east. Until 1835, the site lay within the historic township of West Derby (as indicated on J Sheriff's "Map of the Environs of Liverpool" 1817, held by Liverpool Record Office).

Liverpool itself 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. Liverpool itself is thought to have been separated from West Derby between 1166 and 1189 when the area was granted 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, and which corresponds to the modern parish (Farrer and Brownbill 1908: 1; Nicholson 1981: 6-7).

Liverpool developed a communal open field system during the medieval period, where the town centre burgage plots also had an associated acre of agricultural land within the township (Philpott 1988: 34-71).

The Spekeland site is located towards the north eastern periphery of the post-1835 Liverpool township, in an area described as "Moss Lake Fields (ibid: 39) - there are no known medieval mapping or documentary references specific to the immediate area of the development site. It is assumed that this area was therefore within agricultural fields formed out of previously waterlogged mossland. The geotechnical investigations of the site did not identify peat deposits above the sandy clay glacial drift, although the overlying made ground was frequently described as "black brown slightly clayey sand" (Capita Symonds Structures 2006 Appendix D). This dark matrix may be the organic-rich remnant of earlier peat deposits which were subsequently drained and cultivated.

There was little likelihood of significant medieval archaeological remains on the site. If there was any material from this period, it was likely to consist of truncated drainage ditches and residual artefacts within cultivation soils. Such archaeological remains would have been of local interest, but not great significance.

4.5 Post-Medieval 1500 - 1800

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. Liverpool became an independent port in 1699 (Cook and Roberts 2007: 4). 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, Nicholson 1981, 21, 33).

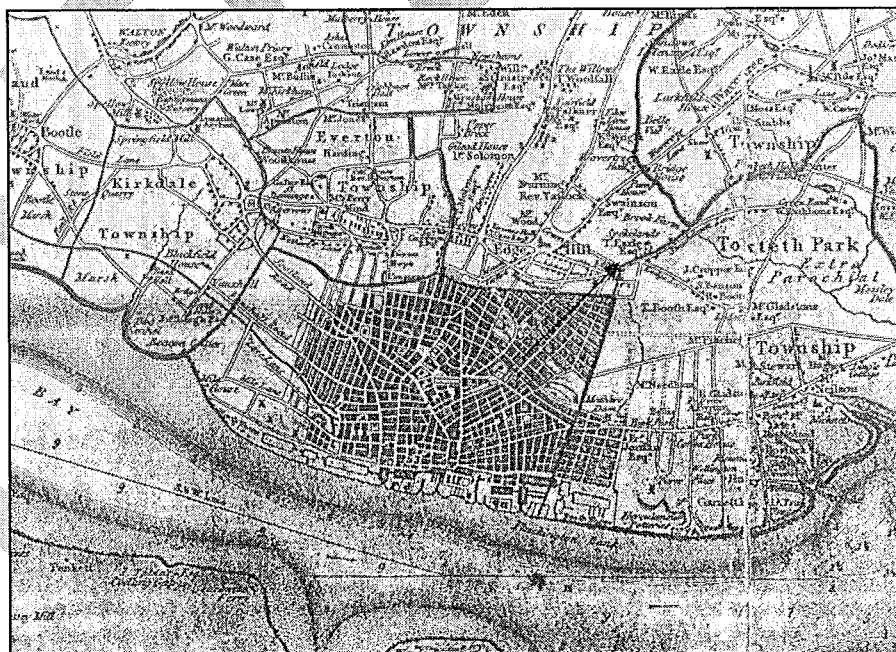
Two bridges across the Pool are known from before 1564 and after 1635, which are thought to have contributed to the silting of the Pool: they indicate the development of land on the southern side of the pool during this period (Nicholson 1981: 20-21). The expansion of the settlement to the southern side 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).

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).

4.6 19th Century- Mid 20th Century (1800-1956)

The ownership of the land prior to 1835 is not certain, although there is a strong likelihood that it fell within the Spekelands Estate owned by the Earle family, suggested by the subsequent "Spekefield" names adopted for cottages on the site and adjacent street names. Thomas Earle (1754-1822) had previously purchased the Spekeland Estate in 1797 (Liverpool Record Office reference Hf 920.EAR "Earle Family Pedigree" manuscript 1928) (Figure 3). The available mapping evidence suggests that the development area was farmland prior to the 1840's, and is shown as such on Bennison's detailed 1835 Map of Liverpool (Figure 4). The site can be located within large fields owned by John Shaw Leigh.

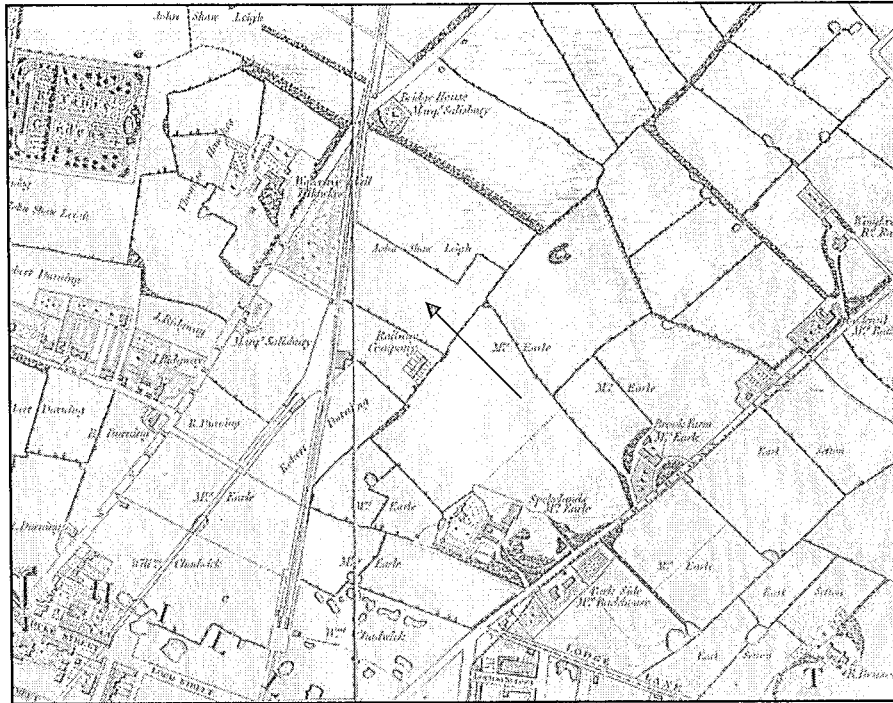
Figure 3
Extract from Sherriffs 1817 Map of Liverpool and its Environs.
Arrow indicates approximate position of site.



The most significant event in the development of the landscape around the development site took place in 1830, with the opening of the world's first commercial passenger and freight railway, running between Liverpool and Manchester. This railway originally terminated at Edge Hill Station, west-north west of the development site, with the line running just north of

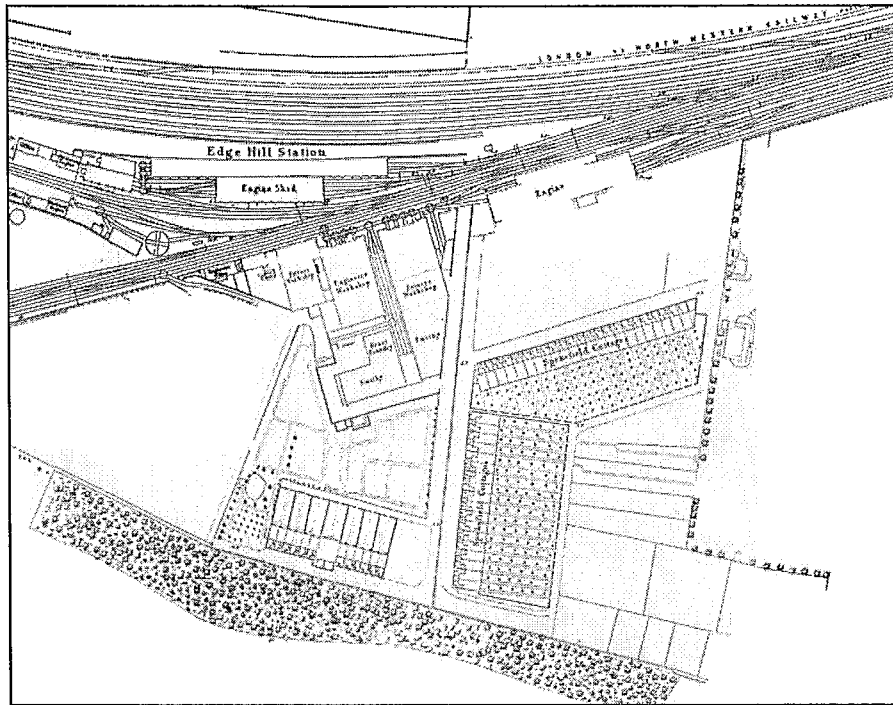
the development site boundary. The field west of and adjacent to the development site contained early railway buildings, subsequently indicated as "Railway Cottages" (Figure 4).

Figure 4
Extract from 1835 Bennison Map of Liverpool. Arrow indicates location of development site.



A history of the Edge Hill area held at Liverpool Record Office refers specifically to the construction of approximately 75 houses with long gardens on the development site in about 1846 (Liverpool Record Office reference Hq 942 721 "History of Edgehill" manuscript by CR Hand, 1915). The cottages are noted to have been built by John Shaw Leigh to accommodate railway workers (ibid). These buildings are shown clearly on the 1850 Liverpool Town Plan as "Spekefield Cottages" (Figure 5). The cottages consist of two rows of terraced houses aligned perpendicular to the western and northern boundaries of the site, separated from the site boundary by two roads (later shown as Copenhagen and Denmark Roads respectively).

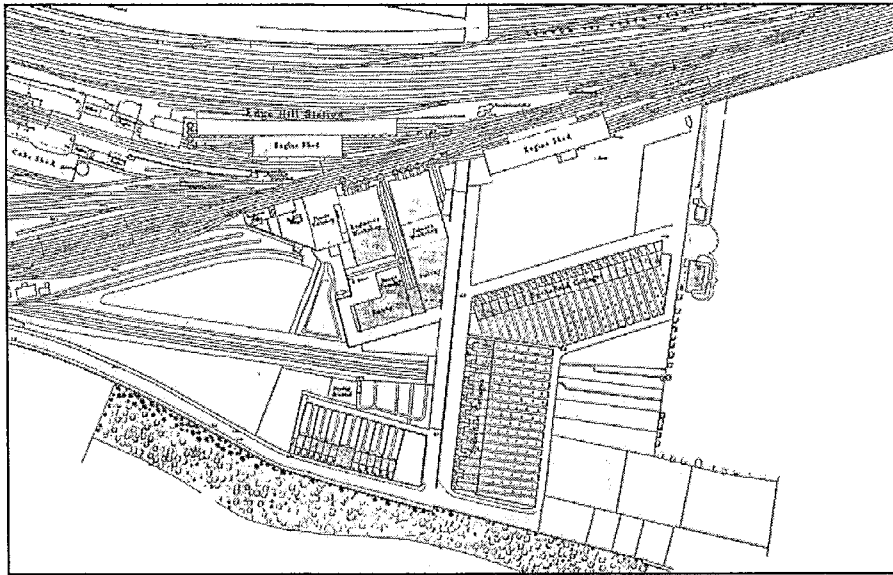
Figure 5
Extract of 1850 Town Plan showing Spekefield Cottages.



The cottages are shown with very long gardens, and it is not clear from the historic mapping whether their principal access was from Copenhagen/Denmark Street or from Albert Street which ran through the centre of the development area. It seems most likely that they were accessed from the street front. The long gardens were subdivided, with a section corresponding to a small yard or garden adjacent to the buildings, and a larger, allotment-type strip further away from each house. The arrangement suggests a strong vision of how railway workers were expected to require sufficient land for growing their own vegetables, and perhaps reflects an early need to have generous accommodation to attract the skilled workers required to operate the railway. The setting for these initial houses is primarily rural, as the urban expansion of Liverpool had yet to envelop Edge Hill. The 1891 Liverpool Town Plan (Figure 7 below) indicates the expansion of densely-packed terraced houses by this time, without gardens to the south of the development area.

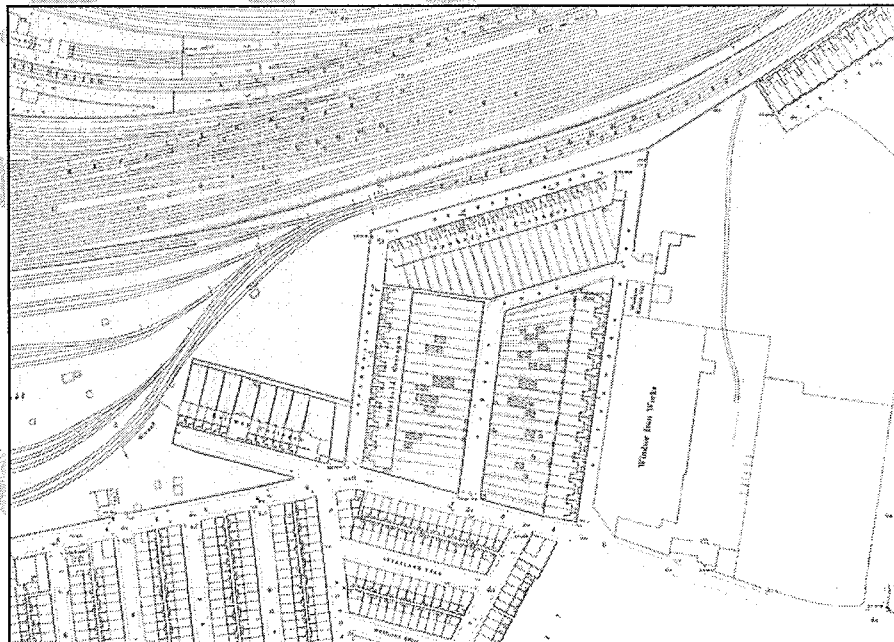
The Spekefield Cottages were clearly built in several phases, with the Copenhagen Road houses being the first block, those buildings leading off Denmark Road have truncated gardens to accommodate previously constructed plots. A third row of terraces was added between 1864 and 1890, adjacent to Alexandra Road. The 1891 Town Plan includes individual structures within the allotments, interpreted as greenhouses. The produce of the allotments was celebrated with an annual show describes in the 1915 history of the area (Liverpool Record Office reference Hq 942 721 "History of Edgehill" manuscript by CR Hand, 1915).

Figure 6
Extract from 1864 Town Plan.



Whilst the surrounding land underwent significant re-modelling during the 19th and early 20th Century, the development site remained largely unchanged between 1891 and 1957. Between the 1928 OS map data, and that published in 1953, a gap appears in the terraced housing off Denmark Road: specifically houses 29-32 inclusive. It is likely that these represent losses to WW II bombing, and raises the possibility of unexploded ordnance being present across the development area.

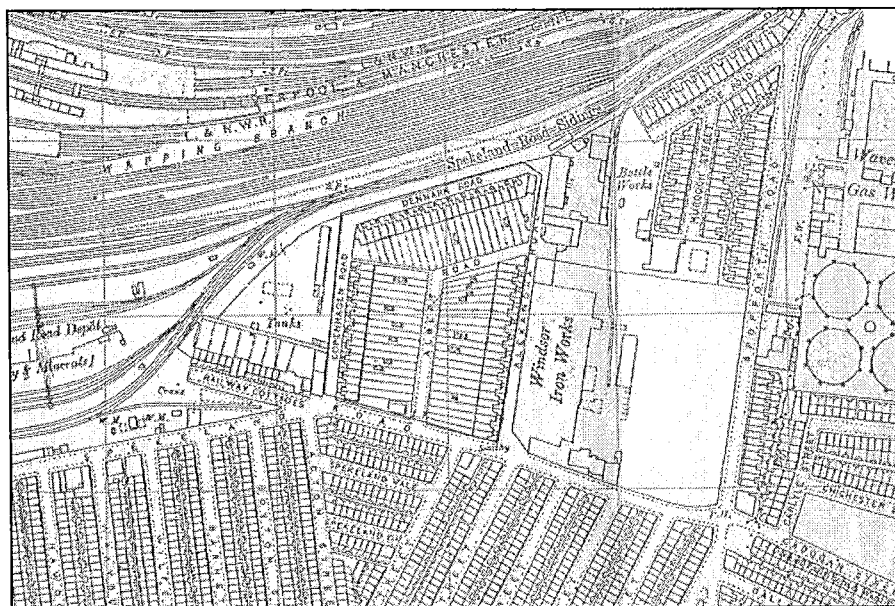
Figure 7
Extract from 1891 Town Plan.



The complex of railway workshops east of the site shown in 1850 and 1864 had been removed by 1894, and replaced by LNWR stables built between 1893 and 1908. This building is still standing, and is the closest SMR entry to the development site (Merseyside

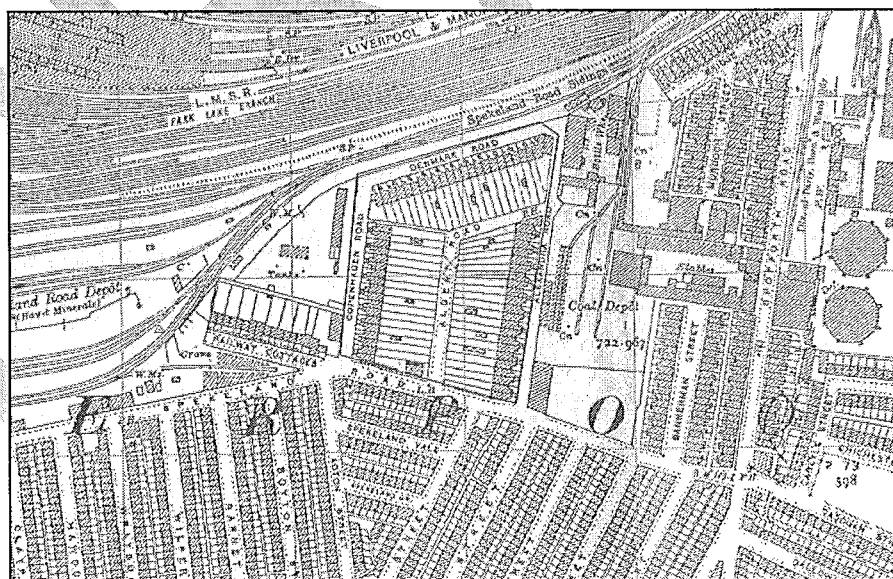
SMR Reference 3789-012; Rees 1977: 33-34). This building has been previously surveyed, and is not affected by the current development.

Figure 8
Extract from 1908 OS map data



To the north of the development area, the railway expanded to the edge of the current site between 1864 and 1890. The area to the south and east of the site were rural in nature (open field and woodland) in 1850 and 1864. However, by 1890 the area south of Spekelands Road was covered with densely packed terraced housing, and to the east of Alexandra Road of the site was the Windsor Iron works and Wesleyan Chapel.

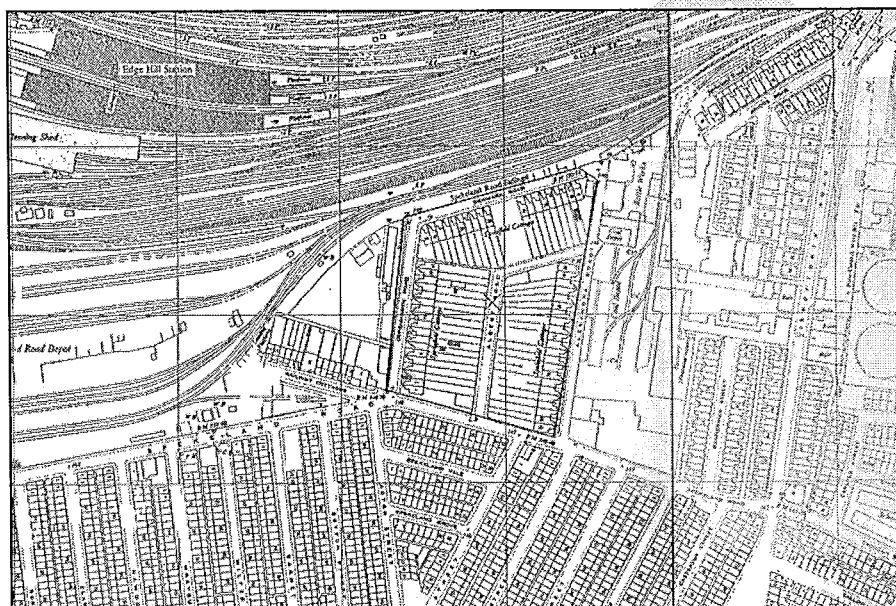
Figure 9
Extract from 1927 map data



There are no known "Williamson Tunnels" on the site (Capita Symonds Structures 2006: 8, and unnumbered Appendix). Joseph Williamson (1769-1840) sponsored the construction of a series of subterranean tunnels and chambers in the Edge Hill area. The purpose of these

excavations has not been clearly established. Unfortunately the tunnels have not been fully mapped, and it is therefore possible that they exist within the development area. Similar sub-surface structures were recently encountered off Park Road by Gleeson Homes (Gifford forthcoming), and indicate that sub-surface chambers are a feature of Liverpool's urban topography. The heritage issues associated with unexpected discoveries of such tunnels and chambers can be readily resolved by Gifford in negotiation with the Client and the local authority if and when they arise.

Figure 10
Extract from 1953 OS Map data. © Crown Copyright. All rights reserved. Licence number AL 100017325



4.7 Late 20th Century-today (1956-2007)

Between 1957 and 1966 the central area of the development site, which previously covered the allotment gardens of the Spekefield Cottages, was redeveloped with the erection of St Thomas á Becket RC Secondary Modern School (Figure 12). Between 1970 and 1978 the Spekefield Cottages, i.e. all the terraced houses off Copenhagen Denmark and Alexandra Roads were demolished as part of a local authority clearance programme.

Figure 11
Spekefield Cottages in 1970 prior to demolition, Liverpool Record Office Reference
No.: 352 HOU 27 1/2.



Figure 12
Extract from 1966 OS Map Data. © Crown Copyright. All rights reserved. Licence
number AL 100017325.



By 1983 the school had also been demolished, and the land use appears to have been wasteground until the present day.

Figure 1
Extract from 1978 OS Map Data. © Crown Copyright. All rights reserved. Licence number AL 100017325

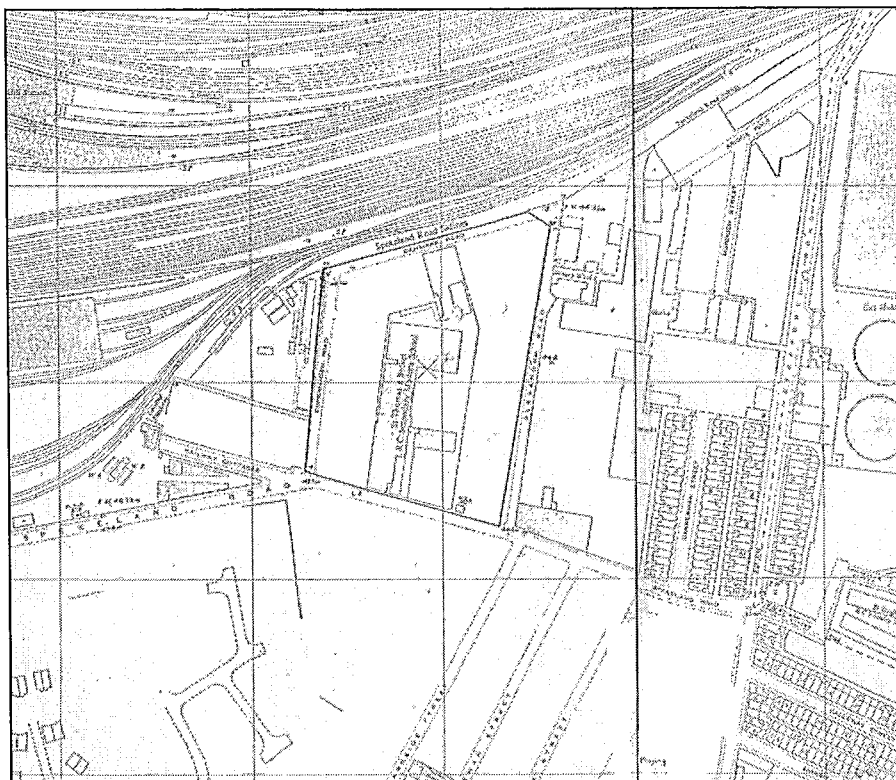
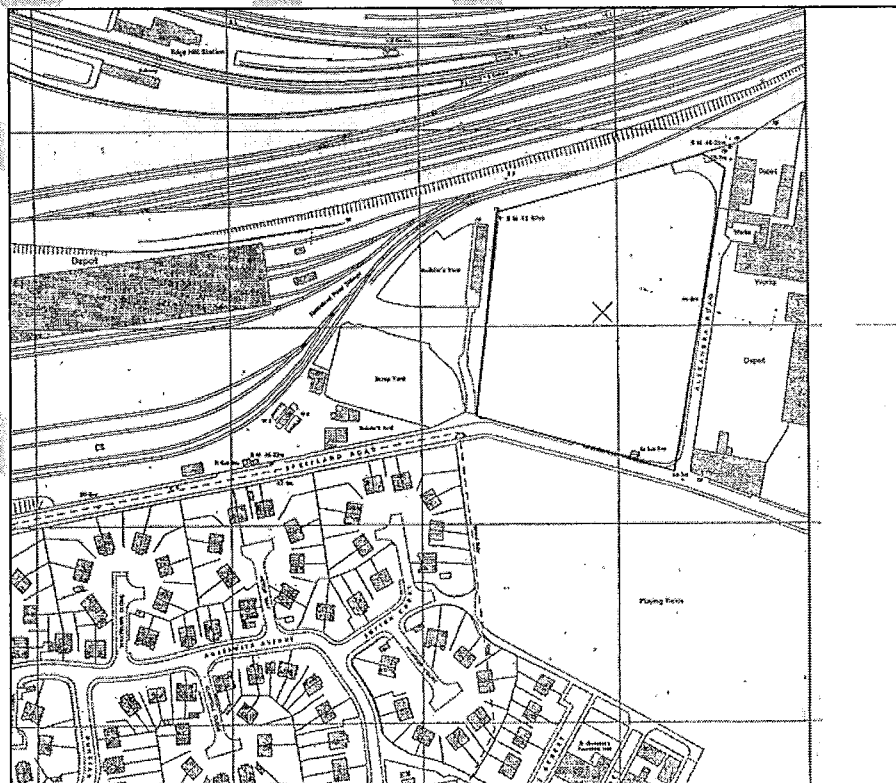


Figure 2
Extract from 1983 OS Map Data. © Crown Copyright. All rights reserved. Licence number AL 100017325



5.0 AIMS AND OBJECTIVES

The aim of the project has been defined by the Merseyside Archaeological Officer as:

“To record a representative sample of the Spekefield Cottages in plan by archaeological excavation” (e-mail from Sarah Jane Farr to Jamie Foster 7th February 2007).

The scope of the works included:

- Desk-based assessment
- Initial trenching to locate cottages, with the excavation of representative groundplans of two separate cottages, one each from Copenhagen and Denmark Streets.
- The avoidance of knotweed

The specific Objectives were to:

- Open up two trenches located over cottages from Copenhagen and Denmark Street
- Undertake excavation and recording of the archaeological remains. To establish the form, modification and use of these buildings to inform research into industrial domestic accommodation.
- To prepare a report on the results of the archaeological fieldwork which includes a description of the methodology, site history, features/artefacts uncovered and interpretation of the results.

6.0 METHODOLOGY

The fieldwork was undertaken with reference to the approved project design, previously submitted to Merseyside Archaeology Service ("Spekelands, Liverpool: An Archaeological Mitigation Strategy" Gifford Report No 14047.R01, reproduced here as Appendix1).

The two trench areas were initially excavated from the respective site boundaries, with 2m-wide machine-dug trenches across the respective lines of Denmark and Copenhagen Streets. The intention was to open up initial narrow trenches over the roads, expose the street-front foundations of each row of terraced cottages, and proceed to expand the trenches to 10 x 10m open areas exposing the ground plan of a full cottage at each location. However, it was soon apparent that the earlier roads had been fully grubbed up with only kerb stones and occasional stone sets surviving at Trench A, and no evidence for a road's existence at Trench B.

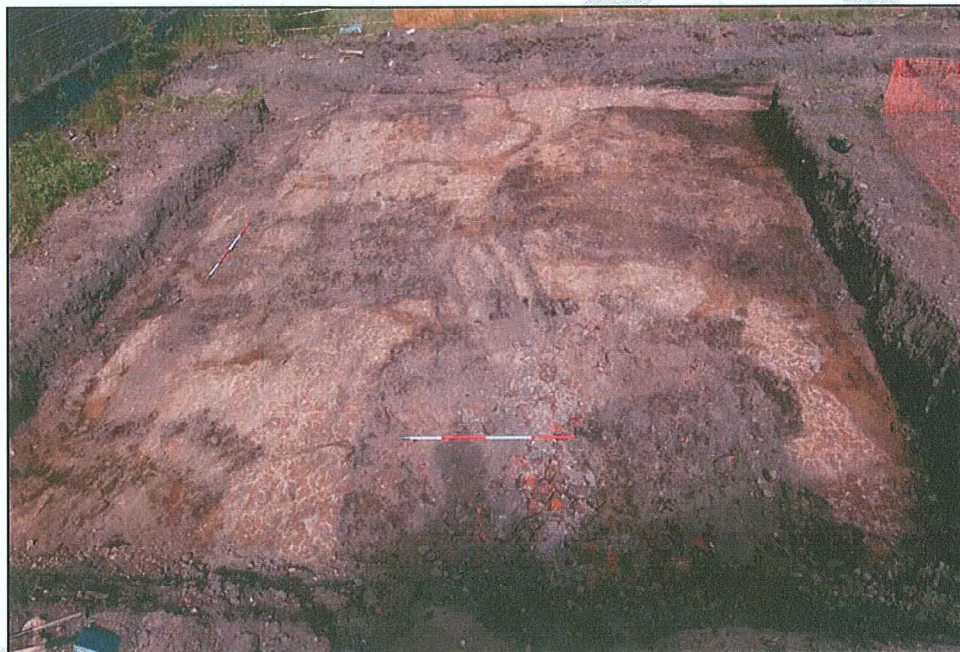
The initial trenches were extended at both locations to identify traces of the cottages: with only fragmentary remains in evidence, two large open areas in excess of the original design were then excavated in the projected areas of the terraces to maximise the opportunity to establish the presence of the cottages. The archaeological remains exposed within the two trenches were then recorded as specified in the original project design.

7.0 RESULTS

7.1 Trench A (Figure 15)

Trench A consisted of a single north-south aligned trench 2m wide and 25 wide which was then expanded to include an additional open area 13 x 12m to the west. This arrangement was located slightly to the west of the position suggested in the project design to avoid disturbing an area of Japanese knotweed. The total trench area was 206m², compared with a projected 110m² described in the project design. The overburden removed by machine to expose the upper surface of natural and archaeologically significant deposits was between 0.51 and 1.07m.

Figure 16
General View to East of Trench A after initial machining, before excavation.



7.1.1 Naturally Deposited Material

The underlying drift geology was exposed across Trench A, and consisted of orange sandy clay containing irregular lenses of iron-stained sand and gravel (Context 006). The upper surface of this material was observed at between 44.45 and 44.70 m AOD.

An irregular area of mottled grey silty sand (Context 005) was observed against the natural boulder clay, investigation of this material demonstrated that it was shallow with irregular edges. This deposit was interpreted as root disturbance in the upper surface of natural, and not of archaeological interest.

7.1.2 Phase 1 Romano-British (?) Field System (55AD – 410 AD)

The earliest archaeological feature identified in Trench A was a single ditch (Cut 004, fill 003) aligned approximately north-south. This linear cut was observed running obliquely across Trench A, and was over 12m long, and between 0.5 and 0.6m wide. The ditch was sectioned in four locations, and 7m of its length carefully excavated by hand. The profile of the ditch varied along its course: from a shallow “U-shaped” form towards its northern limit, sharply “V-shaped” midway along and steep-sided and flat-bottomed towards its southern

extent. The observed depth was between 0.15 and 0.40 m. Two distinct fills were defined during the excavation of the ditch. A yellow-brown silty clay primary fill (Context 016) was observed in two of the ditch sections excavated, which is interpreted as redeposited natural clay washed back into the ditch shortly after its initial excavation or subsequent re-cut. The main fill of the ditch, present along its length, was a dark grey-black sandy silt (Context 3), with a high organic content. The fill contained occasional rounded pebbles <5mm in diameter. A single small fragment of ceramic (<20mm maximum dimension) was recovered from fill 003, which has provisionally been identified as a Romano-British fabric).

Figure 4
Ditch 004, View to South



This ditch is difficult to date: the dark organic-rich fill would tend to suggest that it is relatively late (i.e. post-Medieval – after 1500), and had not undergone long-term bioturbation which would have removed some of the organic content, leaving the soil a paler, leached colour. However, the absence of post-medieval material (such as pottery, brick and tile, clay tobacco pipe, glass etc) suggests that this is an earlier feature.

The single pottery fragment had clearly been heavily abraded, and present in a plough soil for some time. It is possible that it is a residual piece of Romano-British pottery which was redeposited in a ditch fill at a later date.

7.1.3 Phase 2 Spekelands Cottages 1840 – 1980

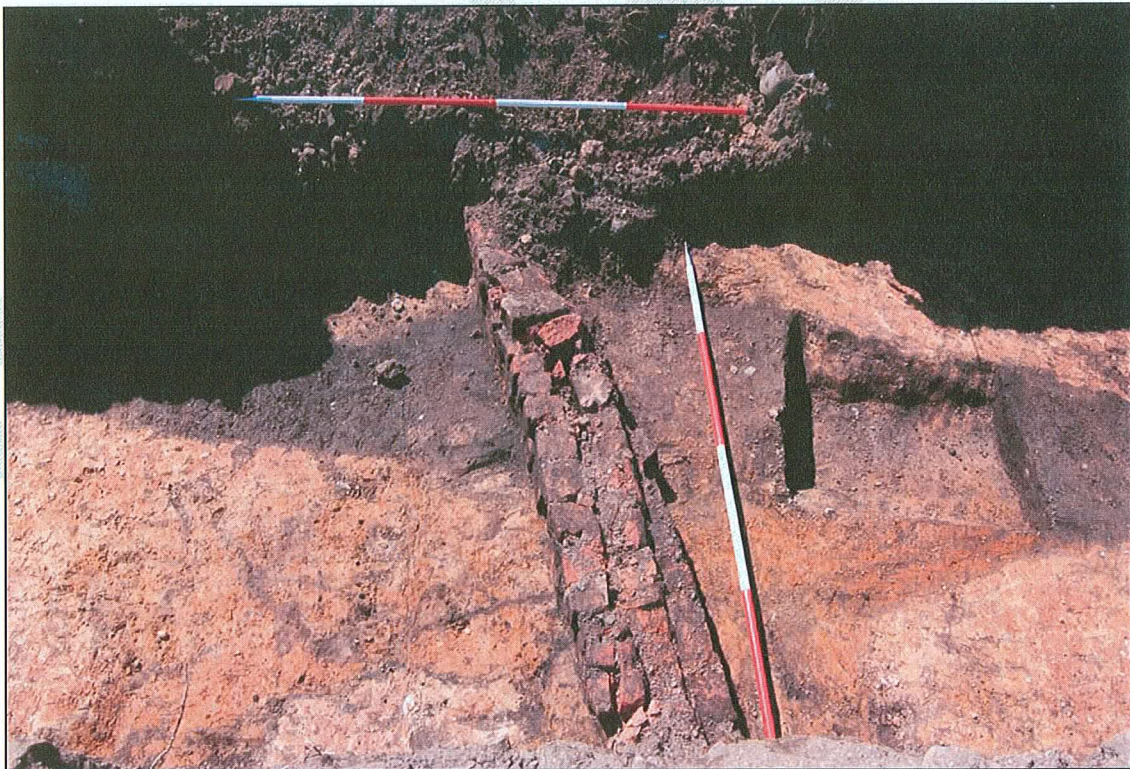
A number of isolated elements associated with the cottages located off Denmark Road were identified and recorded.

The single largest feature from the Spekeland Cottages which survived was a service trench aligned east-west running across the projected frontage of the terraced houses (Context 011). This feature was not excavated, but cleaned and defined, to expose a brick lining and broken lead water pipe. It was over 16m long and between 0.6 and 0.8m wide. The fill was highly variable, containing redeposited natural sandy clay, and patched of mixed sandy silt and clinker with occasional brick fragments.

The service trench had a series of 6 smaller linear cuts aligned approximately north-south running across it (numbered as Context 12). Several of these contained glazed ceramic pipes, and clearly carried services from the service trench, or a larger main sewer to the individual properties which can be inferred to have run down the line of Denmark Road.

A brick-built wall (Context 013) was identified aligned east-west running across the southern width of Trench A (i.e. it was at least 2m long). The wall was poorly constructed, from brick fragments, three courses wide (i.e. 0.35m wide). And survived to a maximum height of 0.27m (i.e. three courses high). This wall is thought to be the foundation for a dividing wall separating the rear yard from the allotment gardens attached to the original cottages on the site.

Figure 5
Wall 013 constructed over earlier ditch 004



There was evidence for the presence of three sub-surface features which were probably part of the Spekeland Cottages, but were destroyed during the later demolition works. These can be inferred from the sub-rectangular holes filled with demolition material (see below), and

were < 5 x 5m, 4.5 x 3m and 3 x 3m respectively. They can be interpreted as small cellar-type structures (coal-holes?) such as were also identified in Trench B, or the location where more substantial foundations such as chimney bases have been machined-out.

The site boundary wall (Context 017) is a multi-phase brick-built wall with a weathered sandstone string course. Care was taken to avoid undermining or damaging this structure, and it was not excavated. A boundary is shown at this location from 1850 onwards, and it had clearly been raised in height, probably during the period 1864 – 1891 when the railway cutting to the north of the site expanded to its current position.

Figure 6
Brick boundary wall 017, delineating the northern boundary of the development site, note stone kerbstone at base of wall and absence of Copenhagen Road surface in foreground.



At the base of the brick wall was a stone kerb (Context 018) consisting of stone blocks 0.3m high, 0.11 m deep and 0.75m long. The southern face of the kerb was splashed with tar from the surfacing of Denmark Road. There were no remains of Denmark Road surface, although several 3" cube granite sets were noted during the machine excavation, indicating their presence in the past. The kerb was separated from the base of the wall by a narrow concrete slab 0.22m wide, formed in-situ.

7.1.4 Phase 3: 1970's Demolition

There was extensive and clear evidence for the site clearance works undertaken between 1970 and 1978. The mixed brick-rich debris overlying the area investigated was clearly the product of demolition activity. The upper surface of the natural clay was scored in several places by parallel lines from the toothed bucket used by the machine employed in the demolition works. The archaeological excavation deployed a machine excavator with a toothless ditching bucket: the tooth marks could only be derived from the earlier demolition works.

In Trench A three large sub-rectangular spreads of brick rich material indicated the location of machine-excavated holes filled with demolition debris (Contexts 008, 009/010 and 014/015 respectively). Two of these were sectioned (009/010 and 014/015) to investigate the fill and dimensions.

Fill 009 was a brick-rich deposit of sandy silt within a cut (Context 010) 4.5 x 3m, 0.53m deep. Fill 014 was identical in nature to 009, in cut 015, which was 5 x >5m, extending into the western edge of Trench A.

These three cut features are interpreted as sub-surface foundations/coal-holes associated with the Spekeland Cottages which were completely obliterated during the demolition works in the 1970's.

Figure 20
Sectioned demolition hole 014/015, probably location of former coal cellar.
View to north east.



A linear, rubble-filled cut was identified (Context 007), located within the projected line of Denmark Road: this was interpreted as the machined-out main sewer.

7.2 Trench B (Figure 21)

Trench B consisted of a single 2m-wide, 21m-long trench excavated away from the western boundary of the site. This was subsequently extended to the north by a further 12 x 9m. The overall area of trench B was 150m², compared with a projected area of 122m² as described in the project design. The overburden of modern material removed by machine was between 1.00 and 1.80m deep.

Figure 22
General view to south of Trench B. Note coal cellar and modern drain.



Figure 7
General view to west of Trench B showing line of initial trench and southern portion of the main area. Note concrete retaining wall at western limit of trench



7.2.1 Naturally Deposited Material

The geological deposits observed across Trench B principally consisted of orange-red sand with lenses of gravel, although there were several patches of sandy clay, thought to be the characteristic boulder clay observed in Trench A. The orange-red sand and gravel is considered to be the weathered upper surface of sandstone bedrock. In places this material has darker red-black staining ("iron-panning") from the deposition of iron rich minerals by water.

An irregular area of mottled dark grey/black sand and gravel (Context 35) was investigated by sectioning. There were no artefacts within this material, its edges were irregular, and it was interpreted as variation within the naturally-deposited glacial deposits.

Figure 8
Section through mineral-stained natural gravel deposit 035



7.2.2 Phase 1: Cultivation Soil (undated, pre 1840?)

A deposit of pale grey sand, with lenses of dark brown silty sand (Context 023) was noted overlying the naturally-deposited sand at the eastern limit of Trench B. No artefacts were recovered from this material, which was removed by hand and machine. It was also recorded in section, up to 0.25m deep. It is thought that this material is the remains of a cultivation horizon (i.e. a plough soil) from the period prior to the establishment of Spekelands cottages along Copenhagen Road.

Figure 9
Section through cultivation horizon 023, topsoil 024 and demolition horizon 021 at eastern limit of Trench B. Natural sand 022 visible in foreground and base of section.



7.2.3 Phase 2: Spekelands Cottages 1840 – 1980

A dark brown silty sand soil (024) was identified in section at the eastern limit of Trench B. This was interpreted as the remains of a garden soil contemporary to the occupation of Spekelands Cottages; it was sealed by an undifferentiated rubble-rich demolition horizon associated with the later demolition works.

The most significant structure associated with Spekelands Cottages was a brick-lined cut identified within the projected location of the terraced houses. This consisted of a rectangular cut 2.7 x 2.8m (Context 032) penetrating at least 0.88m into the natural sand. The cut contained a double-thickness brick wall 2.4 x 2.8m (Context 030) bonded with lime mortar. The bricks were unfrosted and measured 230 x 110 x 90mm. The internal face and the base of the brick lining was rendered with mortar which had a black coating. The render is interpreted as a form of tanking to waterproof the structure. Examination of the black coating suggested that this was not paint since it did not adhere in flakes, and was interpreted as accumulated coal dust. The brick-built structure is interpreted as the coal-hole situated towards the front of the house, close to the former Copenhagen Road street front. There was

no evidence for access into the hole, and it is assumed that wooden steps were used, which left no trace in the surviving structure.

Figure 106
brick-built coal cellar 032/030, view to north west



A short length of brick wall was noted close to the southern limit of Trench B (Context 025). This was >1.4m long, 0.48m wide, aligned east-west, constructed from the same type of bricks as wall 032 described above. The wall consisted of a double-line of bricks laid end to end to provide a broad foundation for a more narrow superstructure, which could be identified in the mortar spread on the upper surface of the foundation. The wall was reinforced with a buttress on southern side. The wall fragment was constructed within a cut (034), which was backfilled with pale-grey sand against the brickwork. The cut was tight against the brickwork. The western limit of the wall appeared to be the original terminus—there was no indication of later truncation. This wall was probably a division between two of the former properties fronting onto Copenhagen Street, its discontinuous nature indicates it was not one of the walls of one of the houses themselves.

Figure 27
Short length of brick wall 025 at eastern limit of Trench B



A fragment of brickwork (Context 028) was recorded close to the eastern limit of Trench B, consisting of two courses of unbonded bricks and brick fragments: the function of this structure is unclear, and its insubstantial nature suggests it was not part of the former building, but perhaps was packing for pipe work serving it.

A fragment of glazed brown sewer pipe (036) appeared to survive in-situ close to the former street-front: this would have carried waste away from the cottage to a sewer running down the centre of Copenhagen road. The main sewer location could be inferred from the later demolition debris in a linear cut (see below).

7.2.4 Phase 3: 1970's Demolition

In Trench B there was also extensive and clear evidence for the site clearance works undertaken between 1970 and 1978. The mixed brick-rich debris overlying the area investigated was clearly the product of demolition activity. In the area of Copenhagen Road there were no remains of the former road surface or make-up material. However a deposit of brick-rich material (Context 026) was the demolition debris back-filling the machined-out sewer which previously ran down the centre of the road.

Elsewhere within the trench, demolition debris (Context 027) was identified sitting within shallow scrapes where a machine excavator had been used to clear the site.

7.2.5 Phase 4: Recent Retaining Wall and Drainage

The western boundary of the site consists of a concrete retaining wall: this formed the western limit of Trench B. The visible superstructure arises from a much wider "foot" which was partially exposed during the works. The concrete wall was >2m wide and clearly formed in-situ: it was not undermined by the archaeological work.

A modern land drain (Context 029) was observed running north-south across Trench B: this consisted of a linear cut up to 0.4m wide filled with an orange perforated corrugated plastic pipe around which was packed coarse gravel. This cut went through demolition material, and clearly post-dated the earlier site clearance works.

8.0 DISCUSSION

The methodology was designed to identify and record remains which largely proved not to be present on site. The methodology was sufficiently robust to demonstrate why the expected remains were not present, and permitted the identification of fragmentary building remains and more ephemeral, earlier archaeological features.

The presence of the ditch pre-dating the establishment of the Spekelands cottages is significant. This ditch is not evident on the earliest mapping, and the low number of finds tends to suggest that it is earlier rather than later: in the experience of the author post-medieval field boundaries tend to contain frequent pottery, clay pipe and glass fragments. The single fragment of pottery is tentatively identified as Romano-British. Specialists at National Museums Liverpool and Grovesnor Museum, Chester confirm that the fabric is consistent with Romano-British pottery from the region, but that the sherd is too small for a positive identification (Mark Adams and Peter Carrington *pers.comm* 2007). This ditch is the first structural evidence for Romano-British settlement within the boundary of modern Liverpool, suggesting the presence of a farmstead in the vicinity. The Edgehill area probably represents a favourable location for a rural settlement during this period, with sandstone bedrock relatively close to the surface and the overlying boulder clay containing sufficient sand and gravel to make better draining soil conditions than many parts of Merseyside.

Perhaps the most significant observation arising from the fieldwork is the presence of such delicate rural archaeological remains within an area which has been urban in character for over 160 years. The site has been subject to intensive occupation, with high-density housing, market gardening and demolition and site clearance. The presence of earlier cut features demonstrates the potential for the survival of archaeological remains in the general area, where one might otherwise assume that 19th and 20th Century activities would have removed all traces of earlier occupation. The existence of an earlier, possibly Romano-British field system demands the consideration of potential for remains to survive elsewhere in Liverpool beneath the city's urban fabric.

The absence of significant remains associated with the Spekelands cottages is disappointing from an archaeological perspective and a tribute to the thorough demolition and site clearance undertaken since 1970. Although one coal-hole survived in part (Trench B), and there was evidence for the existence of several other similar structures (Trench A), the excavation demonstrated the shallow nature of the building foundations.

9.0 CONCLUSIONS

The fieldwork was successfully undertaken by SLR Consulting on behalf of Bellway Homes, and this report represents the formal presentation of the results to Liverpool City Council to facilitate the discharge of a planning condition.

The fieldwork entailed the excavation of two substantial open areas over the location of Spekeland cottages originally fronting onto Copenhagen and Denmark Roads respectively. The cottages had previously been demolished and cleared from the site, and were no longer present to record as had originally been envisaged.

The archaeological works avoided remains of Japanese knotweed which had been treated and was present in the development area.

Historic research has been undertaken to enable a description of the site's history.

A full record was made of the surviving archaeological remains exposed in the trenches, which included possible evidence for Romano-British settlement in the form of a ditch (field boundary) containing a sherd of Romano-British pottery. The potential for the survival of early archaeological remains in this area of Liverpool has been demonstrated.

10.0 CLOSURE

This report has been prepared by SLR Consulting Limited with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of Bellway Homes; no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.

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Appendices:

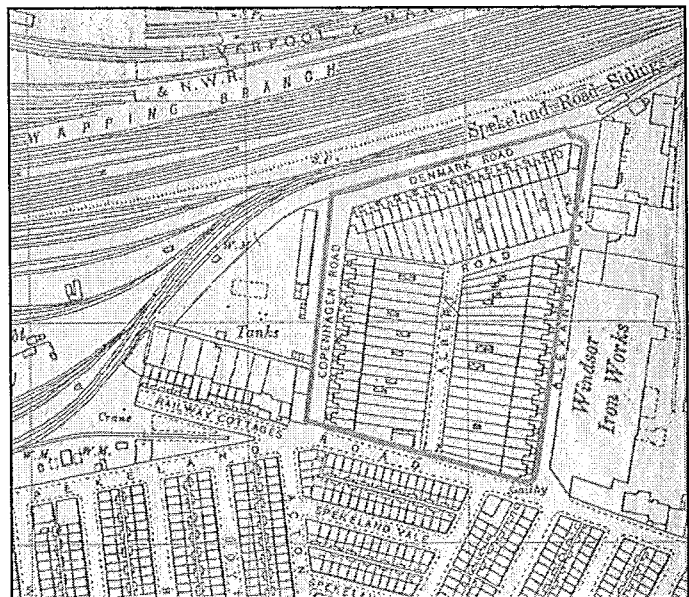
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Appendix 1: Project Design:

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SPEKELANDS, LIVERPOOL

AN ARCHAEOLOGICAL MITIGATION STRATEGY



Extract from 1908 OS Map Showing Development Area.

SPEKELANDS, LIVERPOOL

AN ARCHAEOLOGICAL MITIGATION STRATEGY

CONTROLLED DOCUMENT

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SPEKELANDS, LIVERPOOL

AN ARCHAEOLOGICAL MITIGATION STRATEGY

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Figure 6. Extract from 1864 Town Plan.

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Figure 9. Extract from 1927 map data.

Figure 10. Extract from 1953 OS Map data.

Figure 11 Photograph of Spekefield Cottages in 1970 prior to demolition.

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Figure 14. Extract from 1983 OS Map Data.

Figure 15. Trench Location Plan

1. INTRODUCTION

- 1.1 This document is an Archaeological Mitigation Strategy, prepared by Gifford on behalf of Bellway Homes (hereafter the Client).
- 1.2 This strategy (also known as an Archaeological Project Design or Method Statement) describes a programme of archaeological works to be undertaken at land off Spekelds Road, Liverpool, in advance of development works being undertaken by the Client.
- 1.3 The Client has planning consent to develop the land for domestic accommodation (Planning Reference Number: XXXXXX). Condition 22 of the planning consent states:

“Prior to any development on site, a full archaeological survey of the site shall be undertaken in conjunction with the Merseyside Archaeological Officer. The results and findings of such a survey, together with recording of such information, shall be submitted to an agreed in writing (*sic*) by the Planning Manager.

Reason: To assess the archaeological potential of the application site and inform the possible requirement for further archaeological work”

- 1.4 Further consultation with the Merseyside Archaeological Officer by the Client and Gifford has established that the site is of known archaeological potential, and the implementation of a specific mitigation strategy will be sufficient for the Merseyside Archaeological Officer to recommend the discharge of the planning consent to the local planning authority.

2. LOCATION AND DESCRIPTION OF THE DEVELOPMENT SITE

- 2.1 The development area is a sub-rectangular parcel of land located on the northern side of Spekelds Road, Wavertree, Liverpool, centred on National Grid Reference 337400 389800 (Figures 1 and 2).
- 2.2 The site is bounded on its eastern side by Alexandra Road, separated from the pavement by an incomplete post and mesh fence which also extends across the Spekelds Road frontage. To the north of the site are railway sidings with the boundary marked by a 4m-high brick wall. The western side of the site is delineated by a concrete retaining wall, beyond which is located an industrial unit approximately 3m above the present ground surface of the site.
- 2.3 The site has a low earth bank constructed along the Alexandra Road and Spekelds Road street fronts, presumably to inhibit the access of vehicles. The bank is approximately 1.5m high, 6m wide at the base and 3m wide at the top.
- 2.4 The north-eastern corner of the site is truncated, marked with a screen of galvanised steel sheeting dividing the site from a steel stockists.
- 2.5 The site surface is uneven with piles of building debris, domestic rubbish and commercial/industrial waste (e.g. car tyres). The surface of the site is covered with self-generated grasses and low-lying scrub. The current surface of the site is at between 44.24 – 46.09 m AOD.



Figure 1. Site Location Map. © Crown Copyright. All rights reserved. Licence number AL 100017325

3. ACKNOWLEDGEMENTS

3.1 Gifford would like to thank the following individuals for their assistance in the preparation of this document: Jamie Foster and Mark Fitzsimons of Bellway Homes, Sarah Jane Farr and Mark Hart of Merseyside Archaeological Service and staff at Liverpool Record Office.

3.2 The Gifford staff involved in the preparation of this report were:

Andy Towle	Senior Archaeologist	Research, report preparation
Gill Reaney	Senior Technician	Drawings
Anthony Martin	Technical Director	Quality Control
Pete Owen	Senior Archaeologist	Quality Control

4. GEOLOGICAL BACKGROUND.

- 4.1 The underlying solid geology of the site consists of Sherwood Sandstone overlain by glacial till (typically boulder clay in this area) (British Geological Survey Sheet 96, Liverpool 1:50,000 Drift and Solid Editions, as referenced in Capita Symonds Structures 2006:7-8).
- 4.2 Geotechnical investigations undertaken at the site for this development identified highly weathered sandstone bedrock beneath glacial deposits of red-brown sandy clay containing lenses of gravel (*ibid*: 13).

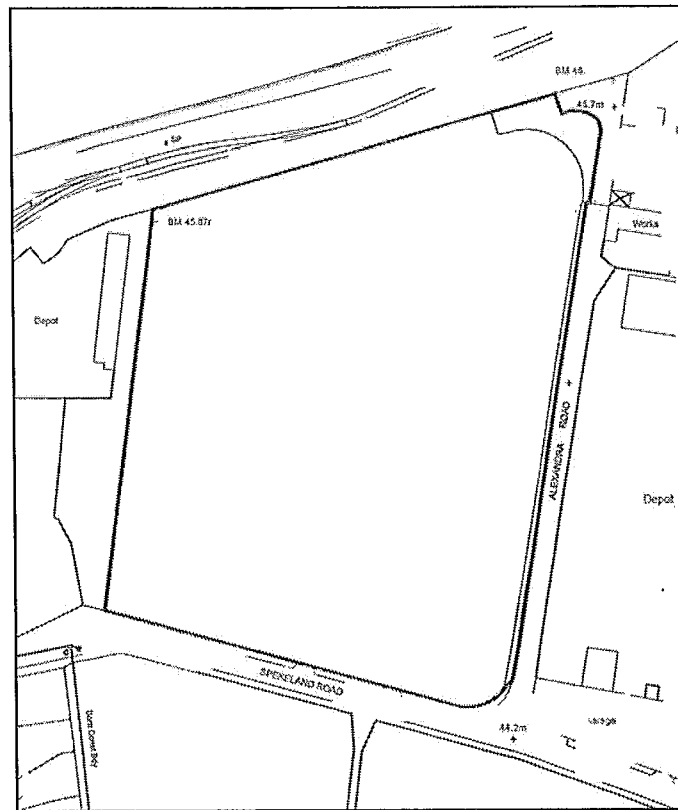


Figure 2. Site Boundary (after Capita Symonds Structures drawing No MCS 5350 – Fig 2). © Crown Copyright. All rights reserved. Licence number AL 100017325

5. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

- 5.1 The site has not been subject to a separate archaeological desk-based assessment, or preliminary archaeological evaluation. However, discussion with the Merseyside Archaeological Officer and consultation of documents held by the Liverpool Record Office and the Merseyside Sites and Monuments Record established the likely presence of significant archaeological remains. Rather than a three-stage assessment, evaluation fieldwork and mitigation fieldwork programme, a single phase of mitigation works has been developed. This report summarises the known archaeological and historic background for the site, which directly informs the strategy. A number of historic map extracts are reproduced here to illustrate key changes in the site and its environs: the OS mapping data was provided by the Client, all other historic maps employed here can be found at Liverpool Record Office.

5.2 Later Prehistoric Periods (c 4000 BC – 55 AD)

- 5.2.1 There are no known prehistoric archaeological remains within the boundary of the proposed development or within the immediate vicinity.
- 5.2.2 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 during the Mesolithic (c. 4000 BC) at a site excavated at Croxteth Park approximately 5 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 Calderstones, large carved decorated irregular sandstone slabs from a possible Late Neolithic passage grave some 5 miles to the south-east of the City centre. Bronze Age (c. 2000 – 600 BC) remains have been recovered from Wavertree (Liverpool City Council 2002: 99). Iron Age (600BC – 53AD) settlements have been identified at Halewood, Irby and Great Woollen in the Mersey Basin (Cowell 1999: 37; G. Nash pers.comm).
- 5.2.3 Whilst there is a potential for prehistoric archaeological remains on the site, the likelihood of fragile deposits surviving the subsequent land use at the site is very small.

5.3 Romano-British Period (55AD-410 AD)

- 5.3.1 There are no known Romano-British remains within the boundary of the proposed development or within the immediate vicinity.
- 5.3.2 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, Irby and Meols (Liverpool City Council 2002: 99).
- 5.3.3 There is little likelihood of *in-situ* Romano-British archaeological remains having been present or currently surviving within the site.

5.4 Post-Roman and Early Medieval (410 – 1066 AD)

- 5.4.1 There are no known post-Roman or early medieval remains within the boundary of the proposed development or within the immediate vicinity.
- 5.4.2 There is no documented settlement in Liverpool prior to 1192 AD, although Anglo-Saxon coins have been recovered from the site of the Exchange Station, suggesting that there may be a settlement site close to the city centre (Nicholson 1981: 5).
- 5.4.3 There is little likelihood of *in-situ* Post-Roman and early medieval archaeological remains within the zone to be developed.

5.5 Medieval (1066 - 1500)

- 5.5.1 There are no known medieval remains within the boundary of the proposed development or within the immediate vicinity. The site is located within the modern township of Liverpool, close to the boundary with Toxteth Township to the south and Wavertree to the east. Until 1835, the site lay within the historic township of West Derby (as indicated on J Sheriff's "Map of the Environs of Liverpool" 1817, held by Liverpool Record Office).
- 5.5.2 Liverpool itself 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. Liverpool itself is thought to have been separated from West Derby between 1166 and 1189 when the area was granted 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).
- 5.5.3 During the medieval period, the settlement of Liverpool was focussed on the north side of the "Pool", which subdivided the township into two parts, and which corresponds to the modern parish (Farrer and Brownbill 1908: 1; Nicholson 1981: 6-7).
- 5.5.4 Liverpool developed a communal open field system during the medieval period, where the town centre burgage plots also had an associated acre of agricultural land within the township (Philpott 1988: 34-71).
- 5.5.5 The Spekeland site is located towards the north eastern periphery of the post-1835 Liverpool township, in an area described as "Moss Lake Fields (ibid: 39) - there are no known medieval mapping or documentary references specific to the immediate area of the development site. It is assumed that this area was therefore within agricultural fields formed out of previously waterlogged mossland. The geotechnical investigations of the site did not identify peat deposits above the sandy clay glacial drift, although the overlying made ground was frequently described as "black brown slightly clayey sand" (Capita Symonds Structures 2006 Appendix D). This dark matrix may be the organic-rich remnant of earlier peat deposits which were subsequently drained and cultivated.
- 5.5.6 There is little likelihood of significant medieval archaeological remains on the site. If there is any material from this period, it is likely to consist of truncated drainage ditches and residual artefacts within cultivation soils. Such archaeological remains would be of local interest, but not great significance.

5.6 Post-Medieval 1500 - 1800

- 5.6.1 There are no known early post-medieval remains within the boundary of the proposed development or within the immediate vicinity.
- 5.6.2 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, Nicholson 1981, 21, 33).

5.6.3 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).

5.6.4 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).

5.7 19th Century- Mid 20th Century (1800-1956)

5.7.1 The ownership of the land prior to 1835 is not certain, although there is a strong likelihood that it fell within the Spekelands Estate owned by the Earle family, suggested by the subsequent "Spekefield" names adopted for cottages on the site and adjacent street names. Thomas Earle (1754-1822) had previously purchased the Spekeland Estate in 1797 (Liverpool Record Office reference Hf 920.EAR "Earle Family Pedigree" manuscript 1928) (Figure 3). The available mapping evidence suggests that the development area was farmland prior to the 1840's, and is shown as such on Bennison's detailed 1835 Map of Liverpool (Figure 4). The site can be located within large fields owned by John Shaw Leigh.

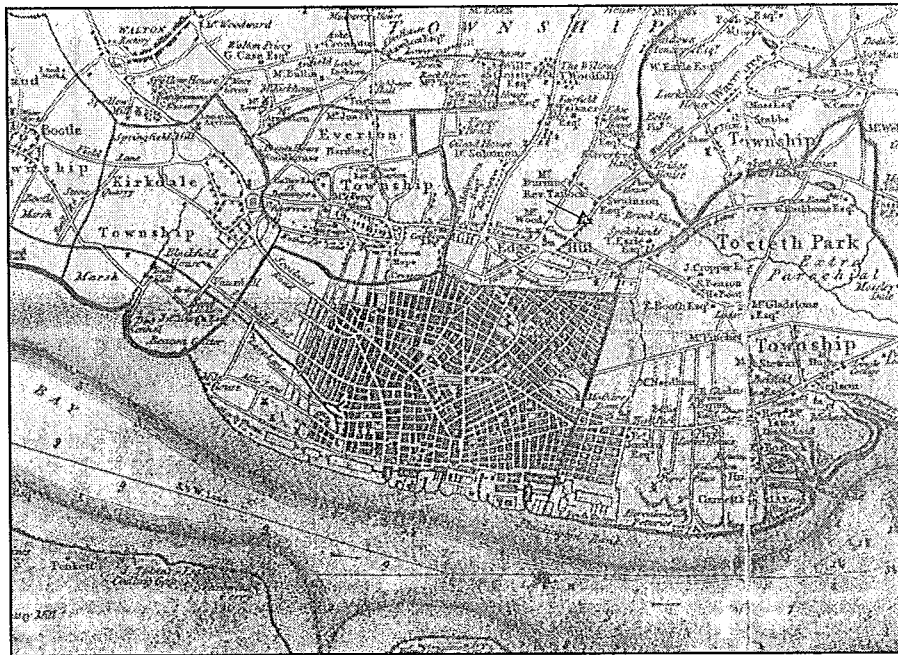


Figure 3. Extract from Sherriffs 1817 Map of Liverpool and its Environs. Arrow indicates approximate position of site.

5.7.2 The most significant event in the development of the landscape around the development site took place in 1830, with the opening of the world's first commercial passenger and freight railway, running between Liverpool and Manchester. This railway originally terminated at Edge Hill Station, west-north west of the development site, with the line running just north of the development site boundary. The field west of and adjacent to the development site contained early railway buildings, subsequently indicated as "Railway Cottages" (Figure 4).

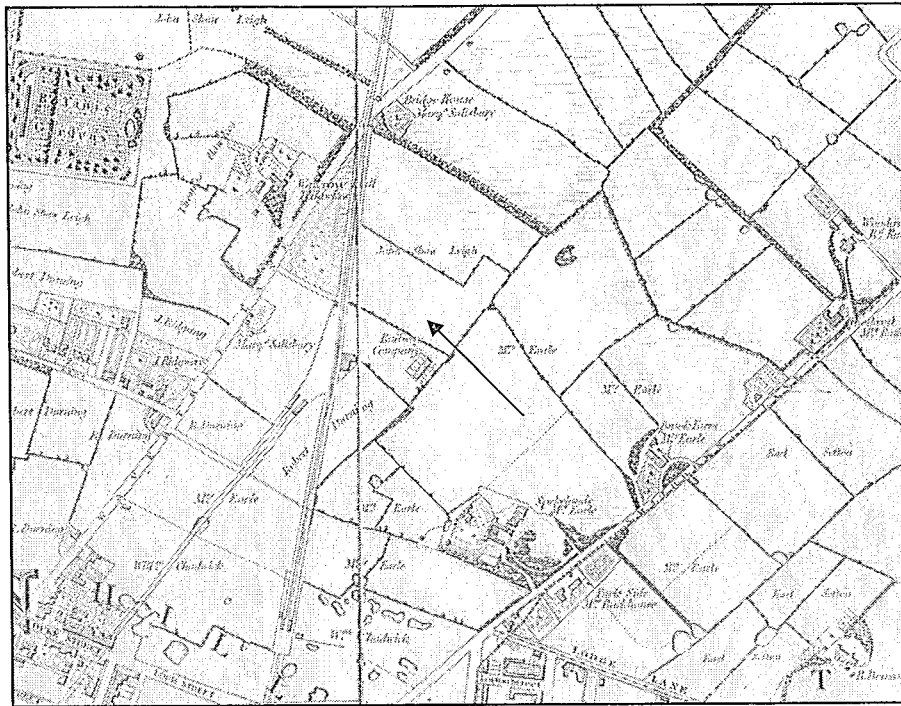


Figure 4. Extract from 1835 Bennison Map of Liverpool. Arrow indicates location of development site.

5.7.3 A history of the Edge Hill area held at Liverpool Record Office refers specifically to the construction of approximately 75 houses with long gardens on the development site in about 1846 (Liverpool Record Office reference Hq 942 721 "History of Edgehill" manuscript by CR Hand, 1915). The cottages are noted to have been built by John Shaw Leigh to accommodate railway workers (*ibid*). These buildings are shown clearly on the 1850 Liverpool Town Plan as "Spekefield Cottages" (Figure 5X). The cottages consist of two rows of terraced houses aligned perpendicular to the western and northern boundaries of the site, separated from the site boundary by two roads (later shown as Copenhagen and Denmark Roads respectively).

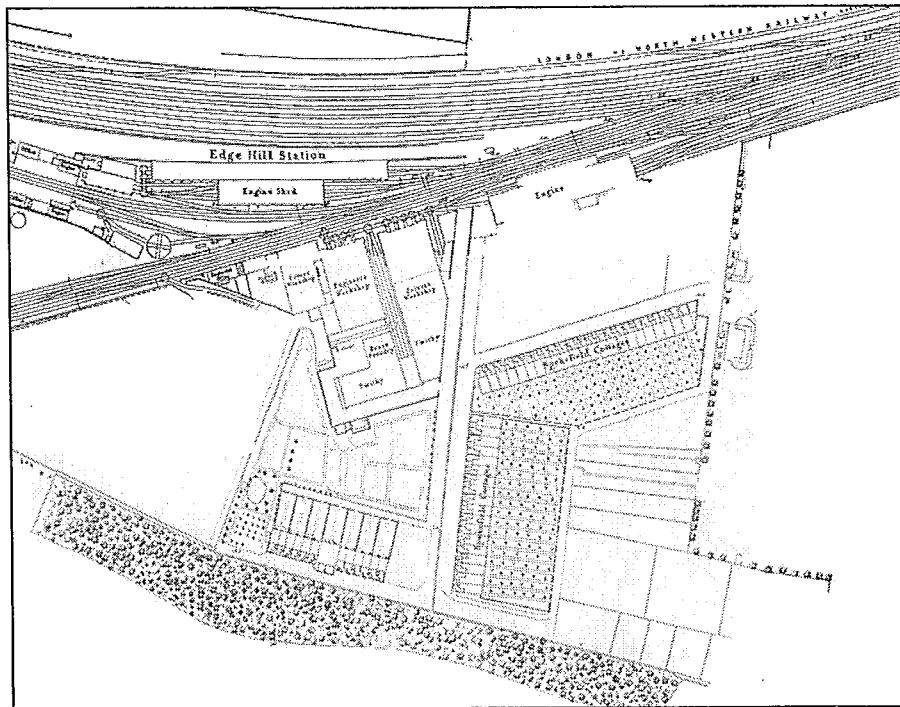


Figure 5. Extract of 1850 Town Plan showing Spekefield Cottages.

5.7.4 The cottages are shown with very long gardens, and it is not clear from the historic mapping whether their principal access was from Copenhagen/Denmark Street or from Albert Street which ran through the centre of the development area. It seems most likely that they were accessed from the street front. The long gardens were subdivided, with a section corresponding to a small yard or garden adjacent to the buildings, and a larger, allotment-type strip further away from each house. The arrangement suggests a strong vision of how railway workers were expected to require sufficient land for growing their own vegetables, and perhaps reflects an early need to have generous accommodation to attract the skilled workers required to operate the railway. The setting for these initial houses is primarily rural, as the urban expansion of Liverpool had yet to envelop Edge Hill. The 1891 Liverpool Town Plan (Figure 7 below) indicates the expansion of densely-packed terraced houses by this time, without gardens to the south of the development area.

5.7.5 The Spekefield Cottages were clearly built in several phases, with the Copenhagen Road houses being the first block; those buildings leading off Denmark Road have truncated gardens to accommodate previously constructed plots. A third row of terraces was added between 1864 and 1890, adjacent to Alexandra Road. The 1891 Town Plan includes individual structures within the allotments, interpreted as greenhouses. The produce of the allotments was celebrated with an annual show describes in the 1915 history of the area (Liverpool Record Office reference Hq 942 721 "History of Edgehill" manuscript by CR Hand, 1915).

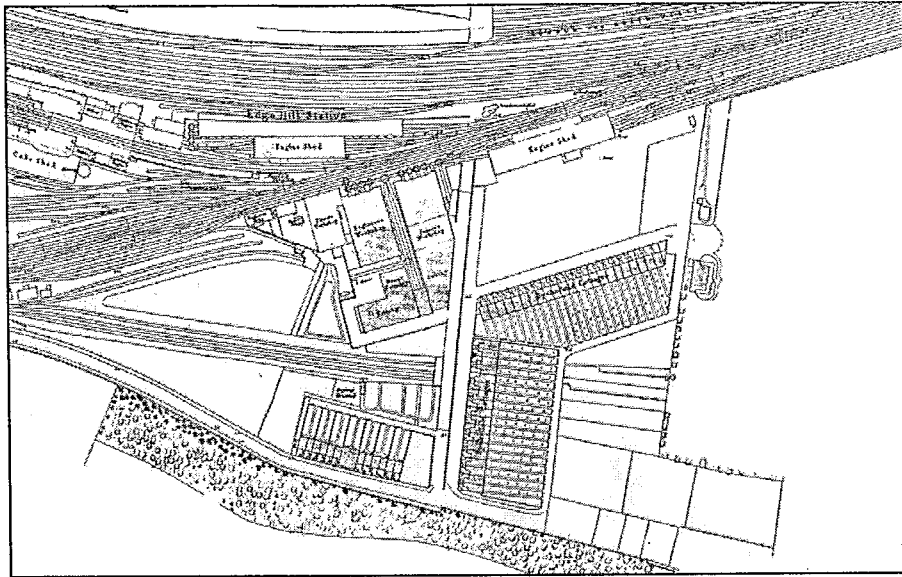


Figure 6. Extract from 1864 Town Plan.

5.7.6 Whilst the surrounding land underwent significant re-modelling during the 19th and early 20th Century, the development site remained largely unchanged between 1891 and 1957. Between the 1928 OS map data, and that published in 1953, a gap appears in the terraced housing off Denmark Road: specifically houses 29-32 inclusive. It is likely that these represent losses to WW II bombing, and raises the possibility of unexploded ordnance being present across the development area.

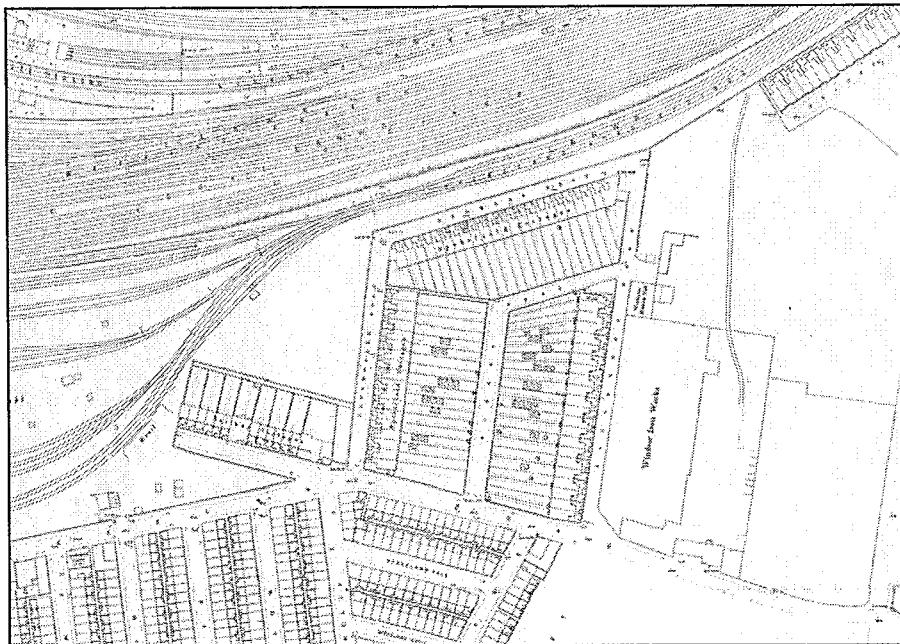


Figure 7. Extract from 1891 Town Plan.

5.7.7 The complex of railway workshops east of the site shown in 1850 and 1864 had been removed by 1894, and replaced by LNWR stables built between 1893 and 1908. This building is still standing, and is the closest SMR entry to the development site (Merseyside SMR Reference 3789-012; Rees 1977: 33-34). This building has been previously surveyed, and is not affected by the current development.

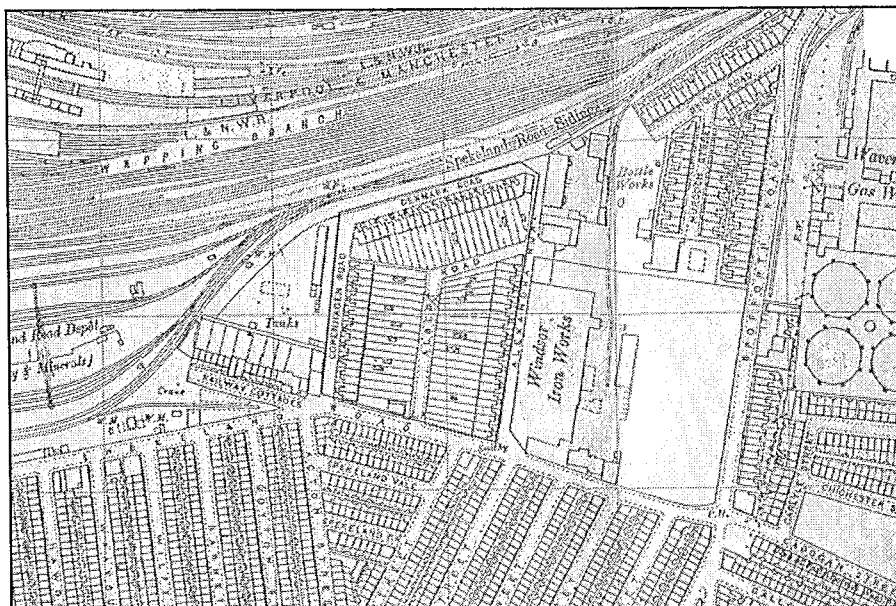


Figure 8. Extract from 1908 OS map data.

5.7.8 To the north of the development area, the railway expanded to the edge of the current site between 1864 and 1890. The area to the south and east of the site were rural in nature (open field and woodland) in 1850 and 1864. However, by 1890 the area south of Spekelands Road was covered with densely packed terraced housing, and to the east of Alexandra Road of the site was the Windsor Iron works and Wesleyan Chapel.

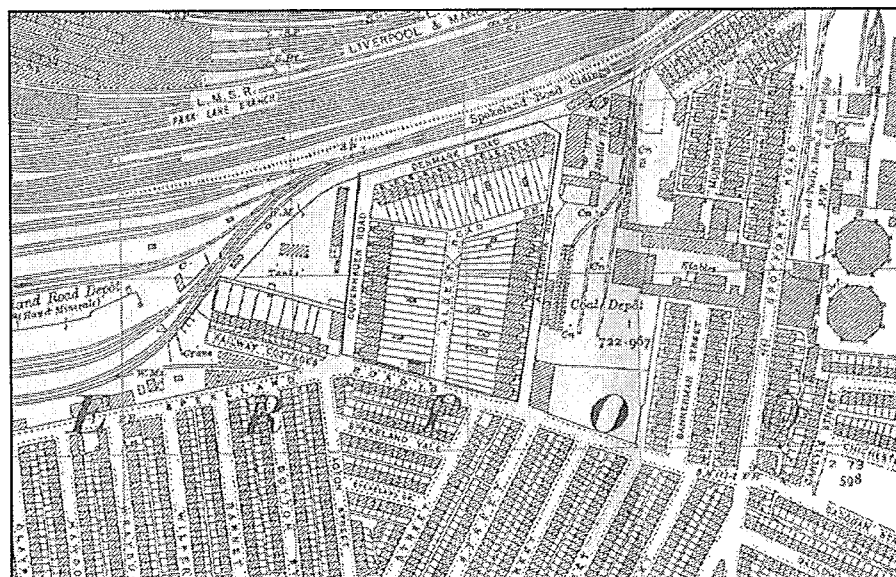


Figure 9. Extract from 1927 map data.

5.7.9 There are no known “Williamson Tunnels” on the site (Capita Symonds Structures 2006: 8, and unnumbered Appendix). Joseph Williamson (1769-1840) sponsored the construction of a series of subterranean tunnels and chambers in the Edge Hill area. The purpose of these excavations has not been clearly established. Unfortunately the tunnels have not been fully mapped, and it is therefore possible that they exist within the development area. Similar sub-surface structures were recently encountered off Park Road by Gleeson Homes (Gifford *forthcoming*), and indicate that sub-surface chambers are a feature of Liverpool's urban topography. The heritage issues associated with unexpected discoveries of such tunnels and chambers can be readily resolved by Gifford in negotiation with the Client and the local authority if and when they arise.

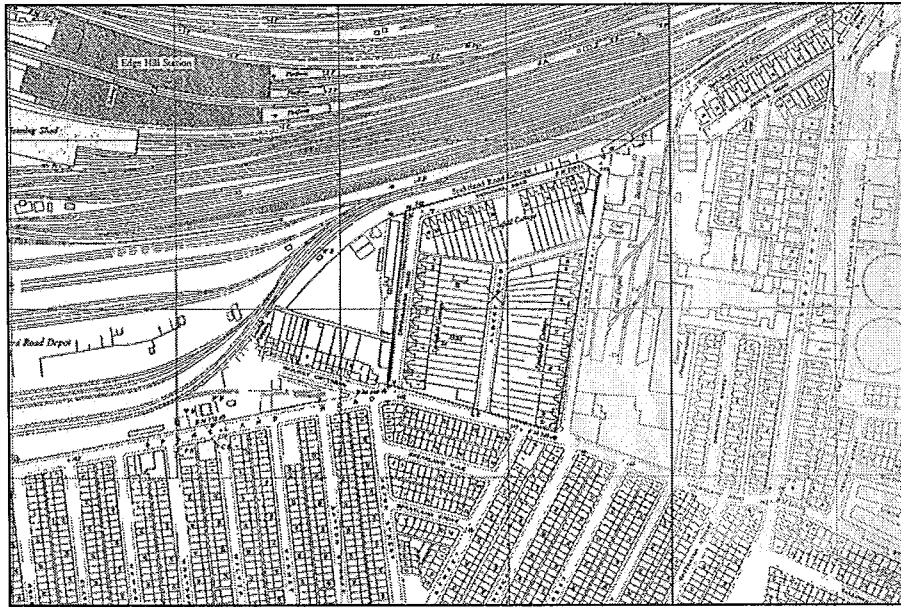


Figure 10. Extract from 1953 OS Map data. © Crown Copyright. All rights reserved. Licence number AL 100017325

5.8 Late 20th Century-today (1956-2007)

5.8.1 Between 1957 and 1966 the central area of the development site, which previously covered the allotment gardens of the Spekefield Cottages, was redeveloped with the erection of St Thomas á Becket RC Secondary Modern School (Figure 12). Between 1970 and 1978 the Spekefield Cottages, i.e. all the terraced houses off Copenhagen Denmark and Alexandra Roads were demolished as part of a local authority clearance programme.



Figure 11 Spekefield Cottages in 1970 prior to demolition, Liverpool Record Office Reference No.: 352 HOU 27 1/2.

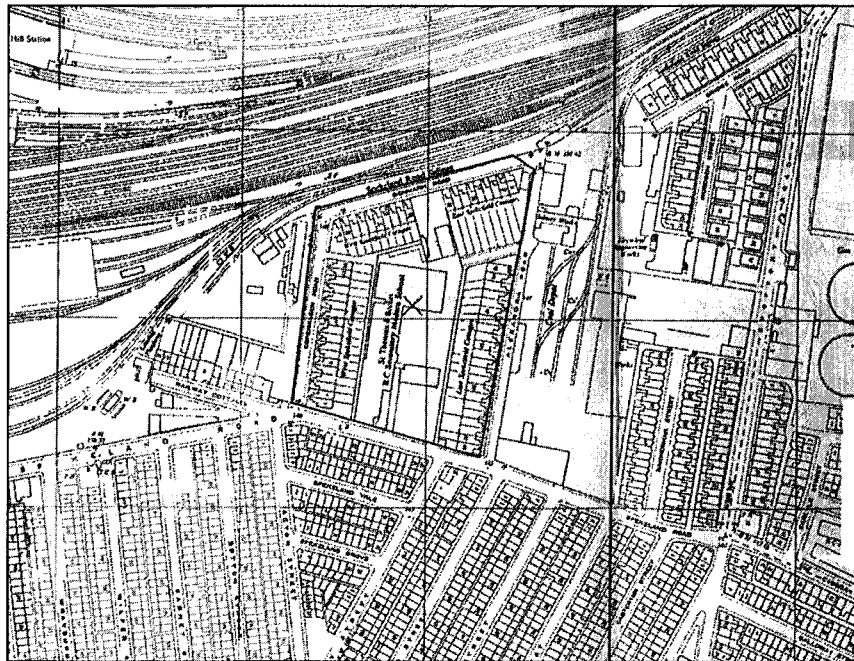


Figure 12. Extract from 1966 OS Map Data. © Crown Copyright. All rights reserved. Licence number AL 100017325.

- 5.8.2 By 1983 the school had also been demolished, and the land use appears to have been wasteground until the present day.



Figure 13. Extract from 1978 OS Map Data. © Crown Copyright. All rights reserved. Licence number AL 100017325.

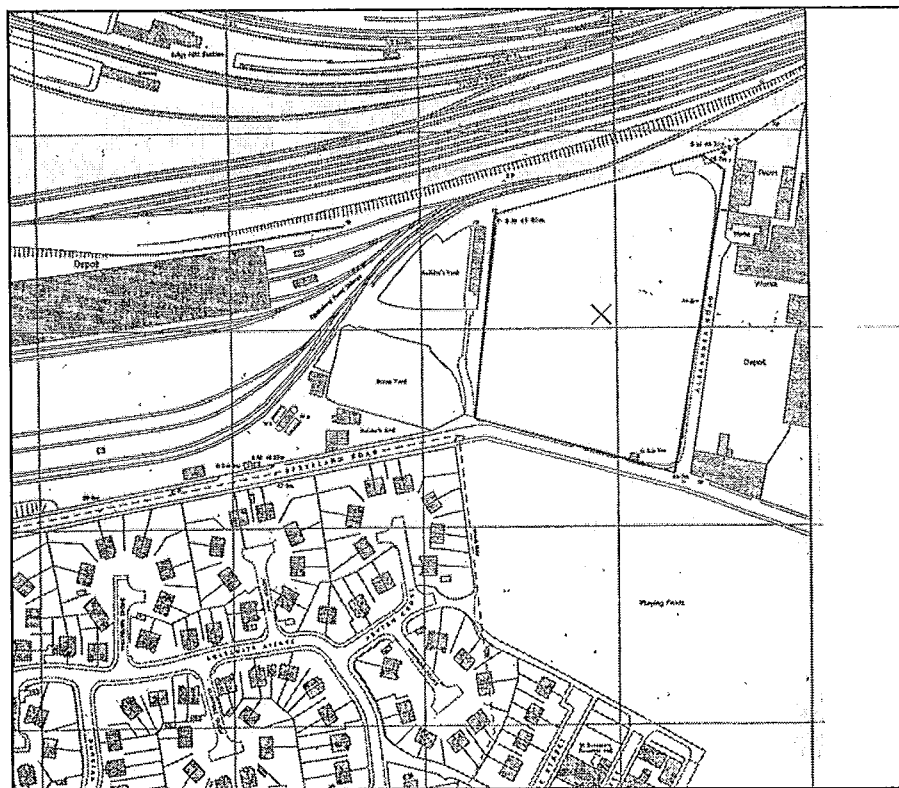


Figure 14. Extract from 1983 OS Map Data. © Crown Copyright. All rights reserved. Licence number AL 100017325

6. SITE INVESTIGATIONS

- 6.1 Geotechnical site investigations undertaken as part of this development have yielded useful information for consideration of the archaeology of the site. Archaeological remains (i.e. deposits, structures and artefacts) lie within the material defined as "made ground" by geotechnical engineers. Typically the most significant remains are located at the interface between made ground and the upper surface of the drift geology. The depths of made ground are therefore useful to know in advance to define the maximum depth of surviving archaeology in discreet areas of the site.
- 6.2 Made ground has been recorded at depths of between 0.4 and 2.9m below the current surface of the site, indicating a highly variable cover of material above the glacial till. In the areas of greatest interest here, the base of made ground was recorded at 1.2m (TP01), 1.7m (TP 08), 1.2m (TP19) and 0.9m (TP20) below the current surface (these locations are shown on Figure15).
- 6.3 The values indicate that any archaeological remains within the site are relatively easy to access without the need for specialised equipment to permit the excavation of deep holes by site staff. The geotechnical report records the accumulation of groundwater in boreholes at depths between 0.7 and 1.7m. Any archaeological intervention may require localised de-watering to facilitate the works.

7. SIGNIFICANCE

- 7.1 The Spekefield cottages are considered as of significant historic and archaeological interest by the local authority. This is predicated on these buildings being amongst the first domestic buildings built specifically for workers adjacent to the world's first fully developed railway line.
- 7.2 In recent years there has been increasing academic interest in the accommodation of working class people: more humble buildings tend not to be conserved with the same rigour as the grand residences of the aristocracy and industrialists (Brennand 2006: 177-179). Programmes of urban renewal since 1945 have lead to extensive losses of industrial workers' housing, without detailed records of their construction and use.
- 7.3 The current development represents an opportunity to examine the archaeological remains of these early railway workers' houses ahead of their final destruction. This would be consistent with both national policy (Planning Policy Guideline 16 Archaeology and Planning (1990)), and local policy (City of Liverpool Unitary Development Plan (2002), HD17 Protection of Archaeological Remains).

8. IMPACT OF THE DEVELOPMENT

- 8.1 The geotechnical report on the site has identified the constraints upon foundation design for the development, with a need to undertake substantial preparatory groundworks ahead of the commencement of construction. These include:
- Removal of existing subsurface structures, foundations and redundant services to below 600mm of the formation level

- The excavation of foundations to competent strata (i.e. below the made ground) to support the proposed buildings and/or the use of improvement techniques (such as vibro-piling).
- Removal of contaminated material
- Removal of knotweed

All of these activities would involve widespread truncation of any surviving archaeological remains.

9. AIMS AND OBJECTIVES

9.1 The aim of the project has been defined by the Merseyside Archaeological Officer as:

- To record a representative sample of the Spekefield Cottages in plan by archaeological excavation

(e-mail from Sarah Jane Farr to Jamie Foster 7th February 2007).

9.2 The scope of the works is to include:

- Desk-based assessment (which has been undertaken in the preparation of this document)
- Initial trenching to locate cottages, with the excavation of representative groundplans of two separate cottages, one each from Copenhagen and Denmark Streets.
- The avoidance of knotweed

9.3 The specific Objectives are:

- Open up two trenches located over cottages from Copenhagen and Denmark Street
- Undertake excavation and recording of the archaeological remains. To establish the form, modification and use of these buildings to inform research into industrial domestic accommodation.
- To prepare a report on the results of the archaeological fieldwork which will include a description of the methodology, site history, features/artefacts uncovered and interpretation of the results.

10. METHODOLOGY

10.1 Fieldwork: The excavation of the trenches will be undertaken in the following manner.

10.1.1 Prior to excavation, the archaeological contractor will determine the location of services within the development site.

10.1.2 The archaeological contractor will prepare a site-specific health and safety risk assessment.

- 10.1.3 Before any holes are excavated, a scan using a Cable Avoidance Tool will be undertaken, and anomalies clearly marked and indicated to site personnel. There will be no excavation of live cables.
- 10.1.4 Trenches A and B will be excavated in the locations shown in Figure 15. An initial 2m – wide trench will be excavated by machine from the northern and western site boundaries under archaeological supervision. When the trench exposes the street-front of the respective rows of cottages, the trench will then be expanded to approximately 10 x 10m excavation to fully expose the groundplan of a cottage in each street.

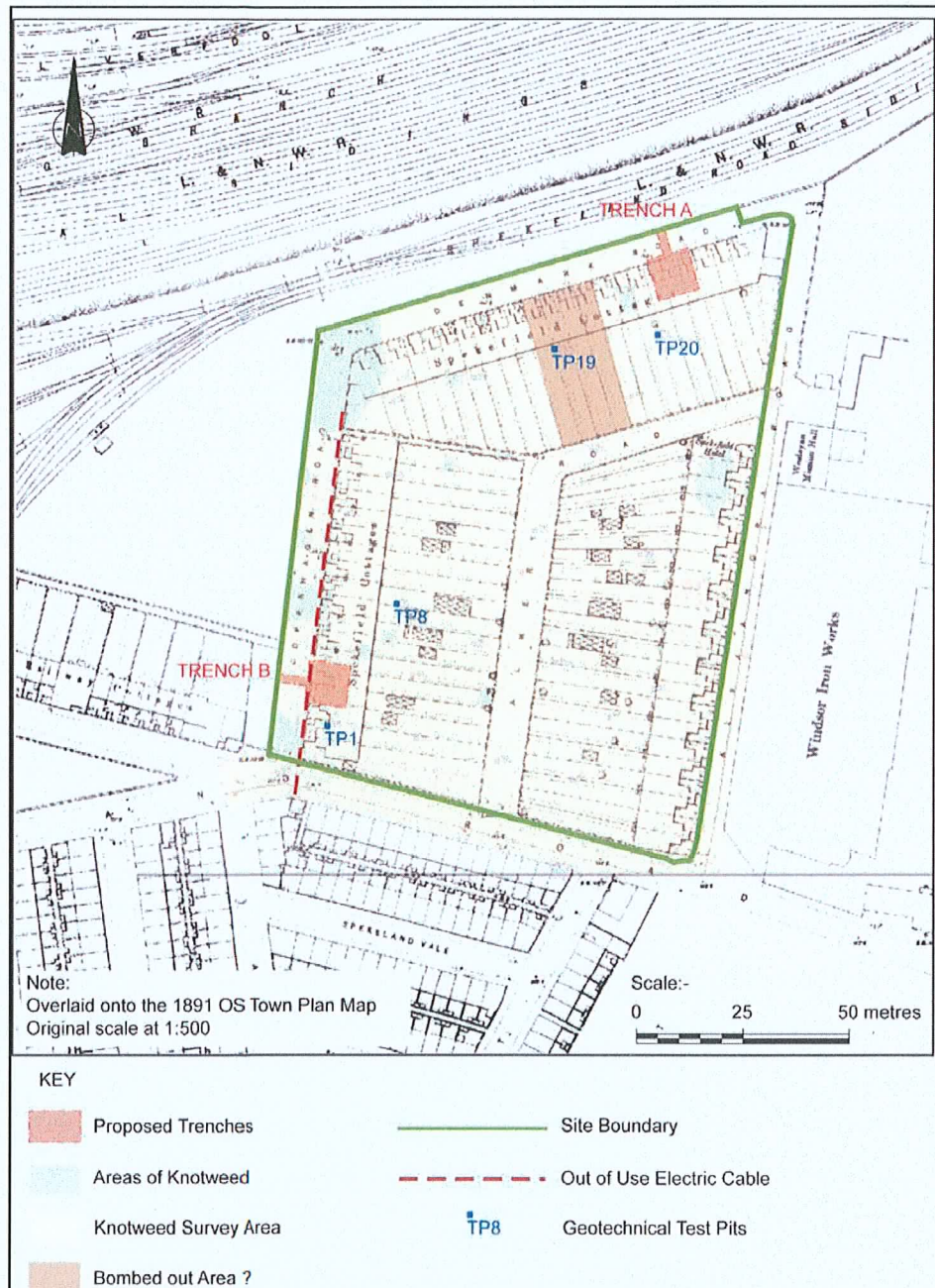


Figure 15. Trench Location Plan

- 10.1.5 The machine excavator will use a toothless "ditching" bucket to remove overburden to expose the archaeologically significant deposits. Localised use of a breaker and toothed bucket to break-out later structures is acceptable. All machine-excavation must be undertaken under archaeological supervision.
- 10.1.6 In the event of previous site clearances having destroyed the cottages, the archaeological contractors will clean and prepare the trenches to demonstrate this, and invite both the Client and the Merseyside Archaeological Officer to a site meeting to verify the absence of archaeological remains. If this is the case, there would be no obligation upon the Client to pursue the fieldwork, and would only thereafter have to submit a summary of the negative evidence in a brief report to the local authorities as described below.
- 10.1.7 The timetable for the fieldwork has yet to be determined, and is subject to discussion between Gifford, the Client and the Client's contractors. The Merseyside Archaeological Officer will be informed of site works before they commence, with as much notice as possible provided.
- 10.1.8 Groundwater has been noted close to the current surface of the site and to expose the archaeological deposits may require localised pumping or de-watering. Water will be moved around within the development area and not discharged into local watercourses without the relevant permissions..
- 10.1.9 The Client will be responsible for securing the development site and fencing it off.
- 10.1.10 Archaeological deposits will be recorded using a pro-forma recording system.
- 10.1.11 A levelling survey related to the nearest Ordnance Survey datum point will be completed covering the excavation works.
- 10.1.12 The photographic record will comprise 35mm format colour slides, monochrome prints and high-resolution digital images with a supporting index.
- 10.1.13 The drawn record will comprise plans of the site at a suitable scale, trench plans at scale 1:20 and sections at scale 1:10. A profile of the deposits in each trench will be recorded.
- 10.1.14 Artefacts/ecofacts will be collected and recorded stratigraphically. All artefacts will be labelled, packed and stored in appropriate materials and conditions to ensure that no deterioration occurs. All artefact/ecofact processing/storage would be carried out in accordance with UKIC (United Kingdom Institute for Conservation) guidelines and would accord with relevant Institute of Field Archaeologists Guidelines on Finds Work.
- 10.1.15 Palaeoenvironmental samples will be collected from all deposits considered suitable (such as waterlogged or burnt deposits, pit or ditch fills). Samples will be collected in 10 litre airtight buckets.
- 10.1.16 Any human remains identified would be left *in situ* with recording limited to the position of the grave, alignment, burial position and stratigraphic relationships. The relevant authorities will be informed of the discovery.

10.1.17 All excavations will be backfilled with the material excavated, or left for remediation work to proceed- whichever was preferred by the Client, after consultation with the Merseyside Archaeological Officer.

10.2 Post Excavation Analysis and Report

10.2.1 At the conclusion of the fieldwork, a summary of the results will be prepared for the Client and Merseyside Archaeological Officer. This report will include an assessment of the requirements for completion of the post-excavation programme, including any specialist analysis and reports on material recovered during the excavation. It will then be possible to accurately calculate the resources required to complete the works. This process is described in detail in English Heritage's Management of Archaeological Projects (II) (1991).

10.2.2 After the completion of the fieldwork and preparation of an assessment report, a formal report will be prepared. The report will contain the following elements:-

- A non-technical summary.
- A table of contents.
- An introduction with acknowledgements, including a list of all those involved in the project and the location and description of the evaluation area.
- A statement of the project aims.
- An account of the project methodology undertaken, with an assessment of the same.
- The archaeological/historical background of the evaluation area, indicating past and present land use, accompanied by relevant maps, plans and photographs.
- A description of the excavation, including any archaeologically significant features/deposits or potential features/deposits identified within the proposed development site.
- a discussion of the location, nature, extent, date, quality, condition and significance of any archaeological deposits/features uncovered, together with a discussion of their relationship with known archaeology in the vicinity.
- Survey and excavation plans at appropriate scales. Each trench would be presented in the report with at least one plan (plan 1:20) and section (scale 1:10) as well as a photograph.
- Other maps, plans, drawings and photographs as appropriate.
- A description of the finds and palaeoenvironmental samples collected including an exposition of the methodologies employed, a statement on the presence or absence of material and an assessment of preservation. An interpretation of the finds including reference to any unusual or important features of the assemblage would also be included. Specialist reports would be included of all important groups of finds, materials and samples.

- An interpretation of the results with a statement of the significance of any identified archaeological features/sites on a local, regional and national scale.
- An identification of any research implications arising from the work.
- A bibliography of sources consulted and a supplementary bibliography of any sources identified but not available for consultation.
- An index to the project archive and a statement of its location/proposed repository.
- Appendices to the report would include copies of the agreed Project Design.

10.2.3 Gifford will take into account any observations on the content of the draft report made by the Client and the Planning Archaeologist before the final version is issued.

10.2.4 Copies of the report would be deposited with the Client, the Merseyside Archaeological Service and National Museums Liverpool.

10.3 Archive

10.3.1 National Museums Liverpool will be notified of the intention to deposit the project archive with Liverpool Museum. The project will be allocated a code by the museum to be attached to all significant documents and packaging will carry this code number.

10.3.2 The project archive will consist of all original records, artefacts, ecofacts/samples and all documentation that relates to the evaluation. Copies of the Project Design and any relevant correspondence would be included. Gifford will endeavour to persuade the legal owner of the artefacts to transfer them to Liverpool Museum.

10.3.3 The archive will be prepared according to the Management of Archaeological Projects, English Heritage, Second Edition, (1991) so the records would be fully ordered and indexed

10.3.4 The archive will comply with the United Kingdom Institute for Conservation (Archaeology Section) Guidelines for the Preparation of Excavation Archives for Long-Term Storage (1990) the Society of Museum Archaeologists Towards An Accessible Archive (1995) and to the reasonable requirements of Liverpool Museum.

10.3.5 The archive will be deposited within six months of the completion of the excavation, with the agreement of the client.

10.3.6 A synopsis of the archive would be lodged with the Merseyside Sites and Monuments Record.

10.3.7 A synopsis of the project will be submitted to CBA North West.

10.4 Confidentiality, Publicity, Security and Access

10.4.1 The archaeological contractor will treat as confidential all information obtained directly/indirectly from the Client in connection with the project. The archaeological contractor will not, without the prior written consent of the Client, disclose any information relating to the project or publicise the project in any way.

10.4.2 The archaeological contractor will be responsible for the security of excavated material and records relating to the evaluation prior to submission of the archive to the final repository.

10.4.3 The archaeological contractor will conform to the Client's arrangements for notification of entering and leaving the site.

10.5 Copyright

10.5.1 The archaeological contractor will retain full copyright of any commissioned reports, tender documents or other project documents, under the Copyright, Designs and Patents Act of 1988 with all rights reserved; the contractor will provide an exclusive licence to the Client for the use of such documents by the Client in all matters directly relating to the project as described in this Project Design.

10.6 Health and Safety

10.6.1 The archaeological contractor will operate in accordance with the health and safety procedures as set out in:-

- The Health and Safety Work Act (1974) and related legislation.
- The Standing Conference of Archaeology Unit Managers Health and Safety Manual 2002).
- The Council for British Archaeology Handbook no. 6, Safety in Archaeological Fieldwork (1989).
- The Client's site-specific health and safety procedures

10.6.2 The Client will provide the archaeological contractor with any information regarding hazardous contaminants present in the surface materials and sub-surface strata at the site. Appropriate measures will then be taken by the contractor to ensure the health and safety of its staff who may come into contact with such contaminants. Measures may include on-site adaptation of the agreed Project Design.

10.6.3 All necessary protective clothing and equipment will be used. The archaeologists on site would wear hard hats at all times. Ear defenders and eye goggles would be used as required when machinery is in operation.

10.6.4 A First-Aid kit and Accident Book would be kept on site at all times.

10.7 Project Monitoring

10.7.1 Gifford understand that the project would be monitored by the Client and the Merseyside Archaeological Service. Gifford will give the monitors as much notice of the commencement of the works as possible, and inform them of any significant changes to the works.

10.7.2 Ideally the monitoring will include:

- progress meetings during the fieldwork.
- a site meeting to confirm completion of the site works.
- a consultation to discuss the draft report and archive before submission of the final report.
- The archaeological contractor will provide the Client with progress reports as required during the evaluation.
- The report and archive preparation may also be subject to monitoring and would ensure all records are available upon request as far as is reasonably practicable.

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Websites

<http://www.mersey-gateway.org/server.php?show=conMediaFile.14936> (photograph of rear of Spekefield Cottages in 1970).

Appendix 2: Archive Index

The Project Archive consists of:

Drawing Register

Context Register

Photographic Index

Photocopy of data from level book

Four sheets of A1 permatrace with drawings and all primary site recording information, including plans, sections and context data.

Two A4 sheets with trench location measurements

28 High-resolution digital photographs

28 Black and white prints and negatives

28 Colour slides.

A single sherd of Romano-British pottery.