

Archaeological Desk Based Assessment

STANLEY DOCK MSCP LIVERPOOL

For Wilmott Dixon Construction Limited

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L~P:ARCHÆOLOGY

Archaeological Desk Based Assessment

STANLEY DOCK MSCP, LIVERPOOL, MERSEYSIDE

Client: Wilmott Dixon Construction Limited

Local Authority: Liverpool City Council

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Abstract

The site is located on land off Great Howard Street, to the east of Stanley Dock, Liverpool. This report contains results of cartographic, archaeological and documentary research into the site undertaken by L – P : Archaeology on behalf of Wilmott Dixon Construction Limited.

The site lies adjacent to Liverpool's Stanley Dock Conservation Area, within the World Heritage site Buffer Zone known as Liverpool – Maritime Mercantile City, and is within 250m of several Grade II Listed buildings.

The historic mapping shows the site and surrounding area as open agricultural land until the late 1840s, with a small (possibly domestic) building being shown on the site by 1848. Shortly afterwards the site was transformed, first a large canal basin associated with the Liverpool Locks is shown on the site by 1849; this is rapidly replaced by an Ironworks and Dockyard c.1851 and later c.1896 becoming a wool warehouse. The site has had multiple phases of construction, till the late 20th century when the site was cleared.

Development within the site could impact any remaining below ground remains associated with the development of later 19th century industrial Liverpool and the historic dock area.

There is a high potential for buried archaeological remains on the site associated with the late 19th century East India Wool Warehouse; however, earlier archaeological remains may have been removed by basements associated with this building. It is suggested that an appropriate scheme of archaeological evaluation will be required in advance of construction work in order to establish the need (or not) for further archaeological mitigation. The scope of this work would be agreed as a condition of planning consent.

1. Introduction

1.1. This Archaeological Desk Based Assessment (DBA) considers land to the east of Stanley Dock, Liverpool, L3 7EH. It has been researched and prepared by Rachael Matthews and Sarah Cowell of L - P : Archaeology for Wilmott Dixon Construction Limited.

1.2. The site is an irregular polygon covering an area of approximately 15,880m² of vacant land. The site is centred on National Grid Reference (NGR) SJ 333940, 392064.

1.3. The local planning authority is Liverpool City Council.

1.4. The following terms are used in this report:

- ◆ “the study area” - a 250m radius from the centre point of the site (FIGURE 1).
- ◆ “the site” - The area defined by the perimeter of the site itself (FIGURE 2).

1.5. The assessment seeks to address the following issues:

- ◆ To assess the potential for archaeology.
- ◆ To assess the significance of potential archaeology.
- ◆ To assess the condition of potential archaeology.
- ◆ To assess the impact of the proposed development on the potential archaeology.

1.6. The assessment is based on the results of documentary and cartographic research as well as published and unpublished literature.

2. Planning Background

2.1. In July 2018 the Ministry for Housing Communities and Local Government (HCLG) issued the Revised National Planning Policy Framework (NPPF) (HCLG 2018). Chapter 16 of this document sets out policies for the conservation and enhancement of the historic environment.

2.2. In addition, the following legislation is considered by this assessment:

- ◆ UNESCO World Heritage Convention 1982
- ◆ Ancient Monuments and Archaeological Areas Act 1979.
- ◆ Town and Country Planning Act 1990.

2.3. Liverpool City Council must also consider the saved policies within the Liverpool Local Plan. The Liverpool Local Plan is currently being adopted and as such existing policies with the Unitary Development Plan (2002) are still in force. The relevant section, Chapter 7, Heritage & Design in the Built Environment states;

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;
- 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.

- 2.4. The site is within the Liverpool - Maritime Mercantile City World Heritage site Buffer Zone (DME3089) and there is one monument within the southern part of the site; the former location of an 18th century barn (MME17326). The site does not fall within any Areas of Archaeological Importance. There are no Scheduled Monuments, Listed Buildings, locally listed buildings, Registered Battlefields or Parks and Gardens on the site.
- 2.5. Within a 250m radius of the site, there is the Liverpool - Maritime Mercantile City World Heritage site (DME3088) and Buffer Zone (DME3089) and the Stanley Dock Conservation Area (DME3501). There are also eight Listed Buildings and thirteen monuments.
- 2.6. There are two non-intrusive events recorded within the study area: an assessment of the Tobacco Warehouse (EME2707) and a desk based assessment of the canal link route (EME2247).
- 2.7. On matters concerning archaeology and the historic environment Liverpool City Council take advice from the Merseyside Environmental Advisory Service (MEAS).
- 2.8. In accordance with government guidelines and best practice, this report has been completed at the early stages of the planning process to accompany a planning application and to inform all parties of any archaeological concerns affecting the development site.

3. Methodology

3.1. This report has been researched and written according to L - P : Archaeology's in house standards for Desk Based Assessments. In accordance with the guidance set out below, the report analyses the sources listed below to create a model of the archaeological and heritage significance of the study site.

3.2. GUIDANCE

3.2.1. The following guidance was consulted:

- ◆ Standards and guidance for historic environment desk based assessments (CHARTERED INSTITUTE FOR ARCHAEOLOGISTS 2014).
- ◆ Historic Environment Good Practice advice in Planning Note 1 (HISTORIC ENGLAND 2015A).
- ◆ Historic Environment Good Practice Advice in Planning Note 2 (HISTORIC ENGLAND 2015B).
- ◆ Historic Environment Good Practice Advice in Planning Note 3 (HISTORIC ENGLAND 2015C).
- ◆ Conservation Principles: Policy and guidance for the sustainable management of the historic environment (ENGLISH HERITAGE 2008).
- ◆ Management of Research Projects in the Historic Environment (HISTORIC ENGLAND 2015D).

3.3. SOURCES

3.3.1. The heritage assets were identified from the following sources:

- ◆ A search of the Merseyside Historic Environment Record (MHER) based on a 250m radius around the centre point of the site (FIGURE 3).
- ◆ Data from the Portable Antiquities Scheme (BRITISH MUSEUM 2017).
- ◆ Liverpool Archives and Local Study Library (visited 15th November 2018)
- ◆ Examination of historic maps.
- ◆ Examination of aerial photographs.

- ◆ Examination of the available 1m DSM LiDAR data (ENVIRONMENT AGENCY 2015).
- ◆ Data on scheduled monuments and listed buildings held by Historic England (HISTORIC ENGLAND 2017).

3.3.2. It was not possible to consult the archives held by the Merseyside Maritime Museum, Maritime Archives and Library (MMMMAL) as it is currently closed until December of 2018.

3.4.SIGNIFICANCE CRITERIA

3.4.1. A heritage asset is defined in the NPPF as:

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

3.4.2. The significance of the heritage assets is determined using the following criteria:

Value	Description
Very High	World Heritage Sites; designated or undesignated sites, buildings or landscapes of international importance
High	Scheduled monuments; Grade I and II* Listed Buildings; Conservation Areas or Parks and Gardens containing very important monuments or buildings; designated or undesignated sites, buildings or landscapes of national importance
Medium	Grade II Listed Buildings; Conservation Areas or Parks and Gardens containing monuments or buildings that contribute to their historic character; designated or undesignated sites, buildings or landscapes of regional importance
Low	Locally Listed monuments and buildings; designated or undesignated sites, buildings or landscapes of local importance
Negligible	Sites, buildings or landscapes with little or no significant historical interest
Unknown	Archaeological sites where the importance has not yet been ascertained; buildings with hidden potential for historic significance

Table 1 - Significance criteria used in this report

3.5.LIMITATIONS OF THE METHODOLOGY

3.5.1. The assessment relies on the accuracy of the data provided by the sources described above. There is always some degree of uncertainty in relation to these sources which include:

- ◆ The data from the MHER can be limited because it is not based on a

systematic search of the county but rather, the records are reliant upon chance finds, opportunities for research and public contribution.

- ◆ Documentary sources may be biased, inaccurate or difficult to interpret.
- ◆ The presence of buried archaeology is not always obvious during walk over surveys.
- ◆ Grid coordinates for heritage assets may be rounded to such an extent that the actual location of the asset can be difficult to locate.
- ◆ The radial boundaries used in this report have been established in order to maintain the focus and manageability of the data but still be large enough to rigorously consider context and character. It is important to note that any set boundaries on the report should be considered as permeable. Areas do not develop in isolation, and thought must always be given to significant relationships with places and events outside the area selected or defined.

4. Aims of the Assessment

4.1. It is not the aim of this assessment to present a complete history of the area, nor is it the intention of this report to examine every artefact found in the local area. Rather, the aim of this assessment is to review the available data and use it to construct a model of the potential archaeology within the study site.

4.2. The assessment seeks to address the following issues:

- ◆ To assess the potential for archaeology.
- ◆ To assess the significance of potential archaeology.
- ◆ To assess the condition of potential archaeology
- ◆ To assess the impact of the proposed development on the potential archaeology.

5. Site Background

5.1.GEOLOGY

5.1.1. The British Geological Survey (BRITISH GEOLOGICAL SURVEY 2017) shows the site to be located on a bedrock of Wilmslow Sandstone bordering the Chester Sandstone Formation. The overlying superficial deposits consist of Devensian till and tidal flat deposits.

5.1.2. The data provided by GeoIndex is low resolution data and should only be considered as a rough guide to the geology of the site.

5.2.LANDSCAPE AND TOPOGRAPHY

5.2.1. The site is a sub-polygon in shape, and consists of a brownfield site located to the east of Stanley Dock, forming part of the Liverpool Docks. The site is contained by brick boundary walls to the north and south, which are most likely remnants of the 19th century Stanley Dock Depot and associated dock yard. The eastern boundary is defined by a raised red brick viaduct carrying the Liverpool, Bolton & Bury railway line; at ground level this is seen as a series of open brick archways, which are blocked off at the rear. The western boundary is marked by a modern iron rail fence which fronts on to Great Howard Street.

5.2.2. To the immediate north of the site is the Leeds and Liverpool Canal, which joins to the Stanley Dock to the north west. To the west and south the site is bounded by Great Howard Street and Sherwood Street respectively.

5.2.3. The topography of the area is flat; the average elevation is approximately 10.8m OD.

5.3.SITE CONDITIONS

5.3.1. A site visit was undertaken by Sarah Cowell on the 6th November 2018.

5.3.2. Conditions were overcast but dry. The site is located on a busy main road, and gas mains work was being completed at the time of the site visit. This was located underneath the pavement on Great Howard Street, in front of the site.

5.3.3. The site was being used as a car park for a film crew when the visit took place

and therefore only limited access was permitted. The ground surface of the site seemed relatively level (though it was difficult to see as there were cars parked on much of the site area). There were no buildings or structures on the site. The ground surface was gravelled, but this must have occurred some time ago as there were areas of grass and weeds. There was some sparse vegetation at the boundaries of the site (PLATE 1 & PLATE 2).

5.3.4. To the north of the site is a tall red brick wall which forms the boundary between the site and the Leeds & Liverpool Canal (PLATE 3). The canal is still in use and well maintained. There is a footpath to the immediate north of the site, along the banks of the canal.



Plate 1 - Ground conditions within the site: with northern walled boundary and railway arches. Facing northeast.



Plate 2- Facing east towards the railway arches, the site is currently used as a car park.



Plate 3- Facing east, The Leeds & Liverpool canal (left) and the site (right) with the red brick boundary wall.

- 5.3.5. To the south of the site is another tall red brick wall which forms the boundary between the site and Sherwood Street. On Sherwood Street is a building named The Liverpool Warehousing Co. Ltd. (PLATES 4 & 5).



Plate 4- The red brick wall at the southern boundary of the site Facing east down Sherwood Street.



Plate 5- Warehouse on Sherwood Street, south of the site. Facing southeast.

5.3.6. At the far east of the site are the arches of the railway line viaduct which forms the boundary of the site. The arches are large and create cavernous spaces, with open fronts onto the site, and solid back walls (PLATES 1 & 2).

5.3.7. The boundary to the west of the site is blue fencing and brick posts. This separates the site from Great Howard Street and the tobacco warehouse at Stanley Dock (PLATE 6).



PPlate 6- Taken from within the site facing west towards the tobacco warehouse, on the far side of Great Howard Street.

6. Archaeological and Historical Background

6.1. The aim of this section is not to give an entire history of Liverpool but to give a summary of the archaeological and historic background specific to the site.

6.2. Archaeological and built heritage assets described in the following sections are referenced in brackets using the Merseyside Historic Environment Record (MHER) number.

PERIOD	FROM	TO
PREHISTORIC		
PALAEOLITHIC	450,000	12,000 BC
MESOLITHIC	12,000	4,000 BC
NEOLITHIC	4,000	2,400 BC
BRONZE AGE	2,400	800 BC
IRON AGE	800	43 AD
HISTORIC		
ROMAN	43	410 AD
EARLY MEDIEVAL	410	1066 AD
MEDIEVAL	1066	1485 AD
POST MEDIEVAL	1485	PRESENT

Table 2 - Timescales used in this report

6.3. Information from the MHER is referenced with the Monument ID in brackets e.g. (MME 15940). The following analysis is from a 250m radius search of the MHER around the site.

6.4. The site lies within the Liverpool – Maritime Mercantile City World Heritage site Buffer Zone (DME3089). It is just to the south and west of the World Heritage Site (DME3088) and the Stanley Dock Conservation Area (DME3501).

6.5. Between 2003 and 2011 the MHER conducted the Merseyside Historic Landscape Characterisation as part of the Merseyside Historic Characterisation Project, to identify the significance of the archaeological resource and highlight priority zones for future archaeological work. The development does not lie near any Area of Archaeological Potential.

6.6.PREHISTORIC

- 6.6.1. Palaeolithic and Mesolithic activity of hunter-gatherer communities have been identified within the Merseyside area, particularly in the Wirral Peninsular and Sefton Coastal region. In the wider area it is generally dispersed and largely concentrated on the main river valleys and their tributaries. Most of these sites probably represent small camps for specialist task groups (COWELL 1999.P33-42).
- 6.6.2. The Neolithic is represented by a continuation of settlement evidence often occupying the same sites as the earlier Mesolithic, finds of stone axes (COWELL 1999. P33-42); and at Formby to the north, human and animal footprints are recorded in mud dating to the later Neolithic and Early Bronze Age periods. Burial evidence is seen 6km to the southeast at Calderstones, a burial chamber and with later Bronze Age cremation urns (COWELL 2010. P7-50).
- 6.6.3. Bronze Age settlement is seen as farmsteads of ditched enclosures, predominantly in the southern part of Merseyside and often continued into the Iron Age. Late Bronze Age metalwork has been found as single finds in wetland areas and the upper reaches of the main rivers (COWELL 1999. P33.42).
- 6.6.4. While activity is recorded in the wider landscape, the reclamation and development of the waterfront greatly reduces the potential for archaeological deposits or features of the period, which is considered low. If any were exposed it would be of medium/high significance.

6.7.ROMAN

- 6.7.1. Three Roman finds are recorded on the Portable Antiquity Scheme (PAS) in the Liverpool and Woolton area: 2 copper alloy coins dating to AD275-285 (LVPL-6F6C3A) and AD331-4 (LVPL-F09323); and a single copper alloy ring (LVPL-986DB2) (BRITISH MUSEUM 2018).
- 6.7.2. During the 1st century AD Roman activity was centred around Chester Roman Fort (Deva) with connections to the port at Meols on the north Wirral coast. A network of roads linked the region, joining forts, towns and industrial settlements such as Wilderspool (Warrington) and Wigan. Several late Prehistoric farmsteads continued in use throughout the Roman period (COWELL

1999).

- 6.7.3. The site has low potential for Roman archaeology and if any were exposed it would be of medium/high significance.

6.8. EARLY MEDIEVAL & MEDIEVAL

- 6.8.1. There is scarce archaeological evidence from the Early Medieval period in Merseyside. However, evidence of Saxon and later Scandinavian settlers is seen through local place-names such as Huyton and Denton, then Kirkby and West Derby. During the Saxon period land would have been divided into large agricultural estates, with large townships appearing in the 10th century (COWELL 1999).
- 6.8.2. There are numerous discussions for the origin of the name Liverpool, ranging from Danish '*Lide*' relating to the sea inlet, an Old English personal name '*Lifrig*', or '*elverpool*' relating to the presence of eels in the Mersey. A potential Welsh origin comes from the term '*Llif*', meaning flood or Norman French '*livrée*' relating to trade (KENNERLY 2010). The most commonly used origin is the Old English c.1190 '*Liuerpul*' meaning: pool or creek with thick or muddy water (MILLS 1991, P.213).
- 6.8.3. The settlement of Liverpool does not appear in the Domesday book (MORRIS 1978), as this area was thought to fall within the entry for the manor of West Derby, believed to be a small village referred to in a charter dated c1190-94 (KERMODE ET AL. 2006, P.59).
- 6.8.4. It is thought there was a settlement at the mouth of the Mersey prior to the 13th century, King John's charter of 1207 established Liverpool as a borough (KERMODE ET AL. 2006, P.60). The king collected lands around the pool in order to establish a port for moving troops between England and Ireland (HOLLINSHEAD 2007). The Kings investment in the town, along with its new charter attracted new inhabitants and Liverpool experienced a period of prosperity and economic freedom (FARRER & BROWNBILL 1911; GREGORY R A & ET AL 2014).
- 6.8.5. The Medieval layout of the town was an H-shaped street plan, located to the

north of a castle overlooking 'the pool', an inlet of the Mersey. In 1296 there were 168 families recorded in Liverpool (HOLLINSHEAD 2007). At this time the Mersey would have been shallow and silty, causing problems for ships which were forced to beach in order to load and unload cargo.(GREGORY R A & ET AL 2014)

6.8.6. There are 14 items recorded on PAS within a 250m radius of the site from the Medieval period, these include coins, mounts, buckles, jewellery and keys (BRITISH MUSEUM 2018).

6.8.7. There is a low potential for archaeological deposits or features of the Early Medieval and Medieval period to be present on the site. Archaeology of this period would be considered of medium/high and medium/low value, respectively.

6.9.POST MEDIEVAL

6.9.1. The first dock (Old Dock) was constructed in 1715, this was the first in a long history of dock building along a strip of reclaimed land at the shore of the River Mersey. In the early 1830s the docks stretched almost 4km from Clarence Dock in the north to Brunswick Dock in the south. By 1900 it was a little over 9km from Hornby to Herculaneum Dock; with two further docks added in the north in the 20th century (MILNE 2006, P.268-9).

6.9.2. Stanley Dock was built during the 1840s, as part of a wider construction phase of the docks, designed by Jesse Hartley at the northern end of the dock area, which opened in 1848. These formed part of an inter connecting network of docks and small locks including Salisbury, Colingwood, Nelson and Bramley-Moore docks; which serviced the Mersey Flats and smaller vessels.

6.9.3. Stanley Dock was the only dock built in a dry-land location (GREGORY R A & ET AL 2014, P.99); along with the Albert Dock, it was specifically designed as a closed dock, with fireproof bonded warehouses to contain bonded goods; this was a direct influence of the 1803 Warehousing Act. (GREGORY R A & ET AL 2014, P.101). The entrances to the dock are grade II listed, including the north entrance (DME1471, MME13016), and the entrance on the Saltney Street corner (DME813, MME12101). The dock wall built in 1848, also appears in

the HER data as MME15580.

- 6.9.4. In the 1850s, Stanley Dock and Wapping Dock were the first docks to have hydraulic cargo-handling machinery, at Stanley Dock these hydraulic systems powered cranes used for shipping coal (RITCHIE-NOAKES 1984 P121, 124).
- 6.9.5. Between 1774 and 1816 the Leeds to Liverpool Canal was constructed (DME784, MME9762) (LONGMORE 2006, P128), later connecting Stanley Dock to the River Aire, for the transportation of wool and coal across the Pennines (LEES 2011, P108). The entrance to the canal is grade II listed (DME439, MME11268), along with the Great Howard Street canal bridge (DME1068, MME12428) and the set of four Stanley Locks, to the north of the site (MME12057).
- 6.9.6. The growing importance of Liverpool Docks led to the construction of two railways systems, the elevated Liverpool and Bury line built in the 1840s runs along a viaduct at the eastern boundary of the site (MME18089); a line which is still in use today. To the west the North Docks Goods Railway (MME18091), was built in 1855, now disused many of its features are still identifiable.
- 6.9.7. The grade II listed Stanley Docks Tobacco Warehouse (DME438, MME9569) was built in 1901, at the time it was the largest of its kind in the world (GREGORY R A & ET AL 2014, P.7). Associated with this is The King's Pipe, built in 1913 to incinerate tobacco waste (MME15710) and the grade II Stanley Warehouse (DME1066, MME9562), immediately south of the tobacco warehouse. Further listed warehouses include the Bonded Tea Warehouse (DME1317, MME9559) to the southwest of the site and the former Rum Warehouse built in 1953 (MME15876) to the northwest.
- 6.9.8. The site lies within an area amassed with warehouses, with smaller factories and workshops, two goods stations, flour mills, a sugar refinery and multiple domestic buildings; the area became known as a busy industrial zone (MILNE 2006, P.270).
- 6.9.9. There are multiple monuments associated with the history of the Docks within a 250m radius, most of which have been referred to above. Other Monuments within the search area include the nineteenth century Stanley Dock Depot, north of the canal (MME16480). A late nineteenth century warehouse

recorded north of the site on Bentinck Street (MME16481). A twentieth century warehouse and printing works are recorded south of the site (MME16527). A Victorian Pillar Box is recorded north of the canal (MME17045), near to the site of the nineteenth century Jordan's Steam Saw Mills (MME17501), and Vernon's Boiler Yard (MME17502).

6.10. MAP REGRESSION

6.10.1. Early historic mapping shows that the site was outside of the historic core of Liverpool, identified as agricultural land on Charles Eyes' Map of 1785 and continuing as such on the 1836 Henry Austin map of Liverpool (FIGURE 4). On this later map it appears as though a road crosses the southern section of the site, over Tillary Bridge and joining Great Oxford Street.

6.10.2. The 1848 Bennison map of Liverpool (FIGURE 5) shows the site immediately prior to the construction of Stanley Dock and the Liverpool Locks. It is believed that although this map is dated 1848, it is believed to have been surveyed at an earlier date, which would have been later than 1836 and prior to the Tallis & Co. map of 1847. The site is shown as a number of plots of land set at right angles to Great Howard Street all of which are owned by John Shaw Leigh. A single building (possibly a house) is shown towards the eastern end of the site in the vicinity of the later railway viaduct.

6.10.3. The John Tallis & co. 1851 map of Liverpool shows a basin to the canal over the site (FIGURE 6). This basin is also shown on the Hackney Carriages map of the Borough of Liverpool 1849 but is not referred to or identified on any other map; in fact the basin is shown in all later mapping on the opposite side of the canal, towards Lightbody Street. This could relay where the basin was originally going to be constructed, or it is possible that the cartographer simply drew the map incorrectly.

6.10.4. The 1851 Lancashire and Furness 1:10,560 map (FIGURE 7) shows the site as New Dockyard and Iron works, with a large structure to the north adjacent to the canal and spanning the width of the site. The Lancashire and Yorkshire Railway, is elevated to the east boundary of the site. A branch off the Leeds-Liverpool Canal and lock system is to the north of the site, the map notes this

as a 'new cut', linking it to the newly established Stanley Dock. Great Howard Street lies to the west and to the south is a public house and a row of buildings fronting Sherwood Street. These appear to be small houses, potentially workers cottages, lining many of the surrounding streets and interspersed with large warehouses. No change is identified on the 1882 Cheshire 1:10,560 map.

6.10.5. An early photo was identified of the site, the exact date is unknown, however, it is pre 1896 when the wool warehouse was built, but after the Stanley Dock Tobacco warehouse was constructed. The photo is viewed from Collingwood Dock looking east. A multi storey brick structure can be seen located at the northern end of the site (PLATE 7).



Plate 7- New Dockyards and Ironworks building on the left with Stanley Dock Tobacco Warehouse on the right. (*MERSEY DOCKS & HARBOUR BOARD 1923, P84*)

6.10.1. The 1894 Lancashire and Furness 1:10,560 map depicts a similar site layout without many changes, except the site is no longer labelled. The 1890-1893 Lancashire and Furness 1:2,500 map (FIGURE 8) shows the site in more detail, with a building labelled as the 'Stanley Dock Depot' on the north side of the site (possibly the same building shown on the 1851 map). A travelling crane is marked running roughly east-west across the middle of the site, and a dock yard is marked at the southern end of the site. A second stationary crane is

marked towards the north-east corner of the site. A public house and row of houses remain to the immediate south of the site.

6.10.2.The East India Wool Warehouse was opened c.1896 on Great Howard Street, a two storey structure (PLATE 8, PLATE 9). It had a basement, ground floor and upper floor showroom, each approximately 16,000 square yards; with electrical lighting and fireproofing (DOCK OFFICE 1921, P.85). The exterior of the building had large arched windows and a dominating brick façade, the building was extended by 1927.

6.10.3.The 1908 Lancashire and Furness 1:2,500 map (FIGURE 9) identifies the extended larger wool warehouse on the site, it is divided into four compartments, with the travelling crane relocated to the south of the warehouse. To the west the Stanley dock tobacco warehouse has been built over an infilled area of the original Stanley Dock. The 1910 Lancashire and Furness and 1913 Cheshire 1:10,560 map shows no change, the crane is still thought to be in situ but the detail of the map is not sufficient enough to be clear.



PLATE 8- Excerpt from Stanley Dock c.1915 facing east. Liverpool Archives (352PSP/46/37/3)

6.10.4.A photo of Stanley Dock from c1915 (Liverpool Archives PLATE 8) shows the tobacco warehouse on the right side of the photo, the large wool warehouse behind the Joseph Appleby and Sons Ltd. tower, is that on the northern extent

of the site.

6.10.5.A 1923 book on 'The port of Liverpool' describes the site as housing the East India Wool Warehouse. It was able to store 160,000 bales of wool (PLATE 10), with the entire imports of East India Wool conducted through Liverpool; wool auctions were regularly held within the building (MERSEY DOCKS & HARBOUR BOARD 1923, P84-85; INCORPORATED CHAMBER OF COMMERCE 1927, P25).



Plate 9- East India Wool Warehouse date unknown, pre-1921. (DOCK OFFICE 1921)



Plate 10- Interior of East India Wool Warehouse
1923(Mersey Docks & Harbour Board 1923, p85).

6.10.6.The 1927 Lancashire and Furness 1:2,500 (FIGURE 10) and 1927-1928 Cheshire 1:10,560 maps suggest the travelling crane has been removed and the warehouse structure has been extended south. A small passage remains clear between the southern wall of the warehouse, noted for 'wool' and the rear wall of the public house and housing fronting Sherwood Street. To the east of the site is a wool disinfecting station and colonial wool warehouse on Love Lane.

6.10.7.No change is noted on the 1928 Lancashire and Furness 1:10,560 or 1938 Cheshire and Lancashire and Furness 1:10,560 map.

6.10.8.An oblique image from Britain From Above dated to 1946 (HISTORIC ENVIRONMENT SCOTLAND 2007) looks towards Stanley Dock, facing east from the River Mersey (EAW001702) (PLATE 11). The tobacco warehouse is clearly visible to the south of the Dock, a large warehouse is identified on the northern end of the site, however, the southern end is hidden from the camera. This is likely to be the warehouse seen on the 1910 Lancashire and Furness 1:10,560 OS map. The railway viaduct can be seen crossing the photograph to the east of the site.



Plate 11- Britain From Above: 1946 EAW001702, Liverpool from the west. © Crown copy and database right 2018. Ordnance Survey licence number 100057073.

- 6.10.9.**The 1953-54/1954-1955 1:1,250 and 1956-1957 1:10,000 Ordnance Survey (OS) maps show little change to the site which retains a large building noted as wool warehouse. However to the immediate south of the site, the rows of workers cottages have now gone, with only the public house, referred to as ‘The Rob Roy’, remaining on the corner of Great Howard Street and Sherwood Street.
- 6.10.10.**The 1958-65 1:1,250 and 1967-1968 1:10,000 OS maps show a warehouse remains on the site, though no longer marked for wool. To the south a few structures have been built over the area previously occupied by the domestic housing.
- 6.10.11.**No further change is noted to the site on the historic mapping until the 1990-1991 1:10,000 and 1993 1:1,250 (FIGURE 11) OS maps, the warehouse (which last appears on the 1984 OS map) has been demolished. The site is identified as an open space and remains so till present day (2018).
- 6.10.12.**A search on Google Earth image (GOOGLEEARTH 2017) dated to 2000 shows the site as an empty piece of land (PLATE 12). The canal can be seen to the north, with the viaduct to the east, Sherwood Street lies to the south to the south, with warehouse buildings fronting the south side. Further east is an area

which appears to be a new residential development, it is not recorded on the 1990-1991 OS map, implying a recent development constructed between 1990 and 2000. To the west of the site is Great Howard Street and Stanley Dock, as depicted on the 1990-1991 OS map.

6.10.13. A 2003 Google Earth image (GOOGLEEARTH 2017) of the site shows its use as a car park, but all other features of the site and its surrounding area remain the same (PLATE 13). During the site walk over in 2018, the site was still being used as a carpark.



Plate 12- 2000 Google Earth image ©2017 Google Inc. All Rights Reserved

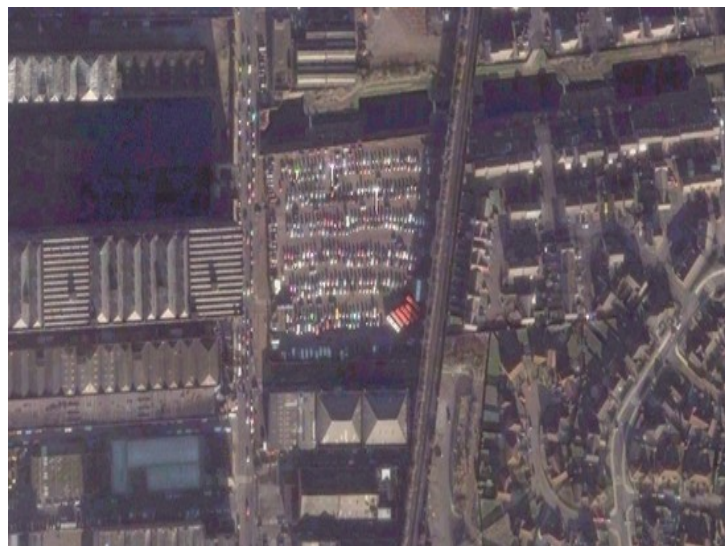


Plate 13- 2003 Google Earth image ©2017 Google Inc. All Rights Reserved

7. Proposed Development

7.1.PREVIOUS IMPACTS

7.1.1. The site remained outside of the historic settlement of Liverpool and was in use as agricultural fields until the late 1840s. A structure is seen on the 1848 map (FIGURE 5) in the centre of the site which is unlabelled; this could represent a farm house or other domestic residence.

7.1.2. Between 1848 and 1851 the site underwent major development. A large canal basin associated with the Liverpool Locks is shown on the site by 1849 (FIGURE 6); this is rapidly replaced by a Dockyard and Ironworks, then a dock and canal depot with travelling cranes and later c.1896 an East India Wool warehouse. The Wool Warehouse had an extensive basement level covering an area of approximately 16,000 square yards in c.1896. The warehouse underwent extensions and development took place within the site until it was demolished and cleared, post 1984.

7.1.3. During the 1840s the areas surrounding the site were heavily altered. To the west Stanley Dock was constructed in 1848; to the north the cutting for the Liverpool-Leeds Canal Liverpool Locks took place and to the east the railway viaduct was built.

7.2.PROPOSED REDEVELOPMENT

7.2.1. The site is currently in the early stages of pre-planning development by Wilmott Dixon Construction Limited, for the construction of a multi storey carpark (APPENDIX 1).

8. Conclusions

8.1. The site is located to the east of Stanley Dock, on Great Howard Street in Liverpool, and it is in the pre-planning stages of being considered for a proposed multi storey carpark. It is currently a cleared plot of land, which is being used as an impromptu carpark.

8.2. POTENTIALLY IMPACTED ASSETS

- 8.2.1. The potential for significant Prehistoric remains to be found within the site boundary is very low, the likely significance would be medium/high value.
- 8.2.2. The potential for Roman archaeological remains to be found within the site boundary is very low, the likely significance would be medium/high value.
- 8.2.3. The historic core of Liverpool lies to the south of the site, with the surrounding areas remaining open agricultural land until the late 18th century. The potential for Medieval archaeology is low and the likely significance of anything found would be low/medium.
- 8.2.4. The site itself remained largely undeveloped until the late 1840s, with a small (possibly domestic) building being shown on the site by 1848. Shortly afterwards the site was transformed, first a large canal basin associated with the Liverpool Locks is shown on the site by 1849; this is rapidly replaced by an Ironworks and Dockyard c.1851 and later c.1896 becoming a wool warehouse. The construction of the canal basin is likely to have impacted upon buried archaeological remains pre-dating c.1849.
- 8.2.5. The Wool Warehouse is recorded as having an extensive basement level, the construction of which is likely to have impacted upon buried archaeological remains pre-dating c.1896. The potential for any surviving buried archaeology associated with pre-1896 development of the site is low, whilst the significance of these remains would be low/medium.
- 8.2.6. The proposal involves the development of the site into a multi-storey carpark, which lies within the Buffer Zone of the Liverpool Maritime Mercantile City World Heritage Site. Any ground works within the site are highly likely to encounter any *in situ* surviving below-ground remains.

8.3. RECOMMENDATIONS

- 8.3.1. The depth of below ground disturbance caused by the construction of both the canal basin and then the Wool Warehouse basement is currently unknown. A row of cellar lights along the Great Howard Street frontage (PLATE 9) and indicative heights of the upper floor levels (PLATE 10) of the Wool Warehouse might suggest upwards of 2m below the current ground level. It may be possible to use data from geotechnical boreholes/test pits to establish this. However, a programme of archaeological evaluation trenches located across the site area would help to identify the potential for any surviving buried archaeological remains pre-dating c.1896.
- 8.3.2. Further archaeological mitigation works may be required in advance of/during construction work depending upon the results of the evaluation exercise. The work would be undertaken as a condition of planning consent.

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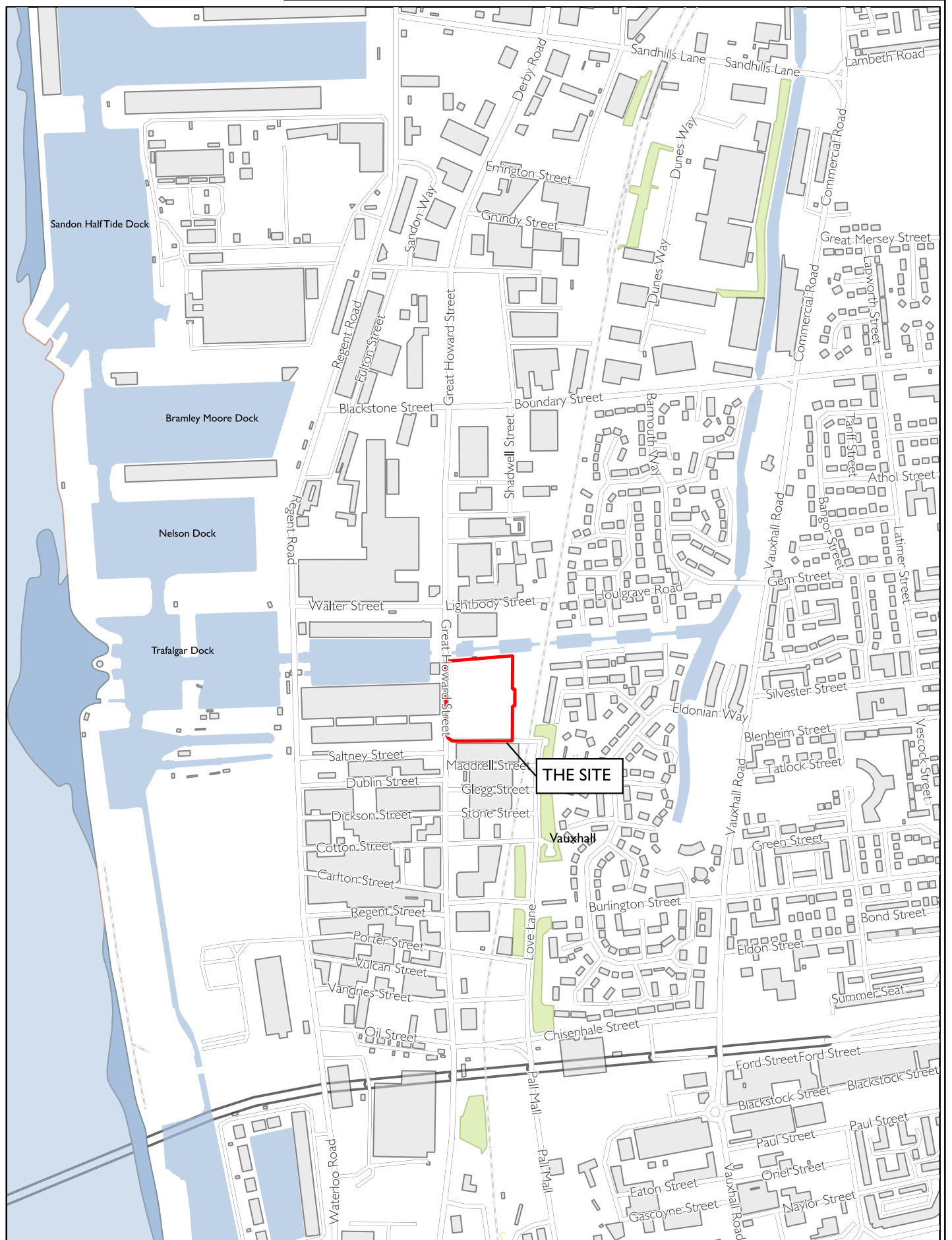
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Ordnance Survey. 1993-5, Lancashire Sheet CVI.10 1:1,250 Scale

FIGURES

FIGURE 1 // Site Location - General



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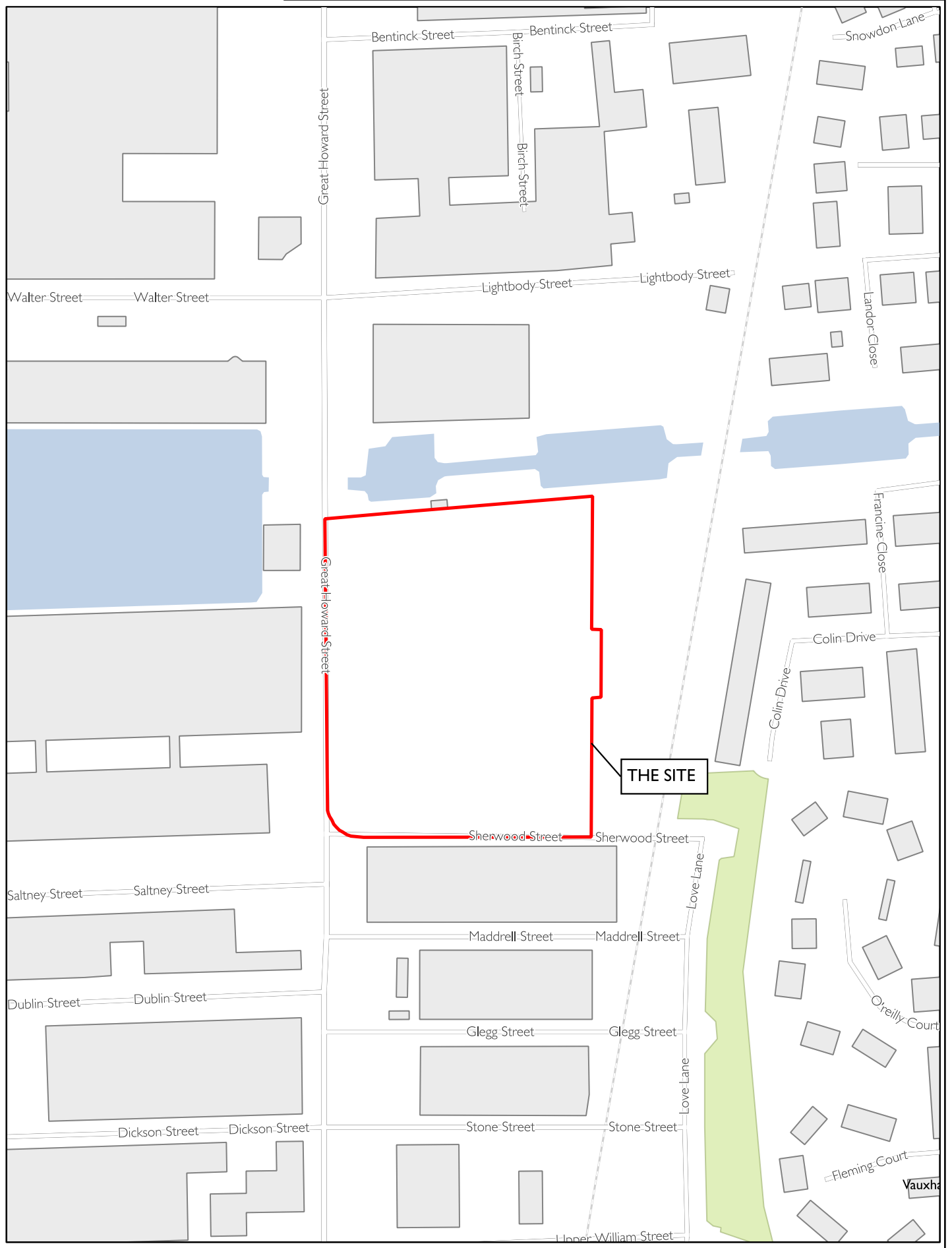
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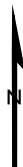
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FIGURE 2 // Site Location - Detail



THE SITE

0 50 m



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DESCRIPTION // Site Location

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FIGURE 3 // MHER Data



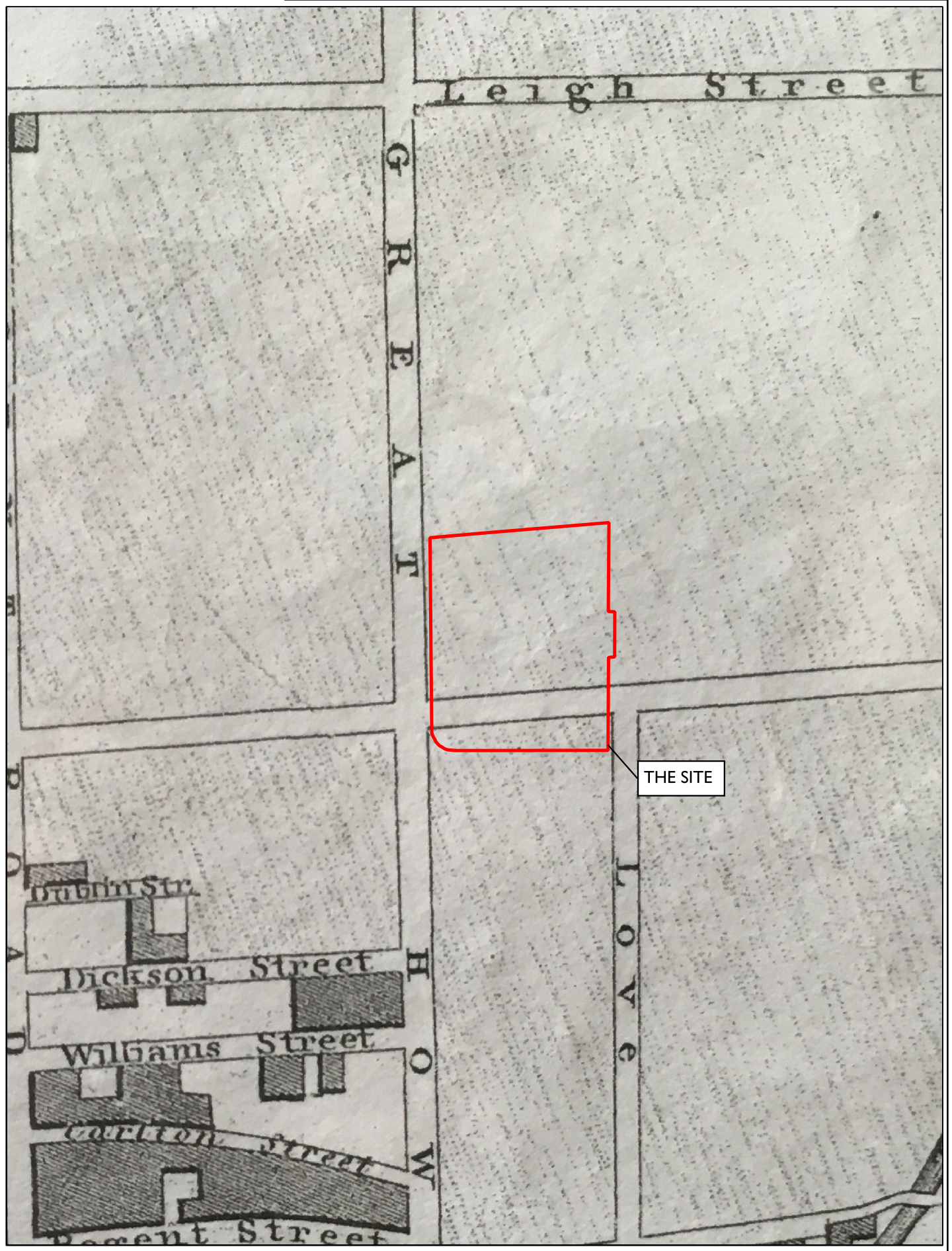
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FIGURE 4 // 1836 Henry Austin Map



0 50 m



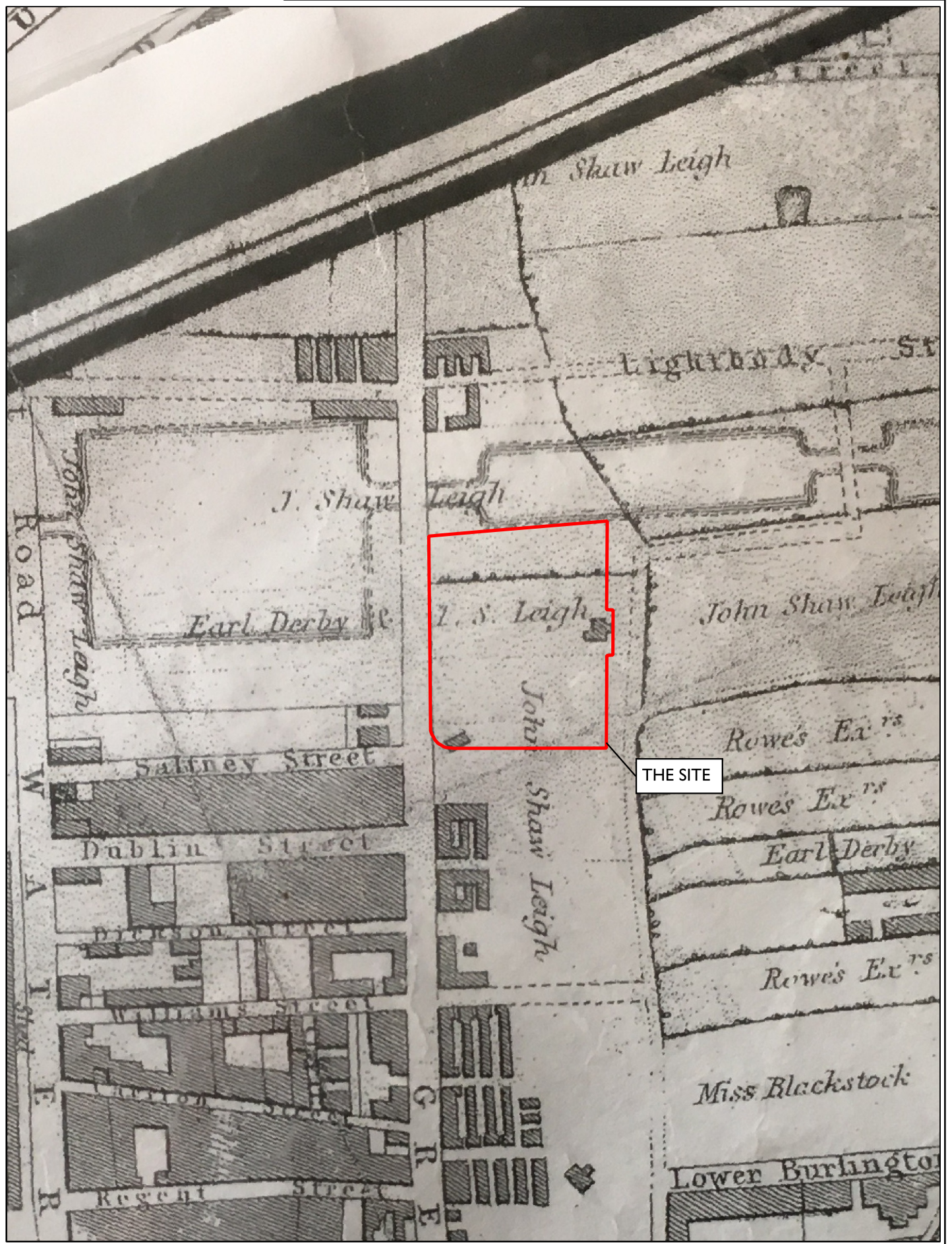
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FIGURE 5 // 1848 Bennison Map



0 50 m



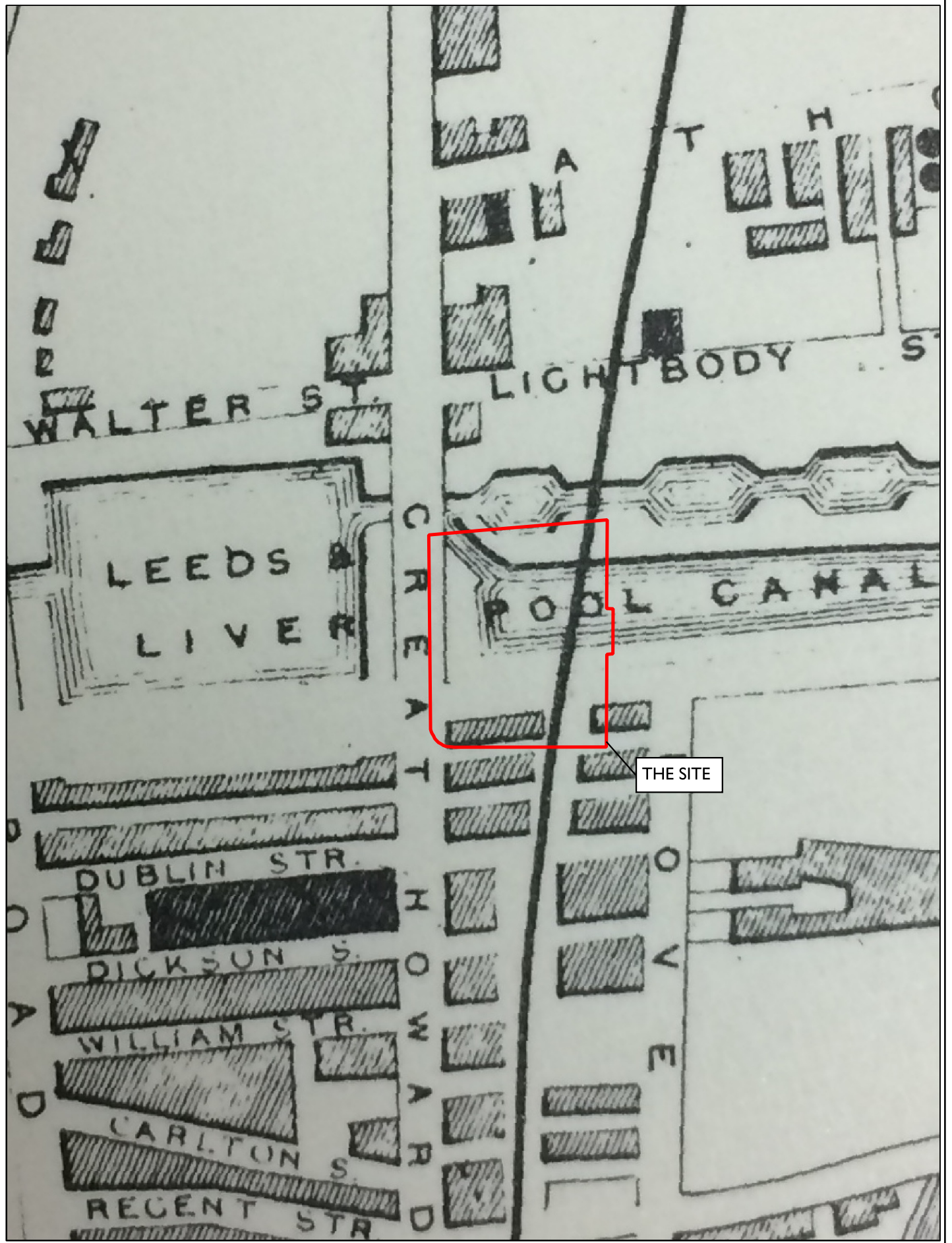
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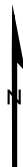
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FIGURE 6 // 1851 Tallis & Co. Map



0 50 m



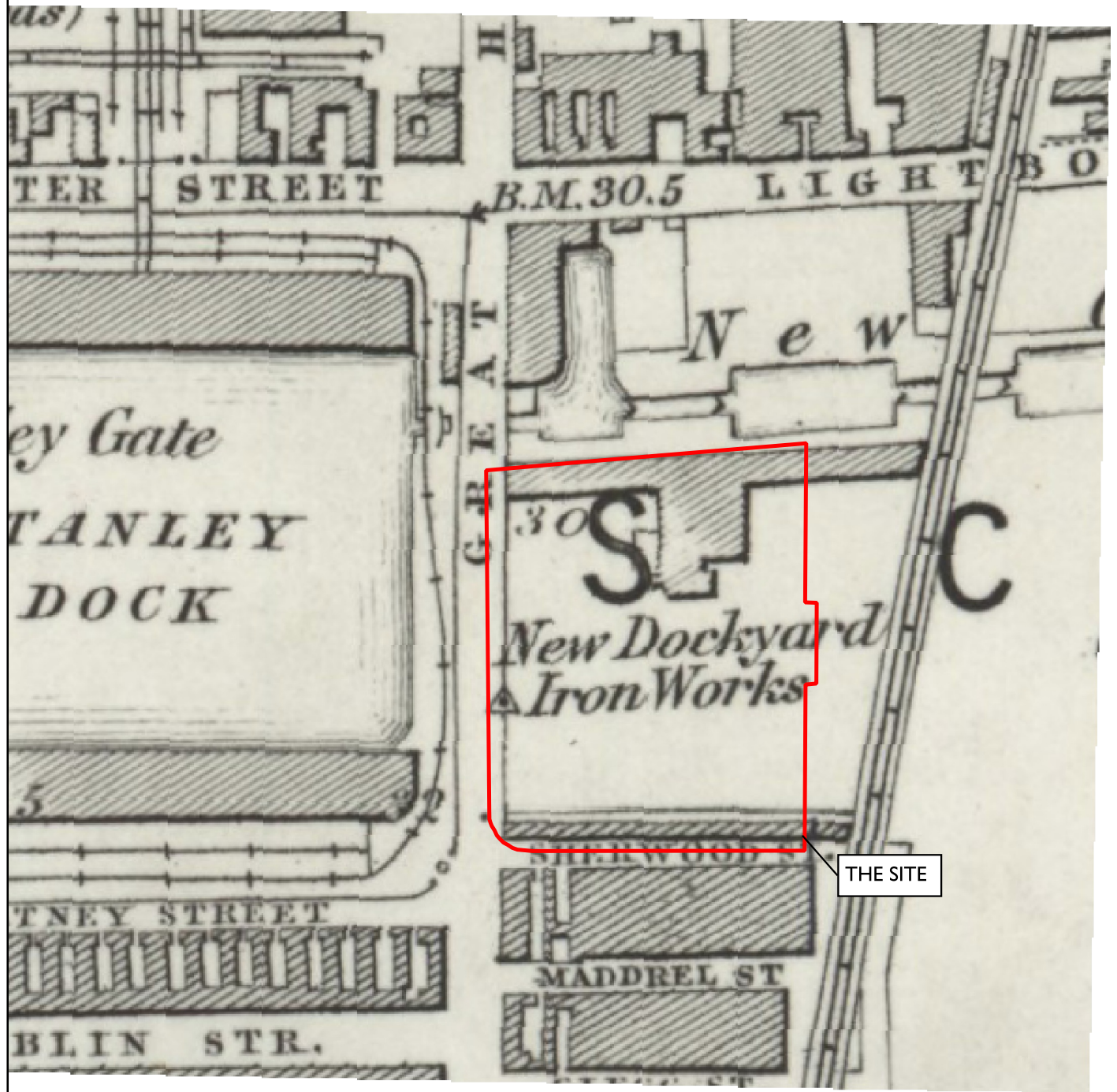
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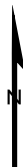
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FIGURE 7 // 1851 OS Map



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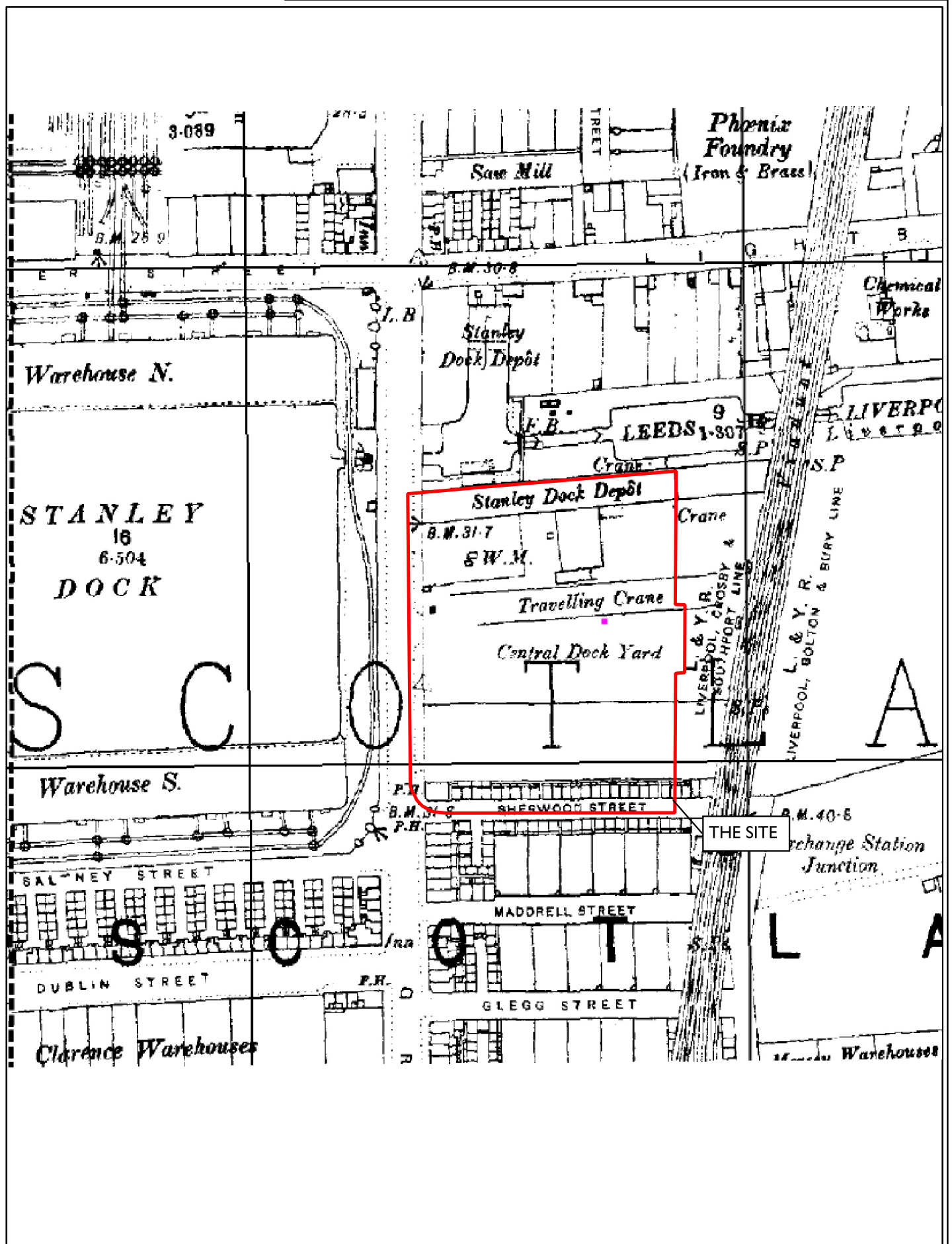
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FIGURE 8 // 1890-93 OS Map



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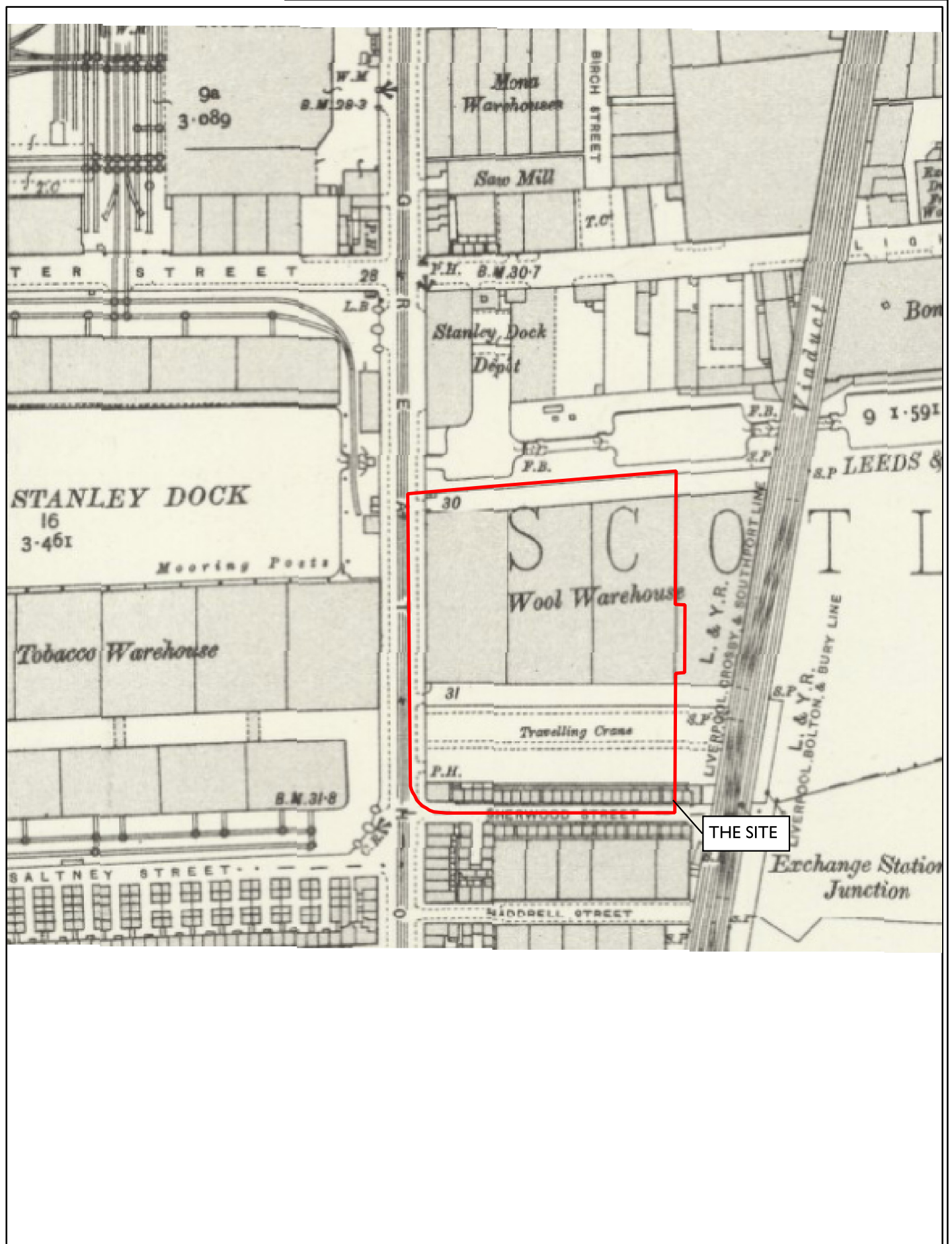
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FIGURE 9 // 1908 OS Map



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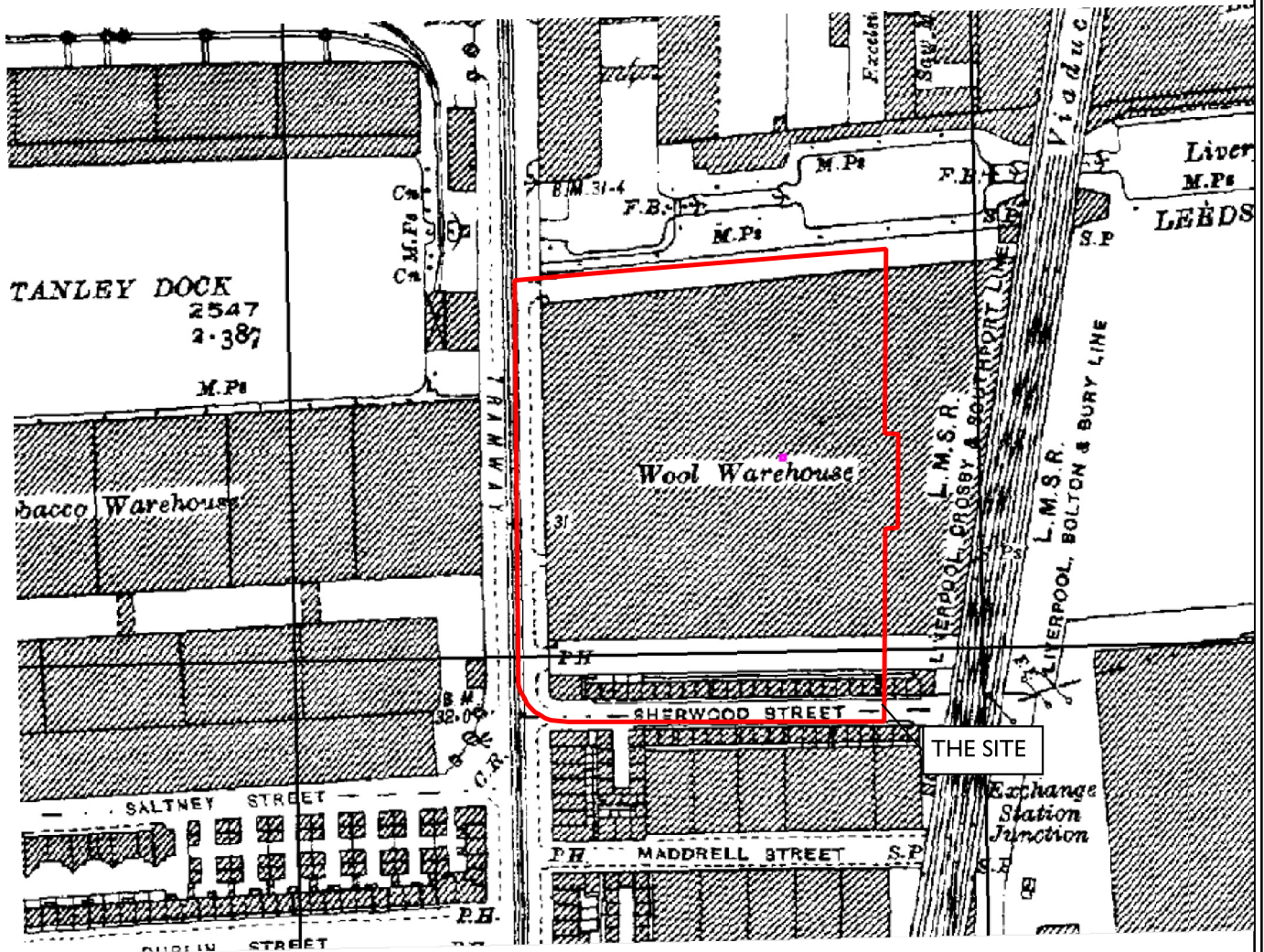
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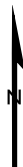
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FIGURE 10 // 1927 OS Map



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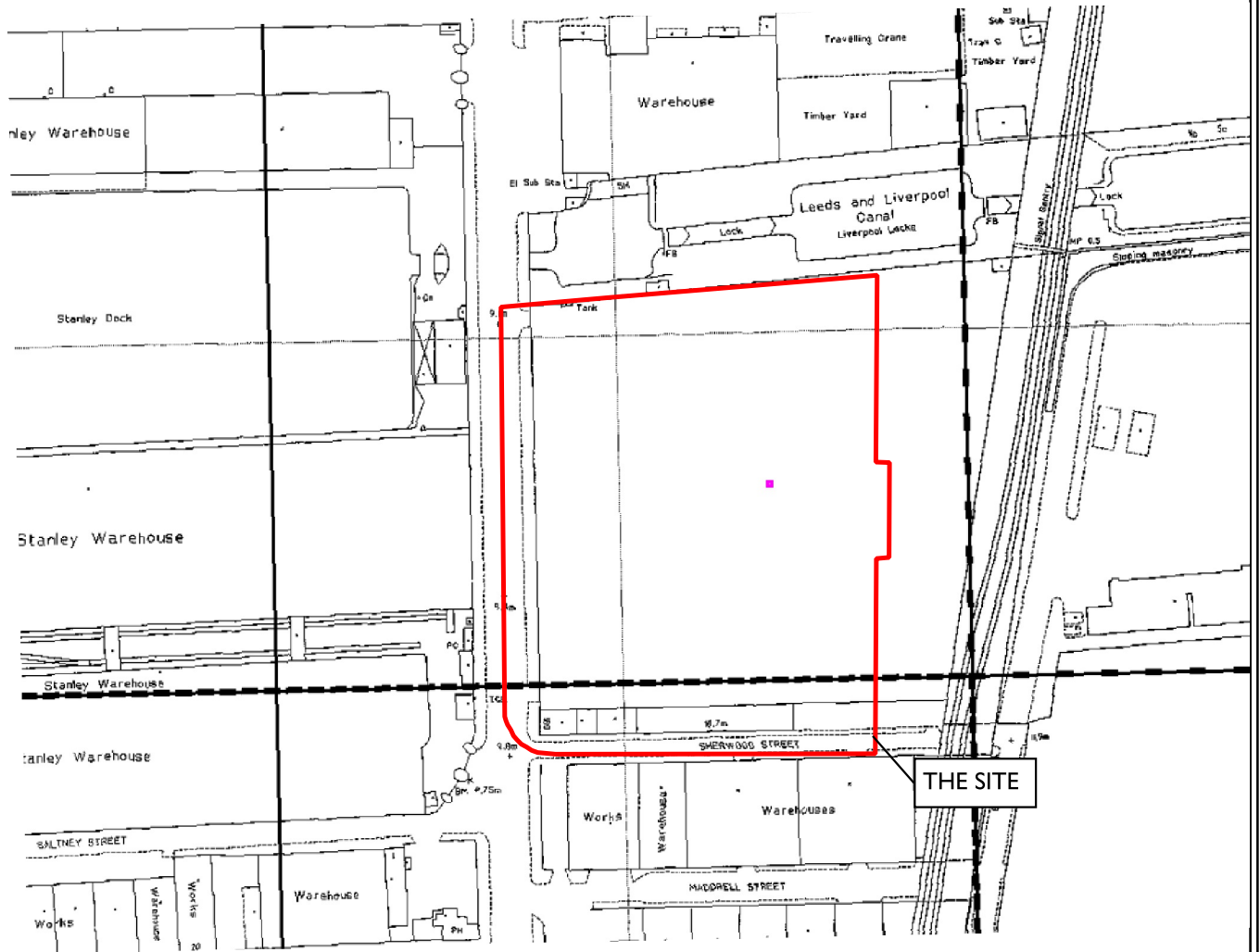
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FIGURE 11 // 1993 OS Map



PROJECT // 3013C - Stanley Dock MSCP, Liverpool

DESCRIPTION // 1993 OS Map

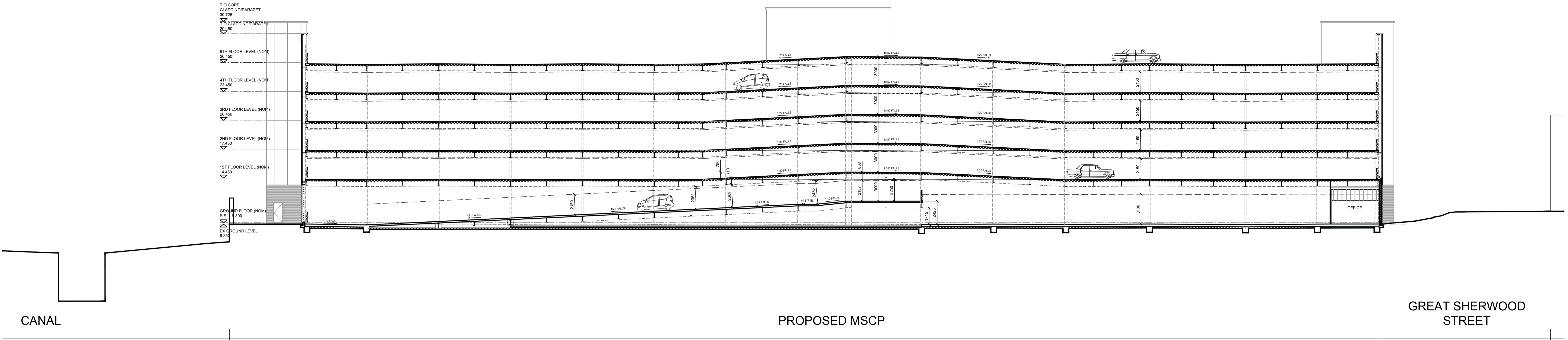
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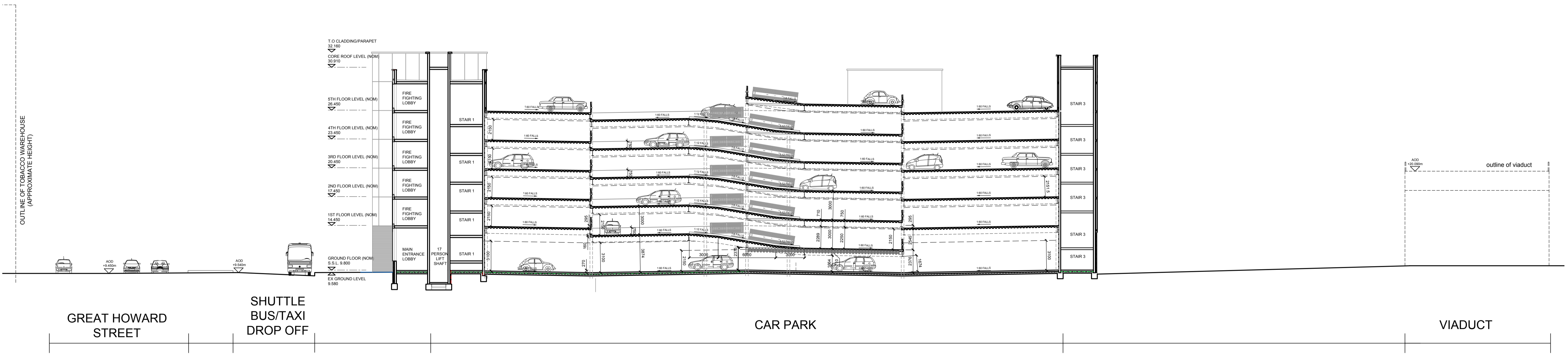
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PROPOSED DEVELOPMENT

APPENDIX I



SECTION AA



SECTION BB



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LeachRhodesWalker
 Architects

WILMOTT DIXON
 PROJECT
 STANLEY DOCK
 MULTI-STORY CAR PARK
 DRAWING NO.
 SDMSCP-LRW-ZZ-01-DR-A-00
 DRAWING NO.
 7795 | L(00)27
 PROPOSED
 SECTION AA & BB
 DATE
 1:200 @ A1 | 10.05.19 | KHW | DL
 DRAWN BY
 KHW | CHECKED BY
 DL

HER RECORDS

APPENDIX II

Sheet1

MonUID	RecordType	Name	Period	Mon Type
MME17045	BLD	Victorian Pillar Box	Victorian to 21 st Century	PILLAR BOX
MME11268	LB	Entrance to Leeds and Liverpool Canal at head of dock	Victorian to 21 st Century	RETAINING WALL
MME12057	LB	Stanley Locks	Victorian to 21 st Century	CANAL LOCK
MME9562	LB	Stanley Warehouse to South of Tobacco Warehouse	Victorian to 21 st Century	WAREHOUSE; REQUISITIONED BUILDING; VICTUALLING YARD; BUILDING
MME12428	LB	Bridge over the Leeds and Liverpool Canal	Victorian to 21 st Century	CANAL BRIDGE
MME9569	LB	Tobacco Warehouse on south side of Stanley Dock	Victorian to 21 st Century	TOBACCO WAREHOUSE; DATE STONE; REQUISITIONED BUILDING; FOOD DEPOT; HOSPITAL?; GRA
MME16481	BLD	Nos. 6-10 Bentinck Street	Victorian to 21 st Century	WAREHOUSE
MME16527	BLD	Nos. 8-10 Glegg Street	Victorian to 21 st Century	WAREHOUSE; PRINTING WORKS
MME15710	BLD	The King's Pipe	Early 20 th Century to 21 st Century	INCINERATOR
MME17501	SIT	Site of Jordan's Steam Saw Mills	Victorian	SAW MILL
MME17326	SIT	Location of a barn	Georgian	BARN
MME17502	SIT	Site of Vernon's Boiler Yard	Victorian to mid 20 th Century	BOILER WORKS; SAW MILL
MME9559	LB	Bonded Tea Warehouse/Clarence Warehouses	Victorian to 21 st Century	WAREHOUSE
MME12101	LB	Entrance to Stanley Dock at Saltney Street corner	Victorian to 21 st Century	WATCH HOUSE; GATE PIER
MME13016	LB	Gate Pier and Watchman's Hut	Victorian to 21 st Century	GATE PIER; WATCH HOUSE
MME15876	BLD	Former Rum Warehouse	Mid 20 th Century to 21 st Century	RUM WAREHOUSE; CONFERENCE CENTRE
MME16480	SIT	Site of Stanley Dock Depot	Victorian to Second World War	CANAL WAREHOUSE; CANAL BASIN
MME18091	SIT	Route of North Docks Goods Railway	Victorian to late 20 th Century	RAILWAY
MME15580	BLD	Stanley Dock wall	Victorian to 21 st Century	WALL; DATE STONE
MME15580	BLD	Stanley Dock wall	Victorian to 21 st Century	WALL; DATE STONE
MME18089	SIT	Liverpool and Bury railway	Victorian to 21 st Century	RAILWAY
MME9762	SIT	Leeds and Liverpool Canal	Georgian to 21 st Century	CANAL
MME15580	BLD	Stanley Dock wall	Victorian to 21 st Century	WALL; DATE STONE
MME15580	BLD	Stanley Dock wall	Victorian to 21 st Century	WALL; DATE STONE
MME15580	BLD	Stanley Dock wall	Victorian to 21 st Century	WALL; DATE STONE
EME2707	NON	Stanley Dock	Hinchliffe Heritage 2014	Assessment of Tobacco Warehouse
EME2247	NON	Canal link route	Wardell Armstrong 2003	Desk-based assessment of the canal link route
DME3088	WHS	Liverpool - Maritime Mercantile City		Core 16
DME3089	WHS	Liverpool - Maritime Mercantile City Buffer Zone		Buffer 16
DME3501	CA	Stanley Dock		CA029

.FFIT; BUILDING

DME3088	WHS	Liverpool - Maritime Mercantile City	Core		16
DME3089	WHS	Liverpool - Maritime Mercantile City Buffer Zone	Buffer		16
DME3501	CA	Stanley Dock	Current	CA029	