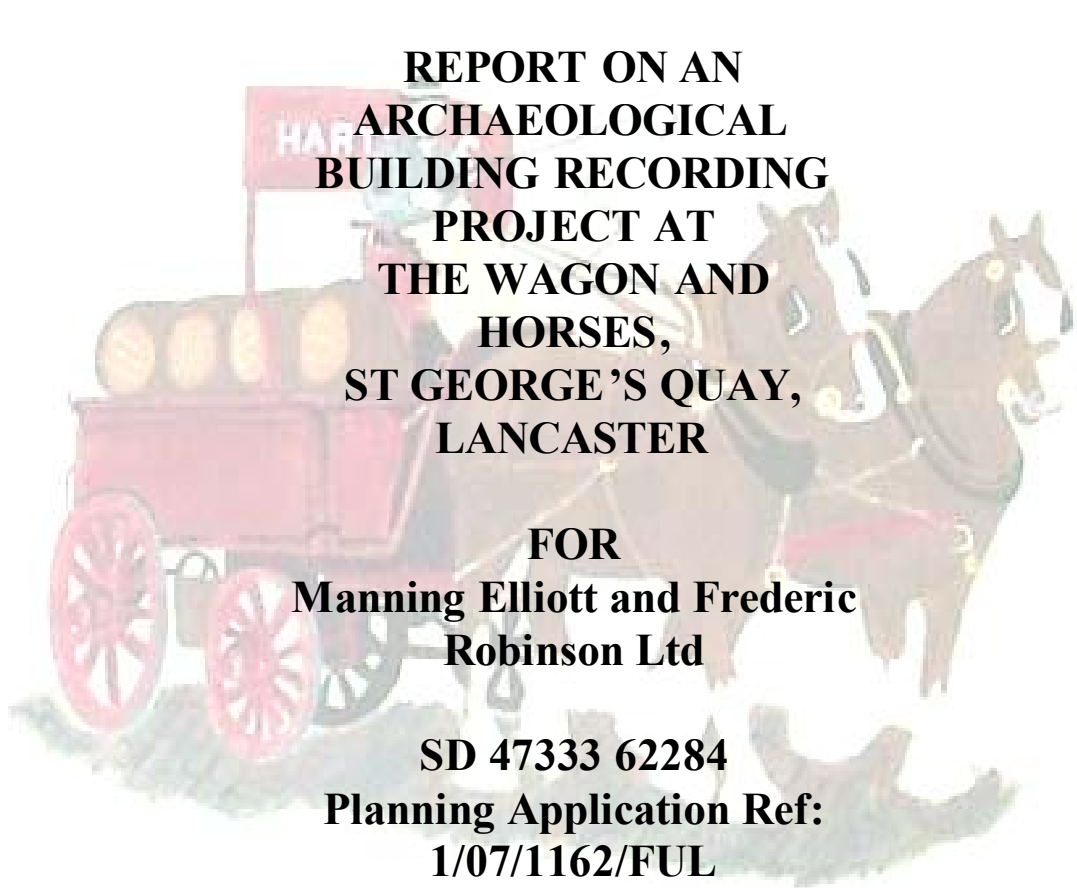

NORTH PENNINES ARCHAEOLOGY LTD

Client Report No. CP/604/08



**REPORT ON AN
ARCHAEOLOGICAL
BUILDING RECORDING
PROJECT AT
THE WAGON AND
HORSES,
ST GEORGE'S QUAY,
LANCASTER**

**FOR
Manning Elliott and Frederic
Robinson Ltd**

**SD 47333 62284
Planning Application Ref:
1/07/1162/FUL**

WAGON & HORSES

OASIS ID: northpen3-48503

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29 September 2008



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EXECUTIVE SUMMARY

In March 2008, North Pennines Archaeology Limited were commissioned by Manning Elliott and Frederic Robinson Ltd to undertake an archaeological building recording project at the Wagon and Horses, St George's Quay, Lancaster (SD 47333 6224) prior to the demolition of an external storage building, internal alterations and the erection of a new extension (Planning Application Ref: 1/07/1162/FUL). The property is a Grade II Listed Building and is located within Lancaster Castle Conservation Area.

The cartographic evidence indicated that the properties which now make up the Wagon and Horses Public House were constructed between 1754 and 1778 as part of the development of St George's Quay as an area primarily for warehousing, manufacturing, commercial and associated domestic use. Nos 27 and 28 St George's Quay appear to have been constructed as two houses, however by 1898, No.27 was a beerhouse although it is not named in trade directories as the Wagon and Horses at this date. The property was certainly known as the Wagon and Horses by c.1900, when Thomas Woodhouse was licensee.

The building survey revealed that the ground and first floors of the property retained little in the way of original features; however the second floor and the attic space still had some original 18th century door fittings. During the renovation work several original timber-framed internal walls were identified, one of which was to be removed; this allowed for a study of the form of construction and materials used. An excavated area to the rear of the Wagon and Horses provided some evidence for former buildings on the site, as shown on historical mapping.

ACKNOWLEDGEMENTS

North Pennines Archaeology Ltd would like to thank Manning Elliot and Frederic Robinson Ltd for commissioning the project, and for their assistance throughout the fieldwork.

North Pennines Archaeology Ltd would also like to extend their thanks to Doug Moir, Planning Officer (Archaeology), Lancashire Archaeology Service; staff at Lancaster Reference Library; Roy Plant; Dr Andrew White; Christine Woods of the Whitworth Museum, Manchester; Gill Saunders, Senior Curator (Prints), Victoria and Albert Museum, London and Michelle Kelly of Lancaster Maritime Museum.

The research and building recording project was undertaken by Fiona Wooler, and the survey of the staircase was undertaken by Nicky Gaskell, assisted by Fiona Wooler. The report was written by Fiona Wooler. The project was managed by Matt Town, Project Manager for NPA Ltd. The report was edited by Matt Town.

1. INTRODUCTION

1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 In March 2008, North Pennines Archaeology Limited were commissioned by Manning Elliott and Frederic Robinson Ltd to undertake an archaeological building recording project of the Grade II Listed Wagon and Horses public house, St George's Quay, Lancaster (SD 47333 62284) (Figure 1). The work was undertaken prior to the demolition of an external storage building, internal alterations, back of house facilities, construction of a new extension to form a trading area and provision of an accessible bedroom to first floor (Planning Application Reference No. 1/07/1162/FUL. Listed Building Consent Ref: 1/07/1159/LB and Conservation Area Consent Ref: 1/07/1160/CON).
- 1.1.2 Lancashire Archaeology Service issued a Specification outlining the requirements of the archaeological work to be undertaken¹. These requirements included a detailed examination of the building prior to any recording work in order to identify all features relevant to the original and subsequent historical uses of the site; a drawn record of the original staircase, and a watching brief undertaken during renovation works to record any revealed features. A rapid desk-based assessment was also undertaken in order to establish the building's historic context and to provide details, where known, of the building's architects, builders, patrons and owners.
- 1.1.3 The Wagon and Horses is a Grade II Listed Building (Lancashire Sites and Monuments Record PRN 16041); the Statutory List description is:
- 'Three houses, now public house and attached warehouse. Late 18th century, altered 19th and 20th centuries. Squared coursed sandstone with slate roof, 3 storeys above cellars. Public house 5 bays with raised stone surrounds to all openings. The windows are top-hung casements imitating 4-pane sashes. In the 2nd bay on the ground floor is a doorway with paired windows separated by a flat-faced mullion to its left. Immediately to its right is a blocked doorway which originally shared a paired surround but which is now blocked and contains a window. In the 4th bay is another doorway with paired windows to its right. Chimneys to the left and in front of the ridge to the right of the 3rd bay. Adjoining to the left is a warehouse with a wide opening on the ground floor and altered widow openings with 2-light casements and plain reveals to the right on the 2 floors above. To the right on both of these floors is a small window with plain reveals, the upper one extremely small. On the ground floor at the right is a 6-pannelled door with overlight in a plain stone surround'.*
- 1.1.4 The building recording project and survey of the staircase was carried out on the 8th and 11th April 2008 by Fiona Wooler and Nicky Gaskell. The watching brief was maintained on the 15th April, 23rd April, 5th May and 22nd July 2008 by Fiona Wooler in order that exposed features of historical significance could be recorded, in particular those which were to be removed.

¹ Moir, D, November 2007

1.2 SITE LOCATION

- 1.2.1 St George's Quay is located to the north of Lancaster City Centre, on the south side of the River Lune, immediately below the elevated position of Lancaster Castle, St Mary's Church and the site of the Roman fort (Figures 1 and 2).
- 1.2.2 The Wagon and Horses is situated to the east side of Carlisle (railway) Bridge, to the north-west of the Custom House, and stands on the corner of St George's Quay and Reynolds Street (Plate 1). St George's Quay lies within the Lancaster Castle Conservation Area.
- 1.2.3 The Wagon and Horses is just one of many Listed Buildings on St George's Quay. Those within the vicinity of the Wagon and Horses are listed in Appendix 3.



Plate 1 – View of properties on St George's Quay as seen from the north side of the River Lune. The Custom House is to left of photograph, and The Wagon and Horses is to the right of the tall warehouses

2. METHODOLOGY

2.1 THE BUILDING SURVEY

2.1.1 The survey consists of three basic elements:

- A written description of the building, including its plan, form, function, age, development sequence and construction materials. A description of the building's landscape and historic context will also be considered.
- A measured survey of the 18th century staircase as well as accompanying architects drawings of the floor plans and elevations.
- A photographic record.

2.2 THE WRITTEN ACCOUNT

2.2.1 The written account is included in this document together with a selection of photographs, plans and appendix of documentary information.

2.3 THE MEASURED SURVEY

2.3.1 The measured survey of the 18th century staircase was conducted in accordance with English Heritage guidelines². A nominal scale of 1:20 was adopted for the survey; this scale is considered most appropriate for showing structural detail clearly and accurately. The staircase was surveyed in three dimensions from primary survey stations using a Trimble 3605 Reflectorless Total Station. Fixed targets were also used to create a series of control points on the elevations; these were surveyed using the Total Station to form a framework for rectifying digital photographs of the staircase. Image rectifications were undertaken using Monobild Software. The resulting digital photographs were then digitised in a CAD environment to produce accurate drawings of the staircase.

2.4 THE PHOTOGRAPHIC RECORD

2.4.1 The photographic archive consists of the following:

- A series of 35mm black and white prints showing general views of the exterior of the building and its settings as well as detailed photographs of areas to be affected by the renovation work. Photographs include a graduated scale. The archive photographs have been taken using conventional silver-based film, in this case, Ilford Delta 400 Professional.
- A series of digital views of the exterior of the building, the interior of the building and specific internal details used for illustrative purposes within the report.

² Riley and Wilson-North, 2001

2.5 ARCHAEOLOGICAL WATCHING BRIEF

2.5.1 The archaeological watching brief was undertaken during the removal of plaster, internal walls and the demolition of modern buildings to the rear of the property. The main objectives of the watching brief were:

- To identify the presence/absence, nature and extent of historic and architectural features and to record these where they were observed.
- To accurately locate these features on plans and elevations of the building.
- To produce a photographic record of these features.

2.6 PROJECT ARCHIVE

2.6.1 An archive has been prepared in accordance with the recommendations in *Archaeological Archives - A Guide to Best Practice in Creation, Transfer and Curation*³. The archive will be deposited with the Lancashire Records Office, Bow Lane, Preston.

³ Brown, D.H, 2007

3. PREVIOUS WORK

- 3.1 No previous archaeological work has been undertaken on the site.

4. HISTORICAL CONTEXT

4.1 CARTOGRAPHIC SOURCES

- 4.1.1 One of the earliest readily available plans of Lancaster studied during the rapid desk-based assessment was John Speed's map of the town from 1610 (Figure 3). This map shows the principal streets in the town at this date, located to the east and at the foot of the castle, characteristic of a medieval town plan. A prominent bridge is shown crossing the River Lune to the north, with masted ships sailing along the river. The area which would become St George's Quay remains undeveloped at this time, although the scale and accuracy of the map needs to be considered.
- 4.1.2 The oldest detailed map of Lancaster dates to 1684 and has been reproduced by Kenneth Docton from crumpled sheets found in the basement of Towneley Hall, Burnley in 1952 (Figure 4). Although the street layout remains the same as that in 1610, this map provides clearer detail of individual properties and burgage plots. The map appears to show buildings lining Bridge Lane, leading to the old bridge over the Lune; however the area on which St George's Quay would eventually be built remains undeveloped and is annotated as 'Arable Ground'.
- 4.1.3 Mackreth's plan of Lancaster dating to 1778 provides the first cartographic evidence for the construction of buildings on St George's Quay. This large-scale plan clearly shows the Quay laid out with streets leading off at right-angles and properties behind lining Loyne Street and Custom House Alley (Figure 5). The Custom House is shown fronting St George's Quay with a property to its north-west side (the map is not orientated north), then there appears to be a gap of three building plots before three properties are shown before Reynolds Street. These three properties presumably include the original buildings which would later become the Wagon and Horses.
- 4.1.4 Clark's map of Lancaster published in 1807 shows that the gap between the Custom House and the Wagon and Horses buildings on the corner of St George's Quay and Reynolds Street remains unoccupied at this date (Figure 6).
- 4.1.5 By 1824 this gap appears to have been infilled as shown on a plan of the town included in Baines's *History, Directory and Gazetteer of the County Palatine of Lancaster* (Figure 7). The medieval bridge across the river appears to have gone by this date as 'Ruins of Old Bridge' is annotated in that position on this map.
- 4.1.6 The large-scale Ordnance Survey map of 1846 (5 foot scale) provides accurate detail of the properties in the town at this date. The section showing St George's Quay annotates the location of the slips into the river, one of which is opposite the Wagon and Horses site (Figure 8). The buildings on the site of the Wagon and Horses appear to consist of properties fronting St George's Quay and separate buildings fronting onto Custom House Alley, whether these buildings to the rear form part of Nos 26-28 St George's Quay or are separate is not known from this source. A pump is marked in a yard in between these sets of buildings, and gardens are shown on the southern side of Custom House Alley. Interestingly, this map appears to show the internal plan of the Custom House.

- 4.1.7 By the date of publication of the Second Edition Ordnance Survey map in 1893, there appears to have been little change in the ground plan of the properties Nos 26-28 St George's Quay (Figure 9).

4.2 PUBLICATIONS

- 4.2.1 Up until the early 18th century, Lancaster was a small market town '*enlivened twice a year by the Assizes held at the Castle*'. Much of the town's business was agricultural in nature, with sheep, cattle, butter and cheese being its principal concerns, whilst small specialist shops, lawyers and land agents served the town and surrounding rural area⁴. From the middle of the 18th century, Lancaster gained in prosperity as a consequence of its involvement in Atlantic trade, which led to an expansion of the town and a rebuilding of both public and private buildings⁵.
- 4.2.2 As a town and port, Lancaster was small-scale up until the mid-18th century, the town having suffered from political upheaval and Scottish and Jacobite attacks. After 1745, a period of stability allowed for trade to prosper and in 1750, Lancaster Port Commission was established to undertake the new improvements demanded by growing trade. St George's Quay, located below the Old Bridge, was constructed from 1750 and land was sold off in 'Lots' which measured approximately 20ft wide, primarily for warehousing, manufacturing, commercial and associated domestic use. Williamson notes that the construction technique for the quay was simple; to build a wall at the river's edge, and then to infill the space behind and level off the top, thereby creating an area where warehouses could be built. Local stone was abundant as there were approximately 38 quarries on nearby Windmill Hill⁶. There appears to be no mention as to how the quay got its name, Williamson suggests that at the time the second of the Hanoverian kings was on the throne, and it may have been the patriotic thing to do especially after recent Jacobite revivals⁷. In 1754 a second sale of 'Lots' took place, of which lots 36 to 38 were withdrawn to allow for the erection of the Custom House. Lots 43 to 45 appear to relate to the Wagon and Horses site (Figure 10)⁸. In 1759 a commentator noted that '*ships of 300 tons burthen are navigable up the Lun, arriving at a complete quay wall of 200 yards length, with wharfs*'⁹. The final sale of 'Lots' was in 1781, by which date the river was easier to navigate and St George's Quay now provided ships with modern facilities for loading, unloading and storage¹⁰. Plates 2 to 5 show different historical views of the quay.
- 4.2.3 The Custom House was designed by local architect Robert Gillow, a well-known furniture maker, and constructed in 1764. This building, with its elegant Palladian façade and Ionic portico, was a symbol of the port's pride and aspirations¹¹.

⁴ White, A, 2004, Page 3

⁵ Lancashire County Council/Egerton Lea Consultancy, 2006, Page 18

⁶ Williamson, P, 2002, Page 33

⁷ *Ibid*, Page 33

⁸ *Ibid*, Page 35

⁹ White, A (Ed), 1993, Page 102

¹⁰ Williamson, P, 2002, Page 38

¹¹ Champness, J, 1989, Page 100

- 4.2.4 The main imports into the warehouses on the quay were tar and timber from the Baltic, flax from Riga, lead and tallow from Bristol, and sugar, rum, mahogany, cotton and tobacco from the West Indies. Exports included pots, furniture, candles, pipes and grain¹².
- 4.2.5 In 1807 the three principal inns in Lancaster were the King's Arms, The Royal Oak and the Commercial Inn. Following the passing of the Beer Act in 1830, a distinction was made between fully licensed premises and those licensed as drinking houses to sell beer. This led to an initial expansion of working class drinking dens, but further expansion was prevented in the second half of the 19th century by the temperance movement and the repeal of the Beer Act in 1869¹³. The Beer Act abolished all duty on beer and established the right of any householder to sell beer upon purchase of a 2 guinea licence from the Excise, subject to a £20 penalty for selling wines and spirits. This allowed illicit alehouses to trade legally, and craftsmen's shops and blacksmiths now had the right to serve their customers while they waited¹⁴. In 1899, Lancaster had 15 beerhouses, as well as the 56 hotels the majority of which had previously been described as inns or taverns¹⁵. Trade directories and census returns provide some indication of the amount of public houses and beerhouses on St George's Quay (see Appendix 2), of which only the George and Dragon (formerly the St George's Tavern) and the Wagon and Horses remain.
- 4.2.6 During the rapid desk-based assessment several 19th and 20th century trade directories were sampled in attempt to obtain some evidence as to when the Wagon and Horses is first mentioned, and indeed if it had been a public house prior to that date (see Appendix 2). The earliest trade directory sampled was Baines's Lancashire Volume 2 dating to 1824/25, in which there are three entries under Hotels, Inns and Taverns; Blue Anchor, Custom House Tavern and St George's Tavern. The Blue Anchor was No.15 St George's Quay (now demolished), The Custom House Tavern stood next to the Custom House (now the site of the Lancashire Maritime Museum shop), and St George's Tavern is now known as the George and Dragon¹⁶. The first directory to indicate the use of the Wagon and Horses site as a beerhouse is Kelly's 1898 Directory, when it is listed in the name of George Edward Maund, 27 St George's Quay. There is, however, an Edward Maund listed in an earlier directory from 1885, as a beerseller, although no property number is given. Therefore it is possible that at least part of the present Wagon and Horses has been a beerhouse since that date. It would appear from the trade directories that the pub had acquired the name Wagon and Horses by 1934 when the licensee was Mr J E Huck¹⁷. During renovation works a copy of a photograph dating to c.1900 was uncovered behind a wardrobe. This poor-quality copy of a photograph shows several people standing outside the property which can be recognised from the exterior of the building. The licensee name above the door is Thomas Woodhouse, and the name of the pub at this date is shown as 'Waggon and Horses' (Plate 6). The sign at the top of the wall reads 'Hartley's Ulverston Ale' Thomas Woodhouse is listed in a 1901 directory, therefore this provides a good date

¹² Irving, R, 1987, Page 49

¹³ Lancashire County Council/Egerton Lea, 2006, Page 23

¹⁴ Haydon, P, 1994, Page 187

¹⁵ Lancashire County Council/Egerton Lea, 2006, Page 23

¹⁶ Spalding, J.R and Greenhalgh, K.R, c.1980, Pages 4, 9 and 11

¹⁷ Ibid, Page 26

for the photograph, consequently pushing back the date to c.1900 for the name of the pub being the 'Wagon and Horses'. This photograph also provides evidence for the windows in the property at this date, with 12-pane sash windows to the left-hand side, and at ground level to the right-hand side, 4-pane sash windows (Plate 6).

4.2.7 Census records were also sampled in an attempt to obtain some information on the occupants of the property, and if the pub was named. This proved to be slightly confusing, especially with regard to property numbers, suggesting either there were errors when the census was undertaken, or historical property numbers differ slightly from present numbers. The results of this research are included within Appendix 2. The earliest census sampled was 1851, in which Nos 26-28 did not appear at all; therefore there were either listed under a separate part of the census records, the properties were not occupied at the time of enumeration, or there was a difference in numbering. The 1861 census has an entry for No.34 St George's Quay 'Waggon and Horses' with the occupant Arthur Kirkham described as a beer seller. As the entries for Reynolds Street come after No.35 in this census, it is possible that a difference in the numbering of the properties may account for anomalies. By the 1871 census, Ann Kirkham is listed at No.28 St George's Quay 'Cart and Horses' as a beer house keeper. By 1881, E Maund is listed at No.28 as a brewer.

4.2.8 Frederic Robinson Limited acquired the Wagon and Horses in 1982¹⁸.

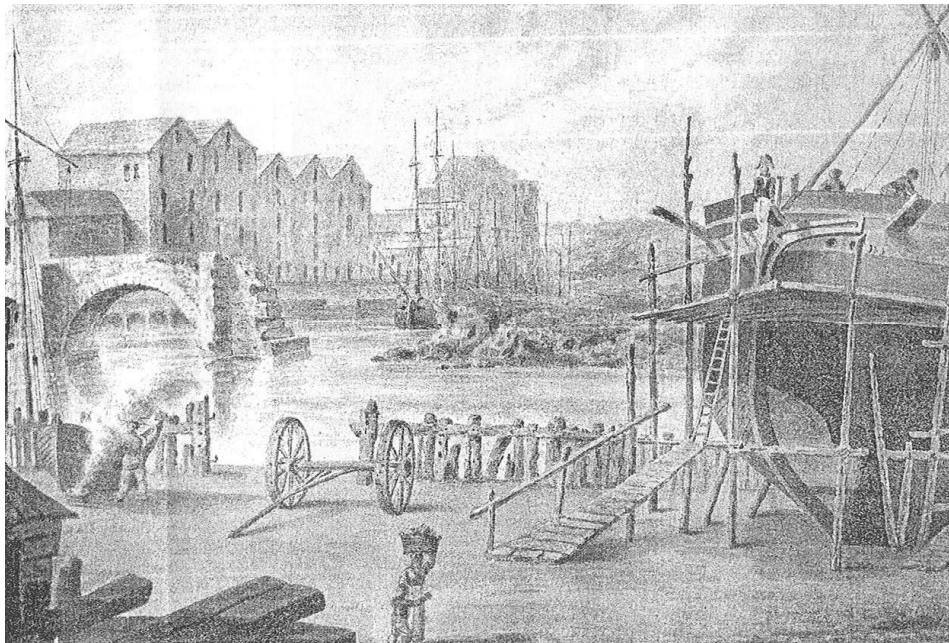


Plate 2 – Brockbank's shipyard with the warehouses of St George's Quay in the background. Painting attributed to John Emery (Source: White, 2004)

¹⁸ *Pers. Comm.* Laura Eaton, Administration Secretary, Frederic Robinson Ltd

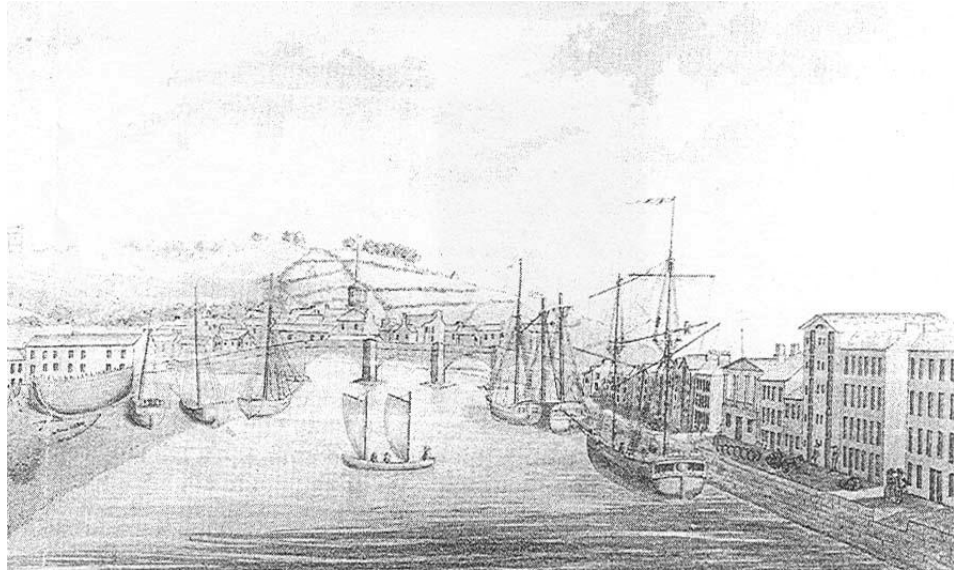


Plate 3 – St George's Quay looking towards the old bridge, c.1790. Note the columns of the Custom House and warehouses to right. This engraving appears to show Nos 26-28 St George's Quay as 4-storey buildings (Source: White, 1990)

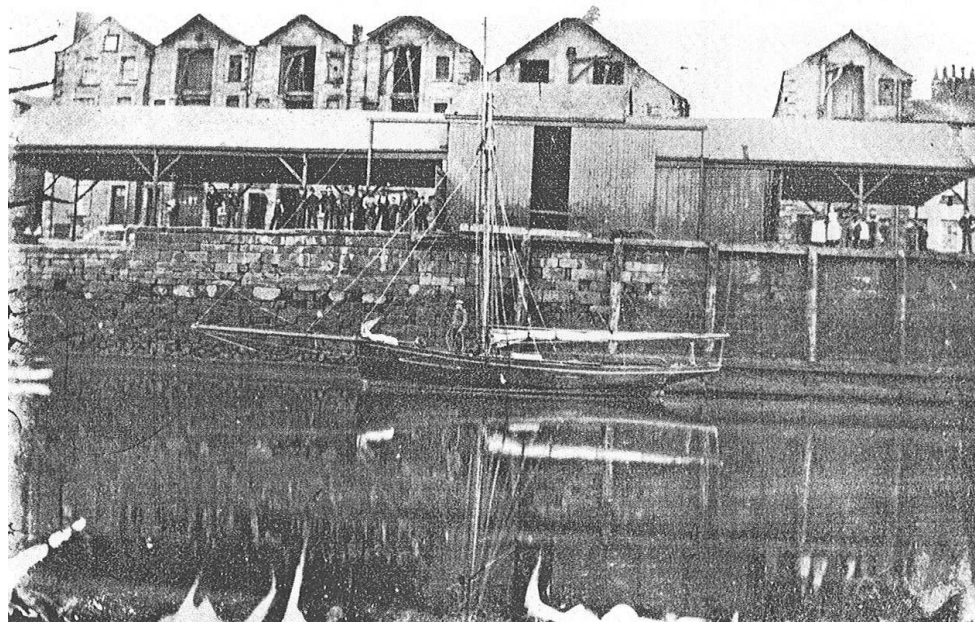


Plate 4 – The landing sheds on St George's Quay c.1900 prior to removal in 1901-2 when the Port Commissioners gave the Quay to the Corporation (Source: Docton, 1973)

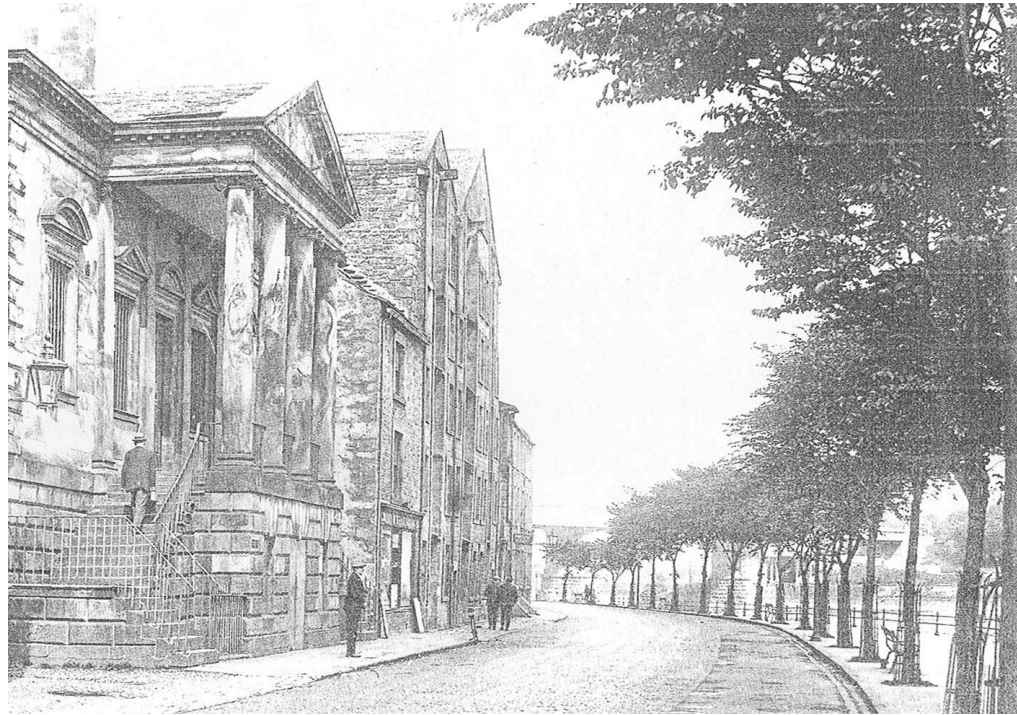


Plate 5 – View looking north-west c.1927 of the Custom House. The Wagon and Horses building is the last of the row as the road curves to the left (Source: White, 1990)

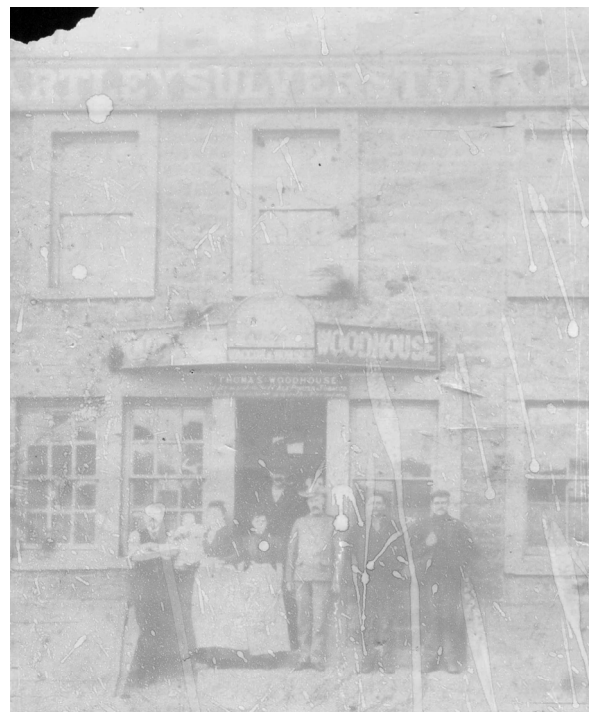


Plate 6 – 'The Wagon and Horses' c.1900

5. RESULTS

5.1 INTRODUCTION

5.1.1 The Wagon and Horses was visited on the 8th and 11th April 2008 by Fiona Wooler and Nicky Gaskell to undertake the building recording, and the metric survey of the staircase, prior to the start of renovation works. The property was still being used as a working pub and guesthouse at the time of survey; consequently furniture, wall coverings and floor coverings were still present which restricted initial observations. The watching brief was undertaken on four days; 15th April, 23rd April, 6th May and the 22nd July 2008 by Fiona Wooler, when revealed features were photographed and noted. Photography of the main exterior elevation facing St George's Quay was restricted due to ongoing flood alleviation works.

5.2 THE BUILDING SURVEY

5.2.1 The Listed Building description of the property consists of the public house itself (formerly Nos 27 and 28 St George's Quay), as well as an attached warehouse to the left (Plate 7). No access was available to the former warehouse at the time of survey as it does not form part of the Wagon and Horses, however it will be considered below as it was clearly part of the original building (see 6.3 below).

5.2.2 The Wagon and Horses is located on the corner of St George's Quay and Reynolds Street. The building is of three storeys over cellars and is constructed of squared, coursed sandstone, with alternating long and short quoins. The roof is of a mixture of slate, over the right-hand side of the roof, and a modern roof tile covering over the main section (Plate 7). There are two chimneys, one large one straddling the ridge line to the left of the property; this chimney defines the limit of the property on the south-east side, whilst a smaller chimney is located in front of the ridge to the right of the third bay (Plate 7). Small skylights in the roof provide some light to the attic space.

5.2.3 In the main north-east facing elevation there are two doorways, accessed up one step, set in plain, projecting stone surrounds, along with two sets of paired windows at ground level with plain mullions (Plate 8 and Figure 11). In between the two doorways are a further two single windows, one of which appears to have formerly been a doorway (Plate 10), however, there was no internal evidence for where this doorway may have led, it is possible it was for a ginnel or lane between the two original houses, although the maps consulted during the rapid desk-based assessment do not appear to show such features. At first and second floor level there are five windows in plain, projecting surrounds. All the windows are top-hung casements imitating 4-pane sashes (Plate 11). At ground level there is a modern, metal door which allows barrels to be transferred to the cellar; this is presumably in the same location as an earlier example of barrel-drop (Plate 12). To the right of the second doorway into the pub (northernmost), is a small wooden door which presumably allowed for the transference of coal or other commodities into the cellar (Plate 13).



Plate 7 – The Wagon and Horses with former warehouse to left sharing same roofline



Plate 8 – View of north-east elevation facing St George's Quay, the doorway to left of photograph does not provide access into any part of the Wagon and Horses; however it clearly formed part of the original building as shown by the stonework



Plate 9 – View of Wagon and Horses as seen from the north-west (Scale = 2m)



Plate 10 – Door and possible former doorway (now window), north-east elevation (Scale = 2m)



Plate 11 – One of the second floor windows in the north-east elevation



Plate 12 – Barrel-drop, north-east elevation (Scale is in 20cm graduations)



Plate 13 – Small door in north-east elevation (Scale = 2m)



Plate 14 – View looking east of the north-west elevation of the Wagon and Horses which faces Reynolds Street (Scale = 2m)

- 5.2.4 The north-west elevation of the Wagon and Horses faces onto Reynolds Street. This elevation consists of the 3-storey gable of the main building, and a 2-storey extension to the rear (Plate 14 and Figure 12). There are three ground-floor windows in the main gable, and two first floor windows, whilst in the extension there are two smaller windows at ground level, and one at first-floor level (Plate 14). It is interesting to note that only two of the windows in this elevation have the projecting surrounds already noted on the north-east elevation, this may be either because the other windows are later insertions, or there was no need to have, what is essentially an architectural feature, around windows which could not easily be seen from the main road. There was no vertical construction break observed between the main gable and the extension suggesting that either the extension is contemporary with the main building, or this whole wall has been rebuilt. The evidence for some rebuilding can be observed in the south-west elevation of the extension as some of the render has fallen off to expose modern grey brick (Plate 14). From this evidence it would therefore appear that the whole of the north-west wall has been rebuilt.
- 5.2.5 The rear (south-west) elevation of the Wagon and Horses was difficult to photograph due to the presence of a modern brick-built garage/workshop, which has been demolished as part of the renovation work (Plate 15). Against the south-west elevation of the main 3-storey building is a single-storey extension with flat roof which houses the toilets (this has also since been demolished). From what could be observed of the south-west elevation, it was noted that there are three modern windows at first floor level (one of which is hidden by the fire escape stairs), and at second floor level there are four windows of varying sizes, all with modern frames, and a modern fire escape door (Plates 16 and 17 and Figure 13). Due to the presence of render it was not possible to note any possible earlier windows which may have been blocked.



Plate 15 – View looking east of the north-west and south-west elevations. The garage/workshop to right of photograph was demolished as part of the renovation work (Scale = 2m)



Plate 16 – South-west elevation of Wagon and Horses as seen from the fire escape stairs (Scale = 2m)



Plate 17 – Part of the south-west elevation as seen from the fire escape on the top of the single-storey extension which houses the toilets (Scale = 2m)

- 5.2.6 The interior of the Wagon and Horses could be accessed via either of the two doors in the north-east elevation. The ground floor of the property consists of the main public house trading area, with the toilets and cellar access located in the single-storey extension to the rear, and the kitchen, storage area and access to rear stairs located within the two-storey extension (Figure 14). The only features of note observed during the building survey were the three recesses in the south-east wall which may have been former windows, or doorways. The other side of this wall, however, is part of the property next door accessed from the doorway on the north-east elevation, which it has already been noted formed part of the original build, therefore it seems unlikely that any of these recesses were formerly windows (Plate 18). It is possible that two of these recesses either side of the fireplace were inserted to provide an inglenook feel to the pub, whilst the other now contains cigarette machines. The only evidence for a former original partition between two properties was a section of wall extending from the bar (Plate 19 and Figure 14). This may, however, be a later insertion or a replacement of a timber-framed wattle and daub wall, but its general orientation in relation to the two main doorways and windows, does suggest this may have been the location of an original partition wall. In the rear (south-west wall) of the main trading area is a fixed 20-pane window (Plate 20). This is presumably a recent insertion as it provides light for the corridor to the gent's toilet and cellar, located within the single-storey toilet block extension. This may, however, have been the original back wall for No.27, consequently there would have been original windows in this wall, although there was no evidence for these at the time of survey.
- 5.2.7 Access to the cellar, as already noted, is via the corridor and stairs located within the toilet block extension; this is therefore a modern access route (Figure 14). There was no evidence at the time of survey for original stairs or floor hatches which would have provided access to the cellars, apart from those already observed at the base of the north-east elevations (Plates 12 and 13). A hatch in the ceiling of the cellar (annotated on Figure 15), is presumably a modern insertion as it relates to the bar above. The cellar is divided into two by a stone wall, although access between the two is provided by an aperture in the south-west end of this wall (Figure 15). In the northern part of the cellar, there are two recesses in the north-east wall (Plate 21), one, measuring c.65cm in width, appears to relate to the wooden door noted externally (Plate 13), however there was no evidence for the larger recess externally. In the southern end of the north-east wall of the cellar is the barrel drop already referred to above (Plate 22). Set in the floor just in front of the barrel drop is a square feature measuring c.61cm by 69cm, covered by two wooden doors (Plate 23). This is reminiscent of a covering for a well, however it was suggested by the architect that this related to a form of flood pump. In the south-east wall of the cellar is a brick pier which supports one of the steel girders for the cellar ceiling, beside this pier is a section of projecting masonry the function of which is unclear (Plate 24). In the south-west wall of the cold cellar is a further recess, which is now blocked at its top by the toilet block extension (Plate 25). This may have been a coal drop (or served a similar function) for No.27, in which case this suggests that this may have been an original back wall of this property. Cartographic evidence does suggest that No.27 did not extend as far backwards as No.28 (See Figure 8).



Plate 18 – South-east internal wall of Wagon and Horses showing two of the three recesses set in this wall, possibly original but perhaps inserted to provide an 'inglenook' feel to the pub (Scale = 2m)



Plate 19 – North side of pub looking south, the wall partition may be part of, or on the line of, the original wall which separated two properties (Scale = 2m)



Plate 20 – View from corridor in extension of 20-pane window located in original back wall of No.27 St George's Quay (Scale = 2m)



Plate 21 – North-east wall of cellar, note the two niches (Scale = 1m)



Plate 22 – Barrel drop, southern end of north-east cellar wall (Scale = 1m)



Plate 23 – Wooden cover over ? well or possibly relating to some form of flood alleviation
(Scale = 1m)



Plate 24 – Brick support pier for girder and remains of projecting masonry, south-east wall of cellar (Scale = 1m)



Plate 25 – Recess in south-west wall of cold cellar (Scale = 1m)

- 5.2.8 The only internal access to the first floor, which at the time of survey was being used as letting rooms, was through the bar and via the stairs at the back of the kitchen (Figure 14). At first floor level there are four letting rooms, a communal bathroom, a communal shower room and a communal kitchen (Figure 16). The partition walls between all of these rooms appeared to be modern stud walls, due to their thickness and resonance when banged. The only feature of note on the first floor, and which extends up to the attic, is the staircase which is the subject of the metric survey (see Figures 19 to 23). The staircase is believed to be original to one of the 18th century houses which make up the present Wagon and Horses. The turned balusters and ramped handrail are certainly very similar to 18th century examples given by Alcock and Hall¹⁹ (Plates 26 and 27). There was evidence for only one fireplace on the first floor and that is from the presence of a chimney breast in Letting Bedroom 3 (Figure 16).
- 5.2.9 The second floor is accessed via the 18th century staircase, although there is a doorway in the south-west wall, on the landing between the first and second floors, which provides access to an external fire escape (Figure 17). The second floor has more latterly been used as a manager's flat, although it was not in use at the time of survey, consequently the rooms were free of furniture allowing for clearer observation of any features. The manager's flat consists of a bathroom, three bedrooms and a living room (Figure 17). The living room extends the width of the property, and has a modern fireplace against the south-east wall (Plates 28 and 29). Due to the presence of wall coverings it was not possible to observe any evidence for former wall divisions within this space, however the beam which runs the length of the room has at its south-western end five circular holes in its downward facing edge which may have held vertical pieces of wood relating to some form of flimsy internal wall (Plate 30). In Bedroom 3 is a chimney breast indicating the presence of a former fireplace (now blocked-up and covered). In each of Bedrooms 1 and 2 there is a recessed fireplace, set into the wall, both with a single piece of rectangular-shaped masonry as a lintel (Plates 31 and 32). The walls in which these fireplaces are located appear to have been recently exposed and mortared, therefore there is the possibility that these fireplaces are modern insertions; this would, however, have meant a great deal of work inserting the flues to the chimney, which are angled within the thickness of the wall and head towards the centre of the gable and the chimney on the ridge. In the hallway of the manager's flat is a doorway which provides access to the attic (Figure 17).

¹⁹ Alcock, N.W, and Hall, L, 2002

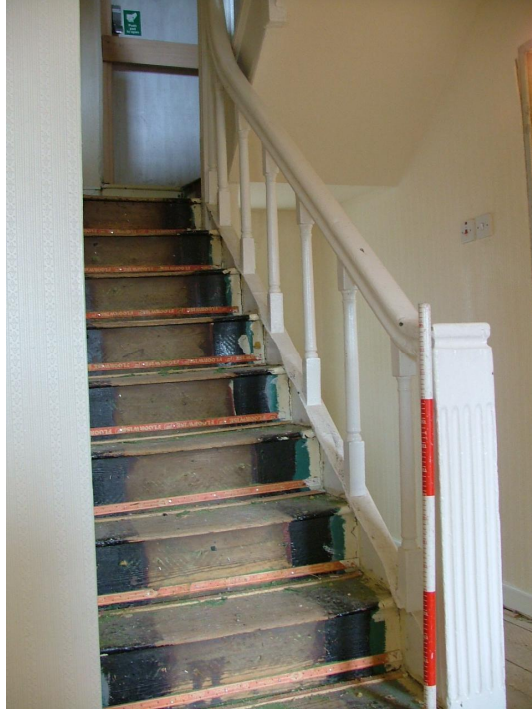


Plate 26 – Detail of 18th century staircase with turned balusters and decorative newel post (Scale is in 20cm graduations)



Plate 27 – Detail of newel post, balusters and ramped handrail of staircase as seen on the second floor (Scale is in 20cm graduations)



Plate 28 – Living room in manager's flat, view looking south-west (Scale = 2m)



Plate 29 – Living room in manager's flat, view looking north-east (Scale = 2m)



Plate 30 – South-west end of beam in living room (second floor) showing several circular holes possibly relating to an internal partition



Plate 31 – Fireplace in Bedroom 1, second floor (Scale = 2m)



Plate 32 – Fireplace in Bedroom 2, second floor. The panelled ceiling is a modern insertion
(Scale = 2m)

- 5.2.10 The attic space is not affected by the proposed renovation works, however it is worth noting here as it contains some original features. The attic is accessed via the 18th century staircase which continues upwards although the ramped handrail and decorative newel posts cease at the second floor (Plate 33). Upon ascending to the attic the right-hand side of the staircase has been roughly wallpapered, which has subsequently been covered with carpet underlay, presumably to protect it. Where the wallpaper is exposed it is possible to observe the decorative colour and pattern of the paper (Plate 34). It is curious that this section of staircase should be covered in this way, in particular as few visitors would see it due to its presence in the entrance to the attic. This wallpaper will be referred in the conclusions below (see 6.8).
- 5.2.11 At the top of the landing to the attic, where the dog-leg of the staircase turns, there is a blocked aperture located level with the floor (Plate 35). This was presumably a small window which lit the staircase to the attic, although it could not be observed externally due to modern render. The attic space is divided into three bays by two timber-framed walls with wattle and daub infill (Plate 36). The wattle of this infill could be observed in the eaves (Plate 37). The northernmost of the cross-walls has two brick-built chimney stacks against its south side, providing evidence for the location of fireplaces on the floors below (Plate 38). It is clear from the presence of a chimney stack on the south-west side of the wall that fireplaces are missing from the rooms below: where the bathroom is located in the manager's flat, where the communal bathroom is located on the first floor, and in the bar area on the ground floor. The two chimney stacks are effectively free-standing as they do not appear to have been bonded to the wattle and

- daub wall (Plate 38). The use of brick for the chimney stacks presumably reduced the risk of fire.
- 5.2.12 Set in the floor of the attic, on the south side of the southernmost cross-wall, is a wooden hatch, with two original 18th century butterfly hinges (Plates 39 and 40). The presence of this hatch is interesting; this side of the attic space appears to be part of the same original property into which the staircase ascends, therefore it would be assumed that access was already provided by the staircase, and if the hatch was intended to be used for transferring, its size does not necessarily suggest that it would be easier to lift items through the hatch than it would to take it up the stairs.
- 5.2.13 The northernmost cross-wall has a small aperture which allows access to the roof space over No.28 (Plate 41); this may be a more recent insertion, when the two properties became one, as originally this wall appears to define the separation between the two houses. The north-western gable end of the property, as viewed internally in the roof space, was noted to be constructed of brick (Plate 42); this confirms that the north-western elevation of the property facing Reynolds Street has indeed been rebuilt (see 5.2.4 above).
- 5.2.14 The roof structure consists of three collar roof trusses, which allow for greater head room, with three rows of purlins, the edges of which are chamfered to presumably prevent people hurting themselves. Two of the roof trusses have assembly marks: -IIIø and -IIø (Plate 43), the original northernmost may have had -Iø however the present truss is modern. The attic was clearly meant to be accessed and used, possibly as servant's quarters or as nursery. At the bottom of the rafters is a short vertical wall which presumably prevented the wind blowing into the attic space (Plate 44). Fixed to the ridge beam in the attic space are two metal hooks of unknown function (Plate 45).



Plate 33 – Detail of 18th century staircase as seen from the attic (Scale = 1m)



Plate 34 – Detail of the wallpaper largely hidden behind carpet underlay, right-hand side of staircase leading into the attic



Plate 35 – Blocked aperture, landing to attic (Scale = 1m)



Plate 36 – View looking north of the southernmost cross-wall in the attic, showing the timber-framing with wattle and daub infill and door frame (Scale = 2m)



Plate 37 – Detail of the wattle and daub of one of the cross-walls in the attic



Plate 38 – South-western brick chimney stack in attic (Scale = 1m), note the lack of bonding to the wattle and daub wall



Plate 39 – Wooden hatch in attic floor, note the butterfly hinges (Scale = 1m)



Plate 40 – Detail of the butterfly hinges, wooden hatch in attic floor (Scale is in 20cm graduations)



Plate 41 – Small hole in northern cross-wall in attic, possible modern insertion when the two properties became one (Scale = 1m)



Plate 42 – North-west gable end as seen from the attic space showing brickwork of modern rebuild (it was not possible to include a scale in this photograph due to the lack of floorboards)



Plate 43 – Southernmost roof truss showing assembly marks IIIø



Plate 44 – The base of the rafters has a short wall which presumably preventing the wind blowing into the attic (Scale = 1m)



Plate 45 – Two iron hooks fixed to the ridge beam in the attic

5.3 ARCHAEOLOGICAL WATCHING BRIEF

- 5.3.1 Prior to the start of renovation works, the attendant archaeologist informed the site manager of areas within the property where historical features could be revealed, in particular the possibility that some of the internal walls may still be the original timber-framed walls with wattle and daub infill, as already noted in the attic.
- 5.3.2 Following the demolition of the modern brick-built garage/workshop to the rear of the property (Plate 46), and the removal of approximately 0.5m depth of demolition material, an area measuring c.1.0m wide by c.2.0m long was excavated. This revealed a cobbled surface and brick walls presumably relating to properties which fronted Custom House Alley as shown on historical mapping (for example Figure 8) (Plates 47 and 48). The cobbled surface was located at a depth of approximately 1.5m below present ground level.
- 5.3.3 Most of the single-storey extension which housed the ladies and gentlemen toilets was demolished, although the corridor to the cellar remained, consequently the works did not allow for the original back wall of the property to be examined for blocked windows or doorways (Plate 49).



Plate 46 – View looking south-east of the rear of the Wagon and Horses after the demolition of the modern garage/workshop showing the scarring of the gable against the adjoining former warehouse



Plate 47 – Excavated area to the rear of the Wagon and Horses revealed cobbled surface and brick walls, possibly relating to a cellar of earlier building (Scales = 1m each)



Plate 48 – View looking north-east showing masonry wall revealed to the rear of the Wagon and Horses (Scales = 1m)



Plate 49 – View looking north-east of the rear of the Wagon and Horses after the removal of the garage/workshop and the single-storey extension

- 5.3.4 Within the interior of the Wagon and Horses, the renovation works did not reveal the location of any former fireplaces, windows or doorways at ground floor or first floor level. The removal of plaster and plasterboard confirmed that most of the internal walls on the first floor were of modern studwork, related to this floors more recent use as letting rooms. The only walls which were brick separated the corridor and the communal shower room, and Letting Bedrooms 2 and 3 (See Figure 16). Where enough plaster had been removed to observe the brick wall between the communal bathroom and the corridor, it was noted that no particular bond appears to have been used to lay the bricks; rather they are randomly laid as stretchers and headers (Plate 50). This wall appears to be relatively modern, however originally this was presumably the location of a party wall between No's 27 and 28.
- 5.3.5 At second floor level, the removal of skirting boards and sections of plaster allowed for the identification of several original timber-framed internal walls with wattle and daub infill, the locations of which are shown on Figure 17. The walls that separated the living room and the bathroom, and the living room and Bedroom 3 were noted to be brick; these walls are in the same location as the brick walls observed on the floor below.
- 5.3.6 It was noted that the doorway in the wall which separates Bedrooms 1 and 2 on the second floor does not appear to be in its original position (Figure 17). This is shown by a redundant notch in the left-hand timber which would originally have held a horizontal timber (Plate 51). It would appear that the original door into this room was opposite the stairs to the attic, this is suggested by the presence of a lathe and plaster infill of wall in this location (Plate 52).

- 5.3.7 As the renovation works did not involve the removal of most of these internal timber-framed walls, or indeed the plaster from the walls, it was not necessary to record them as they are to remain *in-situ*. The wall (Context 103) between the bathroom and the staircase on the second floor, however, was to be removed, along with a section of the staircase; hence the need for the staircase to be recorded by photography and metric survey (see Figures 19 to 23 in Appendix 4). The plaster from the staircase side of the wall which separates the bathroom from the stairwell was removed to allow for photography of the wall, observations to be made about the construction of the wall and removal of a sample of wattle and daub for analysis.
- 5.3.8 Following the removal of plaster, the timber framing and wattle and daub infill was exposed (Plates 53 and 54). The wall consisted of three horizontal timbers, and one vertical timber which was supported on an arched section (Plate 55). Set within this wall was, what appears to be, an original door frame as shown by the L-shaped hinges which remained *in-situ* (Plates 56 and 57). As this doorframe was to be removed, a sample of the wood was taken for analysis and one of the L-shaped hinges was retained for inclusion within the archive.
- 5.3.9 One of the wattle and daub panels was removed whilst the attendant archaeologist was on site so information could be gleaned as to how the wall was constructed. The panel that was removed measured c.118cm in length, 60cm wide and 7cm thick (Plate 58). The horizontal timber on which this panel was supported was also removed, and it was found that the bottom side of this timber had four holes which held vertical wooden staves that were located within the wattle and daub panel below. The top of this timber section had a groove into which the vertical stakes of the panel above rested (Plates 59 and 60). To either side of the wattle and daub panel, one fixed to the door frame and the other to the vertical timber to the left, were curved pieces of wood which presumably prevented the wattle and daub panel from moving.
- 5.3.10 Upon analysis of the sample of wattle and daub it was noticeable that the side which faced the stairwell was much smoother in finish than that which faced the (modern) bathroom (Plates 61 and 62). There was no evidence for any coating on the wattle and daub panels on either side. One side of the daub (clay and straw mixture) sample was removed to reveal that the horizontal lengths of pliable wood were woven around a vertical stave (Plate 63). The samples of wood and daub are to be analysed to provide some information on the variety of tree or shrub used and inclusions within the clay; the results of this analysis will follow in an addendum to this report. A sample of the door frame was also retained for analysis; the site manager suggested that it was constructed from a softwood called Red Deal, also known as Scots Pine, a commonly used timber in the building trade. Four hand-made, iron nails were also retrieved from the wood in the timber-framed wall, it is noticeable that one has a flattened end, suggesting that it served a different function, or had to be nailed into a different type of surface (Plate 64).
- 5.3.11 Samples were also obtained of daub from one of the attic cross-walls (Context 101) and of plaster which had been applied to the internal side of one of the masonry walls on the second floor (Context 102).



Plate 50 – Brick wall which separated the communal bathroom and the corridor, first floor
(Scale is in 20cm graduations)



Plate 51 – Notch in left-hand timber of door surround, Bedroom 1, second floor (Scale is in 1cm graduations)



Plate 52 – Lathe and plaster section of wall between Bedroom 1 and the hall, second floor, this appears to have been inserted in the original location of the door into the room (Scale = 2m)



Plate 53 – Original timber-framed wall and door frame, bathroom on second floor (Scale = 2m)



Plate 54 – Timber-framed wall between bathroom and stairwell, second floor (Scale is in 20cm graduations)



Plate 55- Base of timber-framed wall showing detail of construction (Scale is in 20cm graduations)



Plate 56 – L-shaped hinge *in-situ* on bathroom doorframe, second floor (Scale is in 1cm graduations)



Plate 57 – One of the L-shaped hinges and associated nails removed from the bathroom door, second floor



Plate 58 – The removed wattle and daub panel, the corner was removed to allow for analysis of construction method (Scale = 1m)



Plate 59 – Underside of one of the horizontal timbers removed from the timber-framed wall, second floor (Scale = 1m)



Plate 60 – Top side (showing shallow groove) of horizontal timber removed from timber-framed wall, second floor (Scale = 1m)



Plate 61 – Staircase side of wattle and daub sample (Scale = 50cm)



Plate 62 – Bathroom side of wattle and daub sample (Scale = 50cm)



Plate 63 – Sample after removal on one side of the daub showing the woven horizontal sticks around one of the vertical staves (Scale = 50cm)



Plate 64 – Four nails retrieved from the timber-framed wall (Context 103), second floor

- 5.3.12 Following the removal of tiles from the former bathroom wall on the second floor, a layer of plaster was revealed on the brick wall consisting of mud and straw (Context 104). This was quite different from any other coverings observed elsewhere in the property (Plate 65). It is interesting to note that this plaster was located immediately behind the modern tiling with little evidence of it having had several phases of tiles or wall coverings adhered to it. This layer of plaster covers one side of an internal wall which consists of bricks measuring *c.* 11cm in width, 8cm thick and 22cm in length.
- 5.3.13 Where the door frame between Bedroom 1 and the hall on the second floor had been removed, it was noted that within the cavity between the ceiling and the floor of the attic, there was a layer of what appeared to be dried reed stalks (Context 105) (Plate 66). This possibly acted as a form of insulation, although it is not known if this was an original feature. The use of common reed (*phragmites australis*) in building has been noted elsewhere, for example in the Doncaster area where it has been recorded in a range of high and low status buildings dating from the 16th to the 19th century, commonly as a keying agent for internal plaster walls, plaster ceilings and screed (gypsum) floors, probably as an alternative to wooden laths. The thermal insulation properties of the hollow stems, however, may also have been appreciated²⁰. A sample of the reed was retained for analysis, the results of which will be included within an addendum to this report.

²⁰ Howes, C, 2003



Plate 65 – Layer of plaster consisting of mud and straw, former bathroom wall, second floor
(Scale = 2m)



Plate 66 – Layer of dried reed stalks within ceiling between Bedroom 1 and the hall on the second floor

6. CONCLUSION

- 6.1 The cartographic evidence indicates that the properties which now make up the Wagon and Horses Public House were constructed between 1754 (the year in which building lots were sold – see Figure 10) and 1778, the date of Mackreth's plan of Lancaster, as part of the development of St George's Quay as an area primarily for warehousing, manufacturing, commercial and associated domestic use. Nos 27 and 28 St George's Quay appear to have been constructed as two houses, however by 1898, No.27 was a beerhouse although it is not named in trade directories as the Wagon and Horses at this date. The property was certainly known as the 'Waggon and Horses' by c.1900, when Thomas Woodhouse was licensee (See Plate 6). Census records provide evidence that there was a 'Wagon and Horses' on St George's Quay in 1861, when an Arthur Kirkham is listed at No.34, although it has already been noted that there may have been some discrepancy in the numbering of properties on the quay in the census. In the 1871 census, Ann Kirkham is listed at No.28 St George's Quay 'Cart and Horses' as a beerhouse keeper, consequently it would appear that part of the present Wagon and Horses has been a drinking establishment since at least that date. Cartographic sources also provide evidence for buildings to the rear of the properties which are no longer extant. No records for when the two properties (Nos 27 and 28) became one were revealed during the rapid desk-based assessment.
- 6.2 The building survey was undertaken prior to any renovation works commencing. The survey revealed that the present Wagon and Horses appears to have originally been two houses. A possible former doorway in the north-east elevation (now a window) may suggest that there was a 'ginnel' or through-passage between the two houses at ground level, although there was no evidence for this internally. The presence of a passage, however, may indicate why the 18th century staircase did not descend down to the ground floor as the passage would have been in this location. It was noted during the building survey that the north-west elevation has been rebuilt relatively recently as shown by the brickwork observed internally, and beneath the render on the two-storey extension to the rear. This two-storey extension appears to replace an earlier building as shown on the historical maps (for example, Figures 5 and 8).
- 6.3 On the main north-east elevation which faces the River Lune it was observed that there is a doorway to the left of the Wagon and Horses which does not provide access into the property, however it was clearly constructed at the same time as there is no evidence for a vertical construction break. This doorway with window above appears to provide access to the warehouse to the rear, however as this does not form part of the present survey this could not be substantiated. The property to the left of this doorway (presumably No.26) is set back from the main elevation of the Wagon and Horses suggesting that it may have been constructed at a different time (Plate 67).
- 6.4 Internally, the Wagon and Horses retains little in the way of original features on the ground or first floor, however the main 18th century staircase to one of the properties remains *in-situ*. The attic still retains its original timber-framed walls with wattle and daub infill, as well as wooden hatch with 18th century butterfly hinges. There was no evidence observed on any floors for the original staircase to No.28, which would have been located in the north-western end of the property. It is interesting to note that what is presumed to have been No.27 St George's Quay, was a wider property compared to

- its neighbour, No.28, however this house does appear to have had an extension to the rear, although it is not known if it was single-storey or higher.
- 6.5 The watching brief revealed that some of the original internal timber-framed walls remained *in-situ* on the second floor. As one of these walls was to be removed during the renovation works, the plaster was stripped from one side to allow photography and extraction of a sample of the wattle and daub for analysis.
- 6.6 Timber-framed internal walls do not appear to have been uncommon in Georgian buildings in Lancaster. During the restoration of the Custom House in 1983-84, many of the walls were found to have been of timber box construction, in this case infilled with brick and faced in stone rubble. And in the Sun Inn, Church Street, No.11 Chapel Street and several buildings in New Street and Market Street, the use of timber framing infilled with lathes or wattle for internal walls has also been observed²¹. The survival of several internal walls on the second floor does provide some information on the original layout of the property, as can be seen on Figure 17.
- 6.7 Following the demolition of the garage/workshop, to the rear of the Wagon and Horses, some evidence was gained during the watching brief of former buildings on the site in the form of an exposed area of cobbled floor, a section of masonry wall and a section of brick wall. This evidence was restricted due to the nature of the works.
- 6.8 A sample of the wallpaper which was located on the staircase between the second floor and the attic was sent to the Victoria and Albert Museum in London, and photographs were forwarded to the Whitworth Museum in an attempt to obtain an approximate date of manufacture. Christine Woods at the Whitworth Museum suggested that the wallpaper was a printed oilcloth dating to the late 19th or early 20th century, that it is a printed oilcloth (or possibly a sanitary wallpaper) was also suggested by Gill Saunders at the V & A, although she had no examples to compare it with. Sanitary wallpapers were produced towards the end of the 19th century using a process which allowed them to be wipeable, making them ideal for kitchens, hallways and bathrooms.
- 6.9 The results of the analysis of samples taken during the watching brief will follow in an addendum to this report. A sample of the wallpaper and the L-shaped hinge and associated nails retained following the removal of an original timber-framed wall on the second floor have been placed in the site archive and will be deposited with the Lancashire Record Office.
- 6.10 St George's Quay is a rare example of an almost unchanged 18th century port, as White notes it was left behind by the developments in building and fireproofing which brought about changes during the 19th century in places such as Liverpool, London and Bristol²². It is hoped that future survey work on the buildings can provide more of an insight into this interesting part of Lancaster's history.

²¹ White, A, 2000, Page 7

²² White, A, 2004, Page 5



Plate 67 – View looking north-west along St George's Quay. The property with the signage 'QSF' is set back slightly from the Wagon and Horses. The doorway with window above, located between 'QSF' and the Wagon and Horses, presumably provided access to the warehouse to the rear

7. BIBLIOGRAPHY

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APPENDIX 1: SPECIFICATION

SPECIFICATION FOR ARCHAEOLOGICAL BUILDING RECORDING AT THE WAGON AND HORSES, 28 ST GEORGE'S QUAY, LANCASTER (SD 47333 62284)

Prepared on behalf of Lancaster City Council for Mr A Manning, Agent

1. Summary

Listed Building Consent (1/07/1159/LB), Conservation Area Consent (1/07/1160/CON) and Planning permission (1/07/1162/FUL) has been granted by Lancaster City Council for the demolition of external storage building, internal alterations, new extension to form trading area, back of house facilities and accessible bedroom to first floor at the Wagon and Horses, 28 St George's Quay, Lancaster.

Because of the historic nature of the building it has been recommended that a record of the building should be made before work is carried out. The work is a condition of both the Listed Building Consent (no. 11) and planning permission (no. 4).

This recommendation follows the advice given by central government as set out in *Planning Policy Guidance: Planning and the Historic Environment* (PPG 15) and *Planning Policy Guidance: Archaeology and Planning* (PPG 16) issued by the DoE.

2. Site Location and Description

2.1 The building stands at NGR SD 47333 62284 to the south-east of Carlisle Bridge, on the south side of the River Lune on the northern side of the City of Lancaster, a few doors up from Lancaster Maritime Museum. The building also lies within the Lancaster Castle Conservation Area.

3. Planning Background

3.1 The proposed development of the building will require the removal of existing fabric, insertion of new partition walls and the replacement of an existing single storey extension to the rear.

4. Archaeological Background

4.1 The Wagon and Horses is a Grade II Listed Building (Lancashire Sites and Monuments Record PRN 16041) dating from the late 18th century, thought to originally have been three houses with an attached warehouse. The national significance of this structure is recognised by virtue of its listing.

4.2 The Statutory List description is:

Three houses, now public house, and attached warehouse. Late C18, altered C19 and C20. Squared coursed sandstone with slate roof. 3 storeys above cellars. Public house 5 bays, with raised stone surrounds to all openings. The windows are top-hung casements imitating 4-pane sashes. In the 2nd bay on the ground floor is a doorway with paired windows separated by a flat-faced mullion to its left. Immediately to its right is a blocked doorway which originally shared a paired surround but which is now blocked and contains a window. In the 4th bay is another doorway, with paired windows to its right. Chimneys to the left, and in front of the ridge to the right of the 3rd bay. Adjoining to the left, is a warehouse with a wide opening on the ground floor, and altered window openings with 2-light casements and plain reveals to the right, on the 2 floors above. To the right on both of these floors is a small window with plain reveals, the upper one extremely small. On the ground floor at the right is a 6-panelled door with overlight in a plain stone surround”.

5. Requirement for Recording

- 5.1 Buildings are an important part of the historic environment, providing information on historical technology, social structure and lifestyles. Alterations to such buildings remove evidence for the past uses and occupation of the buildings and make it more difficult for future historians to understand and interpret the buildings. A drawn and photographic record of the building preserves the information which is lost during alteration.
- 5.2 The proposals will require the removal of plaster from the ground floor, which has the potential to reveal former blocked openings. Consequently arrangements must be made for a watching brief to be maintained during such works, in order to properly record any such features that are encountered. Mr Stephen Gardner, Lancaster City Council's Conservation officer during a recent site visit found the building to retain an original 18th century staircase (intact from first floor up) as well as the original roof structure.

6. Drawn Record

- 6.1 The building should be carefully examined prior to the commencement of recording, in order to identify all features relevant to the original and subsequent historical uses of the site. Features identified in the watching brief (see 5.2 above, but not including the roof which is to be retained unaltered) will be incorporated into the final drawn record; The following list should not be treated as exhaustive, but items of interest would typically include:

- original fireplaces or any other evidence for internal heating arrangements
- any significant changes in construction material, including significant changes in stone type and size
- any blocked openings
- evidence for phasing, and for historical additions or alterations.

- 6.2 The drawn record will include the original staircase, at a scale of 1:20.

- 6.3 Drawing conventions should conform to English Heritage guidelines as laid out in *Understanding Historic Buildings – A guide to good recording practice*, English Heritage 2006.

7. Photography

- 7.1 General photographs of the interior and exterior of the building/complex are required, along with detailed photographs of areas to be affected by the proposals. All detailed photographs must contain a graduated photographic scale (measuring tapes and surveying staffs are not considered to be acceptable scales in this context). A 2-metre ranging-rod, discretely positioned, should be included in a selection of general shots, sufficient to independently establish the scale of all elements of the building and its structure.
- 7.2 For the purposes of the report, high quality digital images are acceptable.
- 7.3 Archive photographs can be taken with a 35mm camera. All record photographs to be black and white, using conventional silver-based film only, such as Ilford FP4 or HP5, or Delta 400 Pro (a recent replacement for HP5 in certain film sizes such as 220). Dye-based (chromogenic) films such as Ilford XP2 and Kodak T40CN are unacceptable due to poor archiving qualities. Digital photography is unacceptable due to unproven archiving qualities.
- 7.4 Record photographs should be printed at a minimum of 5ö x 7ö. Bracketed shots of identical viewpoints need not be reproduced, but all viewpoints must be represented within the report.
- 7.5 A plan at a suitable scale (1:50 or 1:100), for the ground floor, showing the location from which the photographs have been taken shall be produced. The annotation of architects plans for this purpose is acceptable.
- 7.6 A photographic register listing all photographs (b/w prints, colour slide or digital images) taken shall be produced. For ease of use each set of photographs should be numbered sequentially 1, 2, 3, etc.

8. Adherence to specification

- 8.1 Prior to the commencement of *any work*, the archaeological contractor should confirm in writing adherence to this specification, or state (with reasons) any proposals to vary the specification. Should the contractor wish to vary the specification, then written confirmation of the agreement of LCAS to any variations is required prior to work commencing. The archaeologist carrying out the watching brief should be appropriately qualified and experienced. Any technical queries arising from the specification detailed below should be addressed to LCAS *without delay*.

9. Monitoring

- 9.1 Lancashire County Archaeological Service will be responsible for monitoring the contractor's work. The contractor must give a minimum of one week's notice, in writing or by e-mail, of the commencement of fieldwork in order that arrangements for monitoring can be made.

10. Post-Recording Work and Report Preparation

A written report shall be produced. This will include:

- 10.1 The location of the building, including name or street name and number, town, civil parish, and National Grid Reference. Details of listing or scheduling.
- 10.2 The date when the record was made and the names of the recorders and the organisation which employs them (e.g. Unit name) as well as the reason for the record (to meet the requirements of a planning condition) and quoting the relevant planning application or Listed Building Consent reference (see 1. Summary).
- 10.3 A detailed description of the building. This should describe the building's plan, form, function, age and development sequence. The names of architects, builders, patrons and owners should be included if known. The purpose of this is to describe the building when no fuller record is required or to serve as an introduction to a more detailed record that may follow.
- 10.4 An account of the building's overall form and of its successive phases of development, and of the evidence supporting this analysis.
- 10.5 An account of the building's past and present use, and of the uses of its parts, with the evidence for these interpretations.
- 10.6 A note of the significance of the building locally, regionally or nationally, in terms of its origin, purpose, form, construction, design, materials or status.
- 10.7 The report illustrations should include as a minimum: a location map at not less than 1:2500; a site plan at not less than 1:500 with the building(s) being recorded clearly marked; photographs used to illustrate key points and a complete set of site drawings, at an appropriate scale, executed to publication standard. All copyright and Licence agreement numbers should be included where necessary. The photographic record plan and register must also be included.
- 10.8 A copy of this specification should be bound into the back of the report.

11. Deposition of archive

- 11.1 The ARCHIVE resulting from building recording will be deposited with the Lancashire Records Office, Bow Lane, Preston, PR1 2RE, tel: 01772 533039, e-mail: record.office@ed.lancss.gov.uk, in a format to be agreed with the County Records Officer, and within a timetable to be agreed with the Specialist Advisor (Archaeology) or Planning Officer (Archaeology). A summary record of the building with appropriate illustrations will be deposited with the Lancashire Sites and Monuments Record and with the National Monuments Record in Swindon.
- 11.2 The site archive shall be conserved and stored according to the UKIC *Guidelines for the preparation of excavation archives for long-term storage* (1990) and the Museum and Galleries Commission *Standards in the Museum Care of Archaeological collections* (1992) -Standards for the preparation and transfer of archaeological archives
- 11.3 Copies of the report will be supplied to the Specialist Advisor (Archaeology) or Planning Officer (Archaeology) and to the Lancashire Sites and Monuments Record within 12 weeks of the completion of the fieldwork, and on the understanding that it will become a public document after an appropriate period [a maximum of 6 months after the completion of the fieldwork unless another date is agreed in writing with the Specialist Advisor (Archaeology) or Planning Officer (Archaeology)]. This should be provided as an Acrobat Adobe pdf format file on CD-ROM. A Paper copy should also be supplied to Stephen Gardner, Conservation Officer at Lancaster City Council.

12. Further Details

- 12.1 Further information about the building and proposed development can be obtained from Mr A Manning, Manning and Elliot, Chartered Architects and Designers, Cumbria House, Suite 1, Gilwilly Road, Penrith, Cumbria, CA11 9FF, tel: 01768 865959.
- 12.2 Any queries about the contents of the specification should be addressed to the Lancashire County Archaeology Service, Lancashire County Council Environment Directorate, Guild House, Cross Street, Preston PPR1 8RD Tel 01772 531734, fax 01772 533423

Doug Moir
Planning Officer (Archaeology)
E-mail: Douglas.moir@env.lancscc.gov.uk

November 2007

This specification is valid for a period of one year from date of issue. After that time it may need to be revised to take into account new discoveries, changes in policy or the introduction of new working practices or techniques.

APPENDIX 2: DOCUMENTARY SOURCES

Maps

John Speed's Plan of Lancaster 1610 – Lancaster University Library
<http://libweb.lancs.ac.uk/maps/speed1610.jpg>

Docton's Map of 1684 ó Taken from 'Lancaster As It Was' by Kenneth Docton, 1973

A Plan of the Town of Lancaster humbly dedicated to the Nobility, Clergy, Gentry and Merchants of the County and town of Lancaster by Stephen Mackreth 1778 – Lancaster Reference Library Ref: PL 1/4

Clark's Plan of Lancaster 1807 – Taken from 'An Historical and Descriptive Account of the Town of Lancaster' by Christopher Clark, 1811

1824 Plan of Lancaster – Lancaster Reference Library Ref: PL 1/185

Ordnance Survey Map 1846 (5 foot scale) - Lancaster Reference Library Ref: PL 1/152 (L)

Ordnance Survey Map 1893 (25" to 1 mile scale) (Scorforth to Aldcliffe) - Lancaster Reference Library Ref: PL 1/129

Trade Directories

The following Trade Directories were sampled, and any entries relating to St George's Quay are listed below:

Baines' Lancashire Volume 2 1824/25

Private Residents:

William Caton
William Fell, Gent
John Gracie, Mariner
John Leeming, Stationer etc, h. St George's Quay
John Leeming, Pilot, Back of St George's Quay
Benj Morris, Officer in Excise
Thomas Neale, Mariner

Commercial:

William Sharp, Anchor Smith
James Moore, Attorney
Stephen Butcher, Block, Mast and Pump Maker
Wm Mecoid, Block, Mast and Pump Maker
Richard Heaton, Corn Factors, Cable Street and St George's Quay
John Whiteside, Corn Factors, St George's Quay and Nile Street
Mary Robinson, Earthenware Dealer
Mary Robinson, Linen Draper
Joseph, Thos and Wm Hornby, Merchant
Ireland and Sykes, Sail Manufacturer
Listed under Hotels, Inns and Taverns:
Blue Anchor, George Warbrick
Custom House Tavern, Margaret Mecoid

St George's Tavern, John Singleton

Pigot & Co's 1828-29 Commercial Directory for Cumberland, Lancashire and Westmorland

Listed by Trade:

Stephen Butcher, Block and Pump Makers
Wm Mecoid, Block and Pump Makers
Mary Winder, Clothes Broker
Rd Whittingham, Corn Dealer
Thos Giles, Merchant
Jas Ireland, Sail Maker
Stephen Stockdale, Shopkeeper
Thos Woodhouse, Shopkeeper
George Warbrick, Blue Anchor
Margaret Mecoid, Custom House Tavern
John Singleton, St George's Tavern

Post Office Directory of Lancaster and its Vicinity 1864

Mrs Fayer, Private Resident, 23 St George's Quay
Mr Richard Storey, Private Resident, St George's Quay [no house number given]
Thomas Ball, Custom House Agent
Thomas Ball, Ship Broker and Agent for Edinburgh Life Assurance Co.
James Blacklock, Master Mariner, 33 St George's Quay
Edward Derbyshire, Gilder and Pleasure Boat Hirer, 10 St George's Quay
William Derham, Accountant and Reporter for the Lancaster Gazette, 18 St George's Quay
Richard Dickinson, Shopkeeper, 13 St George's Quay
Mrs Agnes Dixon, Beer Retailer, 8 St George's Quay
Mrs Judith Dobson, Carter
George Gardner, Shopkeeper, 7 St George's Quay
John Hardie, Collector of Customs
Michael Harrison, Ship Broker etc
Mrs Ann Wilkinson, Custom House Tavern
John Wilkinson, Steam Miller
Edward Williams, Painter etc
James Williamson, Manufacturer of American leather cloth etc, St George's Works

Slater's Directory of Lancashire 1879

Walmsley and Smith, Corn and Flour Dealer
Thomas Ball, Fire etc Office Agent (Northern)
Wilkinson Brothers, Millers, Victoria Mills
Michael Harrison, Ship Broker and Custom House Agent
Elizabeth Gardner, Shopkeeper, 12 St George's Quay
Edward Potter, -Blue Anchor, 16 St George's Quay (listed under Taverns and Public Houses)
Geo Rennison, -St George's (listed under Taverns and Public Houses)

James Williamson & Sons, Varnish Manufacturers, St George's Works
 Thomas Ball, Shipbuilder and Timber Measurer
 Edward Darbyshire, Boat Hirer, 17 St George's Quay
 William Fleming, Secretary and Manager, Lancaster Gas Company, Scaleford Cottage, St
 George's Quay
 George Rennison, Boat Proprietor

Slater's Directory of Lancashire 1885

Edward Williamson, Artist, 29 St George's Quay
 Joseph Hemingway (sole maker of bleaching and cream soap powders etc)
 Wilson and Kitchen, Chemist Manufacturer
 Thomas G Thompson, Corn Merchant and Flour Dealer
 Walmsley and Smith, Corn Merchant and Flour Dealer
 Whiteside and Leemings, Corn Merchant and Flour Dealer
 James Williamson and Sons, Cotton Spinners and Manufacturers, Office on St George's Quay
 A W Kershaw (ventilating) Enginner and Machinist
 Thomas Ball, Fire etc Office Agent (Edinburgh Life), 17 St George's Quay
 James Williamson and Sons, Leather, Cloth, Table Baize etc (and Imitation Fancy Woods and
 Marbles, St George's Works and Lune Mills
 Lamb and Ramsden, Matting Manufacturer
 Wilkinson Brothers, Millers, Victoria Mills
 Michael Harrison, Ship Broker and Custom House Agent
 Ellen Gardner, Shopkeeper, 12 St George's Quay
 Josphe Hemingway, Soap Manufacturer etc
 Josphe Ellison, Blue Anchor PH, 16 St George's Quay
 James Dobson, St Georges PH
 Edward Maund, Beer Retailer, St George's Quay
 James Wilkinson and Sons, Varnish Manufacturer, St George's Works

Kelly's Directory of Lancashire 1898

Thomas Ball, Shipbroker
 Corporation Gas Works
 W Arnold Kershaw & Co, Ventilator Manufacturers
 George Edward Maund, Beer Retailer, 27 St George's Quay
 Mrs Alice ? [tear in book], George and Dragon Public House, 24 St George's Quay
 Thomas Moore, Blue Anchor Public House, 15 St George's Quay
 John Muckle, Beer Retailer, 14 St George's Quay
 William Wearing, Herbalist, 26 St George's Quay
 Wilkinson Brothers, Steam Millers
 Jas Williamson and Sons, Manufacturers of oil cloth, etc, Lune Mills
 Kitchen and Wilson, Cement Merchants

Kelly's Directory of Lancashire 1905

E Askew and Son, Corn and Flour Merchant

Henry Ball, Ship Broker
 Alfred Clower, Blue Anchor PH, 15 St George's Quay
 Corporation Gas Works
 Edward John Huck, Beer Retailer, 27 St George's Quay
 Charles William Smith, Beer Retailer, 14 St George's Quay
 Richard Towers, Grocer
 William Wearing, Shopkeeper, 26 St George's Quay
 Alfred Wells, George and Dragon PH, 24 St George's Quay
 Wilkinson Bros, Steam Millers
 Wilson and Kitchen, Cement Merchants

Lancaster Directory 1913

Listed under Hotels and Inns:

Blue Anchor, 15 St George's Quay, William Watson
 George and Dragon, 24 St George's Quay, Alf Wells

Listed under Beerhouses:

Wagon and Horses, 27 St George's Quay, Edward J Huck

Lancaster and Morecambe Directory 1934

St George's Quay:

No.1 Mary Lockley	No.14 F Wilson	No.23 C Gill
No.2 Charles Wright	No.15 A J Harfield	No.24 F W Beacham
No.3 John Clare	No.16 A Slinger	No.25 M Whiteside
No.4 Arthur Tyson	No.17 G Tyson	No.26 E Thurston
No.5 Henry Goodwin	No.18 M Gudgeon	No.27 John Ed Huck
No.6 Jane Barnes	No.19 J Gradwell	No.28 L M Monks
No.7 Mary Gardner	No.20 Wm Hayhurst	No.29 P W Thurston
No.8 Henry Baines	Rbt Gardner, Office	No.30 E Newby
No.9 James Bagot	John Askew, Warehouse	No.31 E Bleasdale
No.10 Elizabeth Stuart	No.21 R Slater	No.32 A Varley
No.11 George Brown	No.22 M Mount	No.33 A Newby
No.12-13 Wm Jackson	No.22 E Raffaelli	No.34 E Harrison
		Warehouse
		Warehouse

Pothouses:

No.1 E Monk	No.2 T W Fletcher	
No.2 Hannah Taylor	No.3 J T Bolton	
No.4 Thomas Foster	No.5 John Ranaghan	
No.6 Walter Browne	No.7 R H Raine	No.8 O Hockey

Listed under Hotels, Inns and Taverns:

Wagon and Horses Hotel, J E Huck, St George's Quay
 Blue Anchor, A J Harfield, 16 St George's Quay

Lancaster and District Directory 1956-57

Sydney Benson, 27 St George's Quay [although not listed under Hotels and Inns]

George and Dragon, St George's Quay [listed under Hotels and Inns]

Lancaster and District Directory 1958-59

Sydney Benson, 27 St George's Quay [although not listed under Hotels and Inns]

George and Dragon, St George's Quay [listed under Hotels and Inns]

Lancaster Directory 1970

George and Dragon, John Walter Tennant

Wagon and Horses, Leslie Fisher, 27 St George's Quay. Telephone No. Lancaster 65602 [listed under Public Houses page 99]

Census Records

Lancaster Family History and Heraldry Society's Transcript and Index of 1851 Census of Lancashire, Volume 10 Lancaster West, 1999, Transcribed by David Holmes

Address	Name (head)	Age	Occupation	Others in property
Custom House Tavern	Thomas Helme	34	Publican and master carter	2 servants
21 St George's Quay	William Storey	27	Table baize manufacturer	Wife, 2 daughters, sister in law
22 St George's Quay	Mary Williams	34		Son, daughter, cousin, sister and 2 nd cousin
23 St George's Quay	Mrs Elizabeth Thompson	72	Proprietor of houses	Daughter, brother and grandson
24 St George's Quay	Dorothy Hill	52	Innkeeper	Mother, brother, niece
25 St George's Quay	William Winder	58	Accountant	Wife, 6 children, son in law and lodger
1 Reynold* Street	Samuel Bell	40	Corn warehouseman	Wife, 4 children
2 Reynold Street	John Drinkall	30	Fruit warehouseman	Wife, daughter and son
3 Reynold Street	William Dunderdale	32	Upholsterer	Wife, son, lodger
33 St George's Quay	Elizabeth Blacklock	31	Master mariner	Wife, 5 children, sister
34 St George's Quay	Arthur Kirkham	47	Beerhouse keeper	Wife, 4 children, niece
35 St George's Quay	John Williamson	49	Master mariner	Wife, 3 children
36 St George's Quay	John Simpson	35	Table cover manufacturer	Wife, 4 children, mother- in-law, brother- in -law
37 St George's Quay	Robert Gore	57	Proprietor of houses	Wife, 1 child
*This is how it is spelt in the census				

1861 Census:

Address	Name (head)	Age	Occupation	Others in
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				property
28 St George's Quay - Custom House Tavern	Ann Wilkinson	60	Publican	2 sons, 4 boarders
33 St George's Quay	James Blacklock	46	Mariner	Wife, 5 daughters
34 St George's Quay - Wagon and Horses	Arthur Kirkham	57	Beer seller and ship broker	Wife, 2 daughters, 4 sons
35 St George's Quay	Elizabeth Williamson	50	Wife of Captain at sea	2 daughters
3 Reynold Street	James Fletcher	55	Carter	Wife, 2 daughters
2 Reynold Street	Thomas Charnock	38	Shoemaker	Wife, son, Deborah Charnock and daughter

1871 Census:

Address	Name (head)	Age	Occupation	Others in property
15 St George's Quay -Blue Bell	Agnes Dixon		Beer house keeper	
16 St George's Quay -Blue Anchor	Edward Derbyshire		Licensed victualler	
25 St George's Quay -St George's Tavern	Thomas Smith		Licensed victualler	
26 St George's Quay	Robert Whiteside	41	Corn merchants clerk	
27 St George's Quay	Henry Ault	45	Cabinet maker and boat builder	Wife, 1 son
28 St George's Quay -Cart and Horses	Ann Kirkham	46	Beer house keeper	1 daughter, 3 sons
29 St George's Quay	James ?Hewby	58	House painter	Wife, 2 sons, 3 daughters
1 Reynold* Street	George Fletcher	38	Painters labourer	Wife, 1 other
2 Reynold* Street	Robert Tapley	29	House carter and joiner	Wife, 1 son, 1 daughter
3 Reynold *Street	Miles Hawthornthwaite		Clerk in gas works	
*This is how it is spelt in the census				

1881 Census:

Address	Name (head)	Age	Occupation	Others in
---------	-------------	-----	------------	-----------

				property
15 St George's Quay -Blue Anchorø	Agnes Dixon		Beer house keeper	
16 St George's Quay -Blue Bellø	Joseph Ellison		Licensed victualler	
25 St George's Quay	Thomas Paterson	32	Licensed victualler	Wife
26 St George's Quay	Robert Whiteside	57	Corn merchants clerk	Wife, 6 children, 1 grandchild
27 St George's Quay	Elizabeth ?Pullen	47	Green grocer	6 children
27 St George's Quay*	Joseph Slinger	26	Wheelwright	Wife, 3 children
28 St George's Quay	E Maund	29	Brewer	Wife, 1 child, 1 lodger
29 St George's Quay	Charles Winder		Probate court clerk	Wife
*There are two entries for No.27				

Lancaster Inns and Public Houses – Past and Present by Spalding and Greenhalgh (Taken from a compilation by J R Spalding c.1980) [copy held at Lancaster Library Reference Section M 851 SPA]

Inns and Public Houses on St George's Quay:

Page 4 ó The Blue Anchor Inn

'A very old beer house situated at No.15 St George's Quay with Mrs B Parkinson as licensee in 1901 and Mr A J Harfield in 1934. The inn succeeded the Bluebell Inn which stood next door after it ceased to be a public house. The Blue Anchor was demolished in May 1963'

Note added by K R Greenhalgh in 1994:

'The Blue Anchor and The Blue Bell Inn – These did not follow one another, they co-existed and both are named in the Rate Book of 1881. The Blue Anchor was described as a 'house and brewhouse' as early as 1836, so the two pubs stood together for at least 50 years'.

Page 9 ó The Custom House Tavern

'Stood at No.26 St George's Quay immediately next door to the Old Customs House. It still exists today as a sweet shop. Is known to have changed its name to the Custom House Coffee Tavern'.

Note added by K R Greenhalgh in 1994:

'The old sweet shop, which retained the fabric of the pub, has been demolished. Now the Maritime Museum Souvenir Shop occupies the site'.

Page 11 ó The George and Dragon Inn

'Situated at 24 St George's Quay and was one of five public houses at one time on the Quay, two of them have been demolished and one other has been converted into a sweet shop'.

Page 18 ó The Punch Bowl Inn

Information provided by Lonsdale Historical Society:

'The Punch Bowl Inn was a beer house and it was known to have existed on the Quay during the mid-19th century'.

Page 21 ó St George's Tavern

'This beer house too was situated on St George's Quay but where is anyone's guess for among the five public houses on the Quay only three have been named and No's 14 and 27 have not so it could be either of them. The two are only mentioned in the directory as beer retailers. No.14 has been demolished along with the Blue Bell and Blue Anchor'.

Note added by K R Greenhalgh in 1994:

'Renamed the George and Dragon during the tenancy of Dorothy Hill 1848-1852; therefore not demolished but standing today'.

Page 26 ó The Wagon and Horses Inn

'This was another beer house to be found on St George's Quay according to the 1901 Directory when Mr Thomas Woodhouse was licensee. By 1934 it had acquired the name of the Wagon and Horses and the licensee was Mr J E Huck and the public house still exists today!'

Historical and Descriptive Account of the Town of Lancaster – C Clarke 1807

Commerce ó Pages 62 and 63

'The trade of Lancaster, previous to the present stagnation, was very considerable, in 1800 there were 47 vessels employed in the foreign trade of this port, principally to the West Indies,

from 160 to 500 tons burthen, carrying upwards of 11,080 tons, exclusive of coasting vessels trading to London, Liverpool, Bristol, Whitehaven etc. In 1801 there were 76 vessels belonging to the port, including coasters, the whole of which amounted to 13,996 tons, and were navigated by 1605 men'.

'The exports from Lancaster to the West Indies are considerable quantities of mahogany furniture, the Manchester and Glasgow manufactures, hardware and cutlery from Birmingham and Sheffield, provisions, saddlery, woollen and linen cloths, stationery, shoes, boots, hats, candles, soap etc. The imports from the West Indies are sugar, coffee, cotton, rum, hides, mahogany, fustic, log-wood etc'.

Guide to Lancaster and the Neighbourhood – C Barwick, 1843

Page 61

'The Custom House is situated on St George's Quay. It is an appropriate building within a fine portico and pediment, supported by four Ionic columns, 15ft and a half high, each of which is formed by a single stone. The building was designed by Mr Gillow of this town, and was completed in 1764'.

Page 62

'The commerce of Lancaster had been greatly hindered of late years by the accumulations of sand in the channel of the river which prevent vessels of 200 tons from reaching the town without risk. Many plans and proposals for deepening and improving the navigation of the Lune, between Lancaster and the sea, have been broached at various times. Some recent surveys encourage the hope that vessels of considerable burthen could at high tide be brought up in safety, and without the danger of running aground, to St George's Quay'.

Page 64

'The town is built up the side of a hill which is crowned by the church and castle, while the vicarage grounds and the trees and the gardens of the dwellings in Church Street, agreeably relieve the picture. At the foot of the hill, where the Lune makes a bold curve, stand the noble pile of warehouses on St George's Quay'.

Notes on the County Town of Lancaster in the 18th Century – T Cam Hughes 1935

Page 20

'26th January 1749 – A petition being sent up last post to parliament naming certain persons therein as Trustees or Managers for a quay or wharf intended to be erected within the franchises of this Borough for encouraging the trade and navigation. It is apprehended that several other persons ought to be added to such Trustees and Managers. And upon a vote thereof had in Council the day and year first above written it is agreed that an Application be made to Parliament to add more Trustees to those already named. And that the patron and Vicar of Lancaster for the time being the Mayor Alderman Capital Burgesses and Common Council of this Borough for the time being and the Revd Oliver Marton, clerk, shall be recommended as additional Trustees or Managers for the said quay or warfe'.

'8th November 1749 – The Corporation advanced £100 towards the purchase of a new quay or wharf for improving the trade and navigation'.

Lancaster Past and Present – Richard Irving, 1987

Page 49 ó St George's Quay

'In 1753 St George's Quay was built, with berths for 7 to 8 ships. Richard Gillow's Custom House was erected in 1764 along with warehouses. Main imports were tar and timber from the Baltic, flax from Riga, lead and tallow from Bristol, and from the West Indies came sugar, rum, mahogany, cotton and tobacco. Exports included pots, furniture, candles, pipes and grain. In 1799, 52 ships left for the West Indies with cargoes worth £2.5m. No slaves came to Lancaster, but tradition has it that Lancaster slavers were banned from the ican coast because one stole a chief's daughter. Trade declined after 1800 because the river mouth silted up. Glasson Dock was opened in 1878 and cargoes transferred to the canal. Sunderland Point died overnight'. 'The Golden Age for the Port of Lancaster was from 1750 to 1800. In recent years several of the warehouses and small streets adjacent have been demolished. A car park has replaced some of them'.

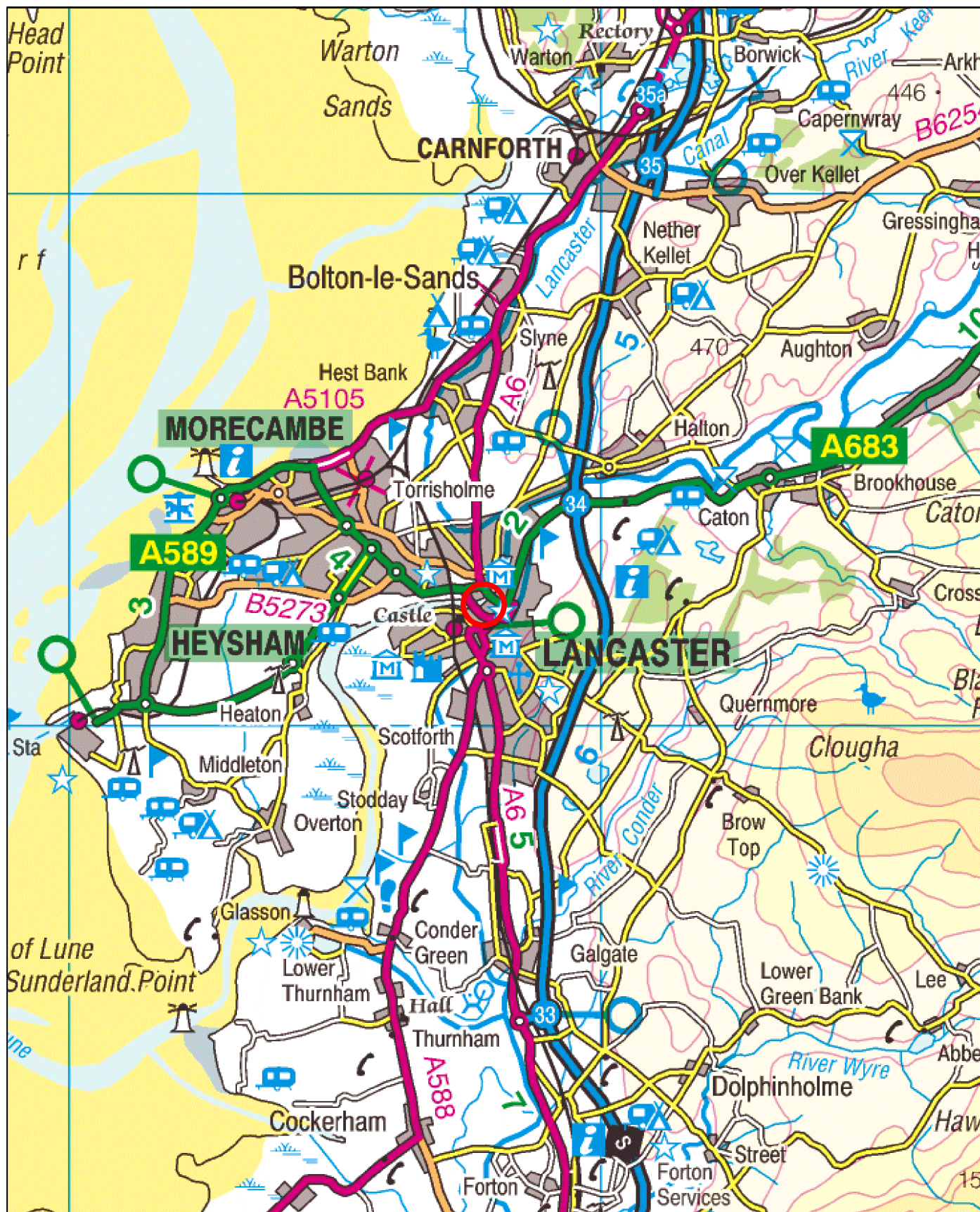
APPENDIX 3: LISTED BUILDINGS

Address	Description	Grade
Warehouse No.3, 20A	Mid-18 th century. Squared coursed sandstone with	II

Address	Description	Grade
St George's Quay	ashlar dressings, slate roof with the gable to the road. Approx 15m deep on plan behind the façade which is approx 6m wide. Built on Plot 22	
20B St George's Quay Tonnage warehouse	Mid-18 th century. Squared coursed sandstone with ashlar dressings, slate roof with gable to road. Approx 15m deep on plan behind façade which is approx 6m wide, 4 storeys above a cellar. Built on Plot 23	II
No's 21 and 22 St George's Quay	Pair of houses c.1800. Sandstone rubble with slate roof. Symmetrical façade of 3 storeys above a cellar	II
23 St George's Quay	Late 18 th century house, altered 20 th century. Sandstone squared masonry with ashlar dressings. 3 storeys above cellar. The house was built on made-up ground behind the quay wall and left-hand gable seems to have subsided badly shortly after construction	II
24 St George's Quay	George and Dragon Public House. Late 18 th century with alterations c1900. 3 storeys above cellar	II
25 St George's Quay	House c1760, altered 20 th century. Coursed sandstone with ashlar dressings. 3 storeys over cellar. Probably built in conjunction with the warehouse on the corner of Elm Street to the right which has a beam dated Apr 3 1760	II
Maritime Museum, 26 St George's Quay (The Old Custom House)	Custom House, now Maritime Museum. 1763-4, restored c1985. Designed by Richard Gillow for the Port Commissioners. Opened as museum 1985	II*
Three warehouses, now part of No.26	Three warehouses, now offices, and an annexe to the adjoining Maritime Museum. Late 18 th century, converted c1987. Right pair said to be lately erected in a document dated 1788. The two right-hand warehouses were built as a pair on Plots 41 and 42 by the merchants John Satterthwaite and John Addison, who also built the left-hand warehouse on Plot 40	II
28 St George's Quay	Wagon and Horses, three houses and attached warehouse. Late 18 th century, altered 19 th and 20 th century	II
No's 29-33 St George's Quay	Row of five houses, late 18 th century, altered 19 th and 20 th century. Squared coursed sandstone with slate roofs. 3 storeys above cellars	II
No 34 St George's	House, c800, squared coursed sandstone with slate	II

Address	Description	Grade
Quay	roof. 3 storeys and attic above cellars	
No 35 St George's Quay	Warehouse, late 18 th century with later alterations. Squared coursed sandstone with ashlar dressings, 5 storeys	II
No's 36-37 St George's Quay	3 warehouses, late 18 th century altered 20 th century	II

APPENDIX 4: FIGURES



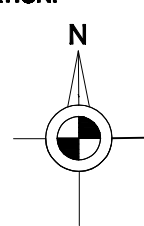

<p>North Pennines Archaeology Ltd 2008</p>	<p>PROJECT: Wagon and Horses, Lancaster SCALE: 1:100,000 REPORT No: CP 604/08 CLIENT: Manning Elliott/ Frederic Robinson Ltd DRAWN BY: FW DATE: September 2008</p>	<p>LOCATION:</p> 	<p>KEY:</p>  Site Location <p><small>Reproduced by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationary Office. © Crown copyright. All rights reserved. Licence number 100014732</small></p>
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Figure 1: Site Location

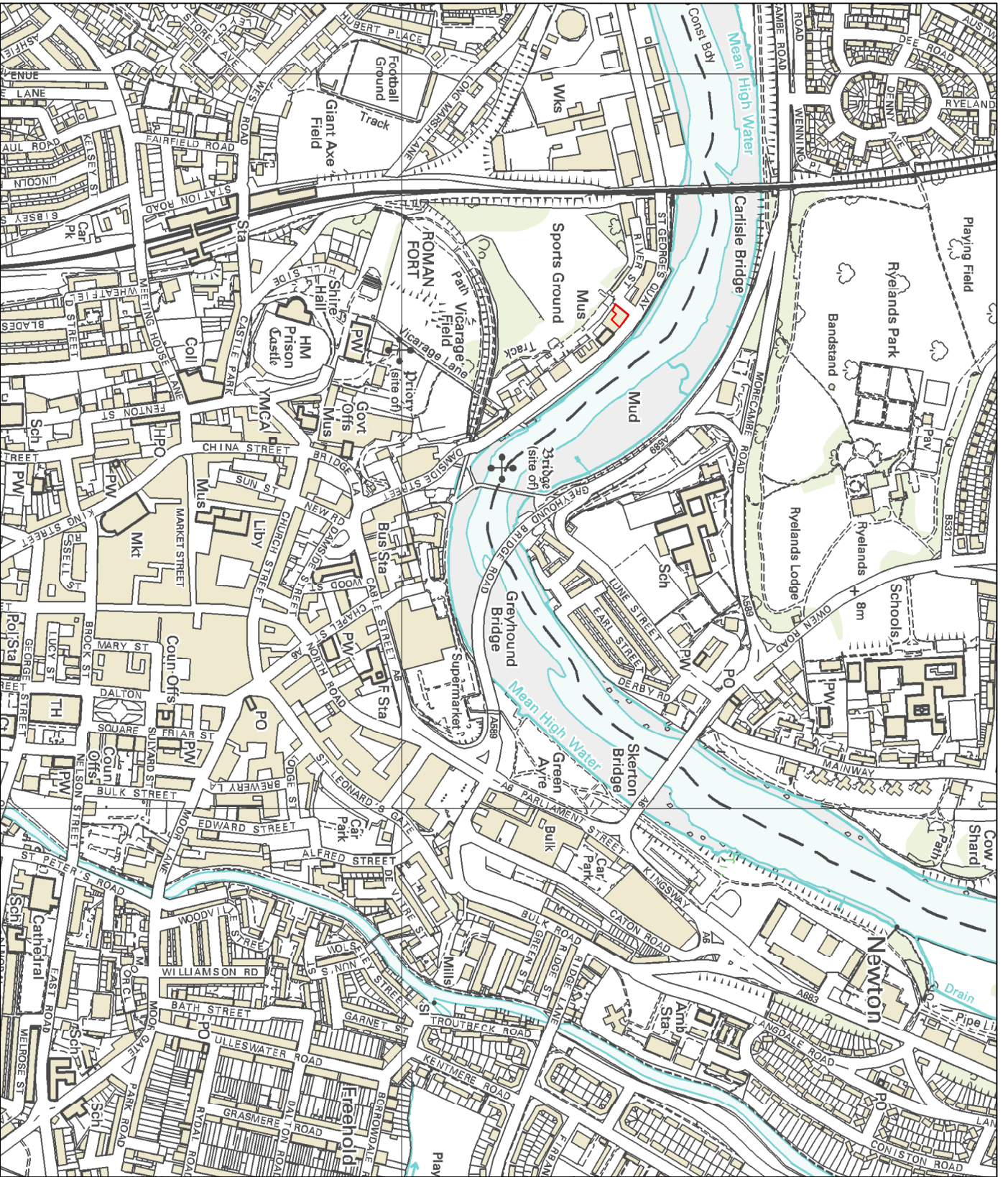


Figure 2: Site Location



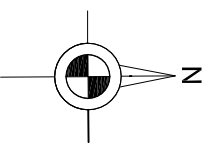
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2008
Wagon and Horses, Lancaster

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LOCATION: N



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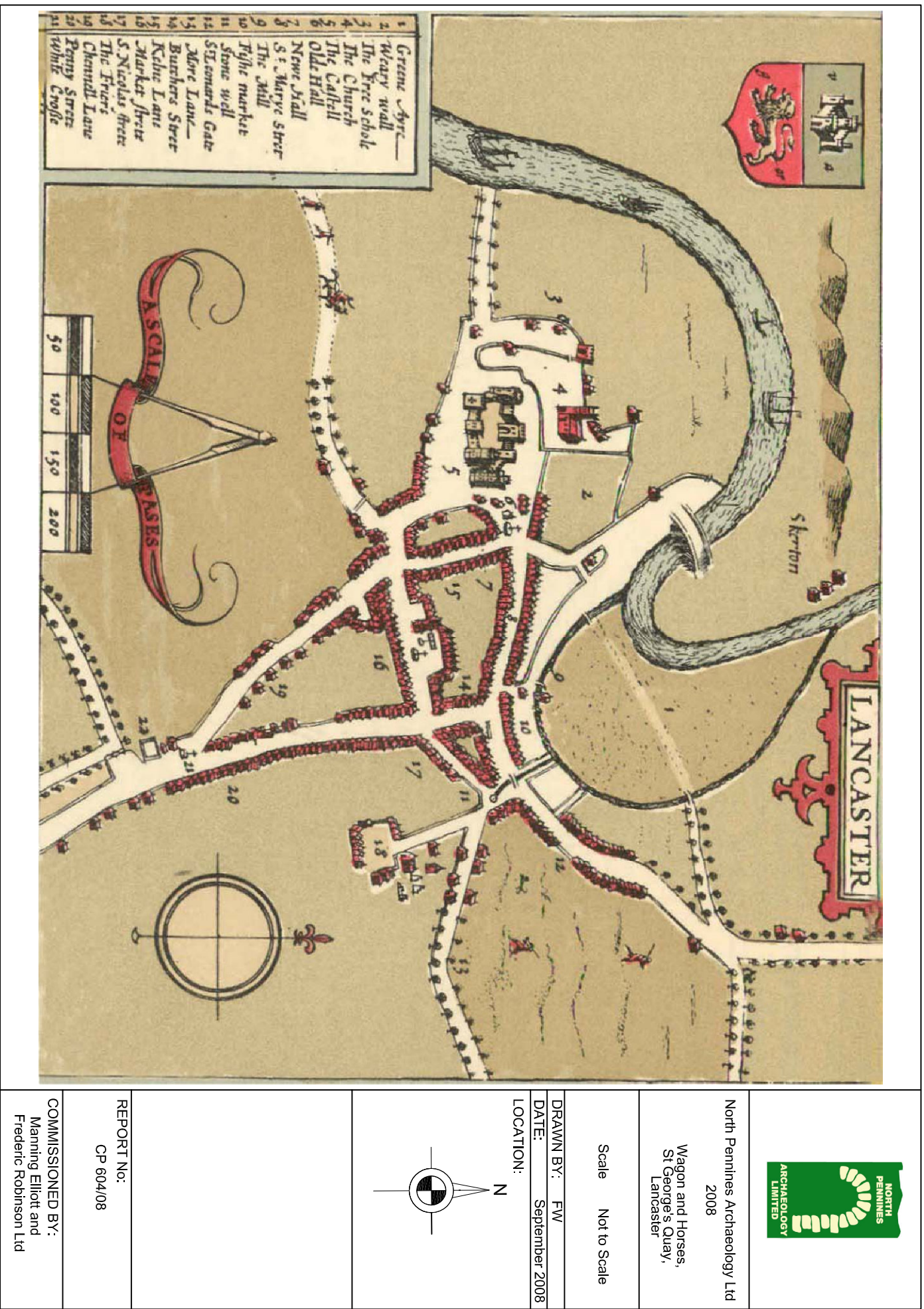


Figure 3: John Speed's Map of Lancaster 1610



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2008

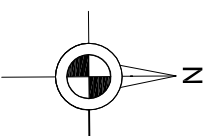
Wagon and Horses,
St George's Quay,
Lancaster

Scale Not to Scale

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Figure 4: Docton's Map of Lancaster 1684



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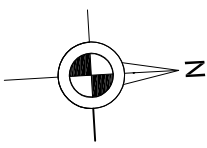
Wagon and Horses,
St George's Quay,
Lancaster

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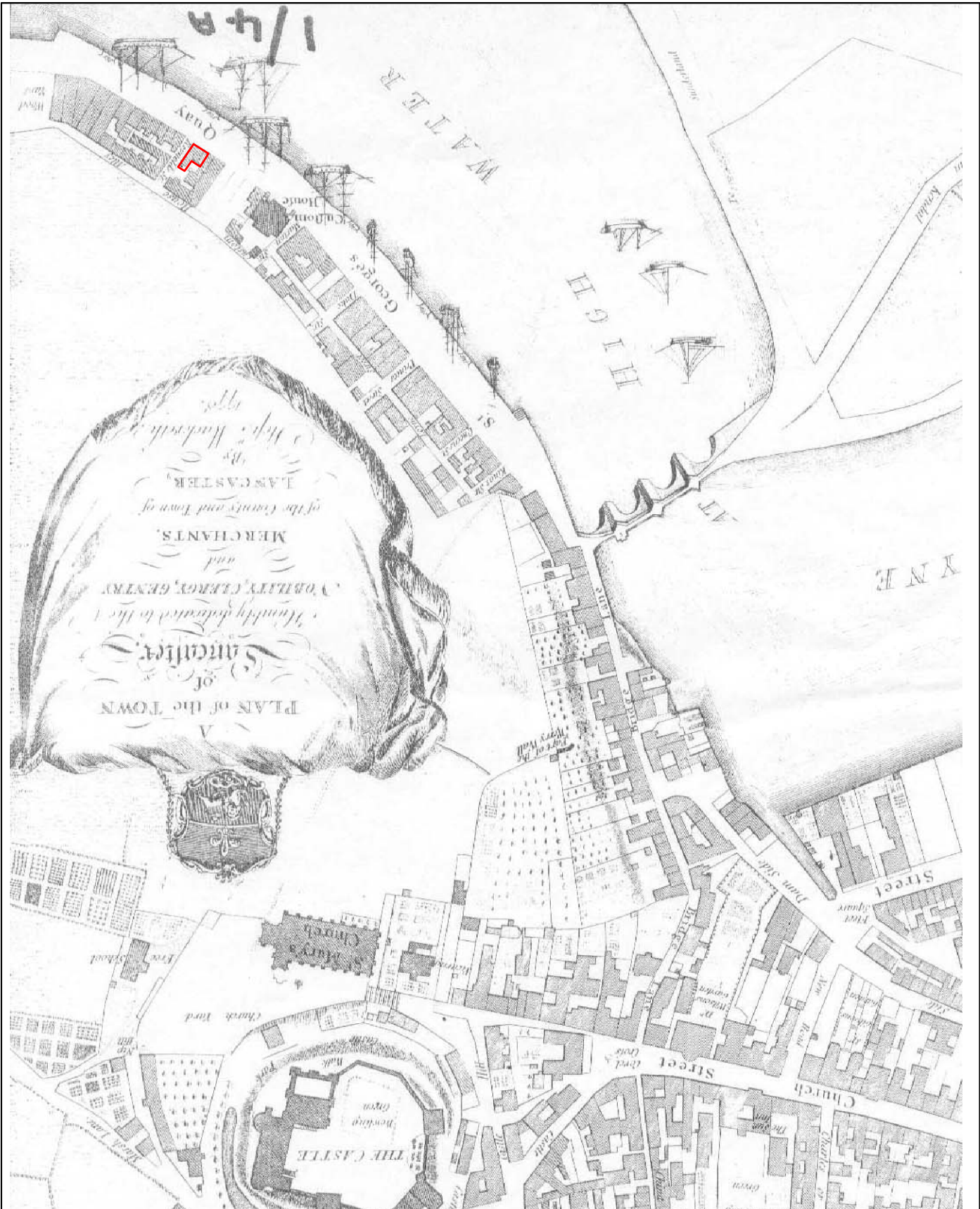


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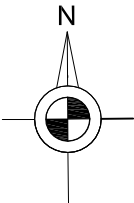

 <p>North Pennines Archaeology Ltd 2008</p>	<p>PROJECT: Wagon and Horses, St George's Quay, Lancaster</p> <p>SCALE: Not to Scale</p> <p>REPORT No: CP 604/08</p> <p>CLIENT Manning Elliott and Frederic Robinson Ltd</p> <p>DRAWN BY: FW</p> <p>DATE: September 2008</p>	<p>LOCATION:</p> 	<p>KEY:</p>  Location of Wagon and Horses
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Figure 5: Extract from Mackreth's Plan of the town of Lancaster 1778

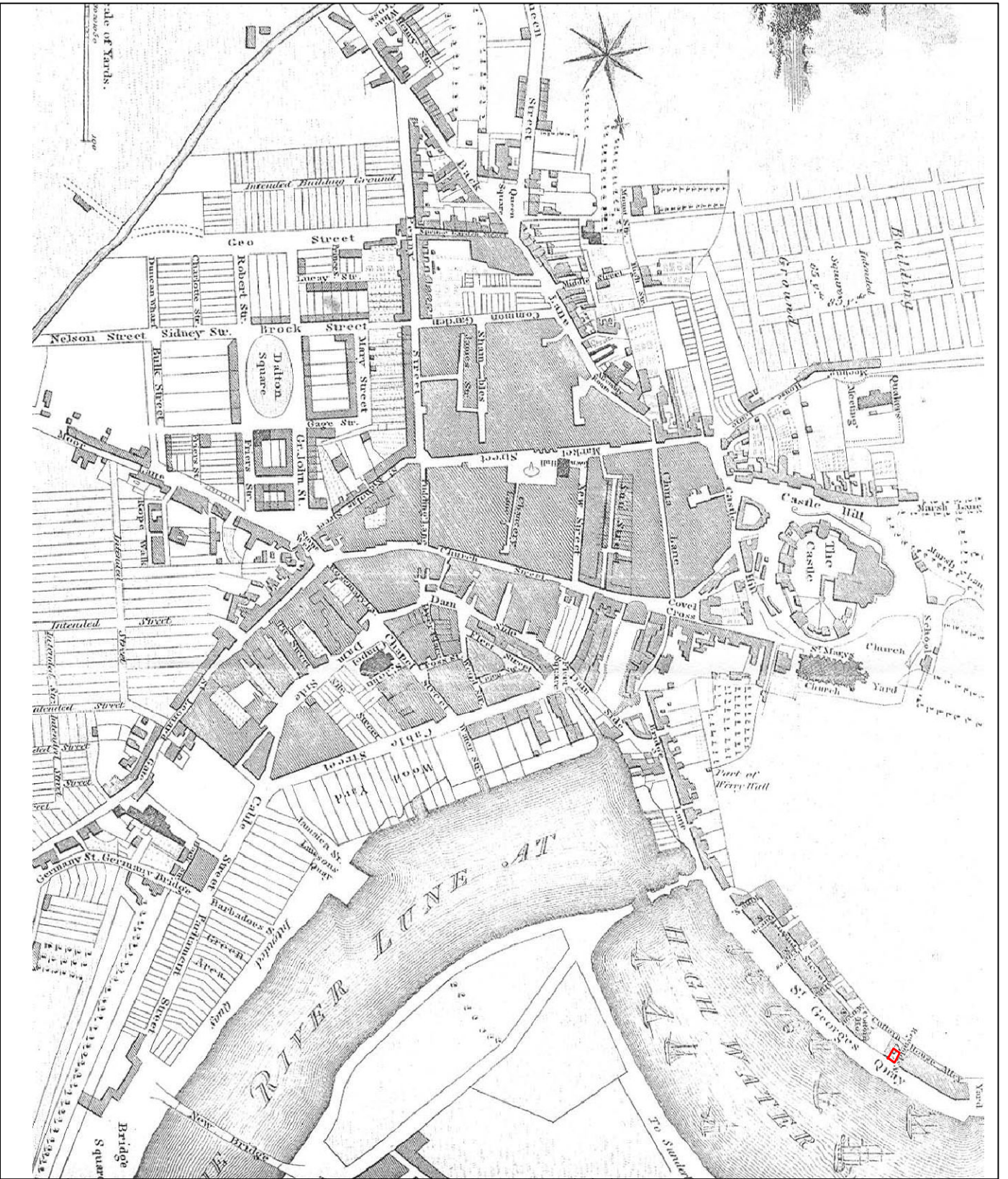
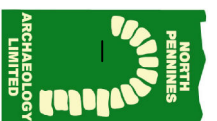


Figure 6: Clark's Map of the Town of Lancaster 1807



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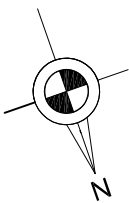
Wagon and Horses,
St George's Quay,
Lancaster

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◻ Site Location

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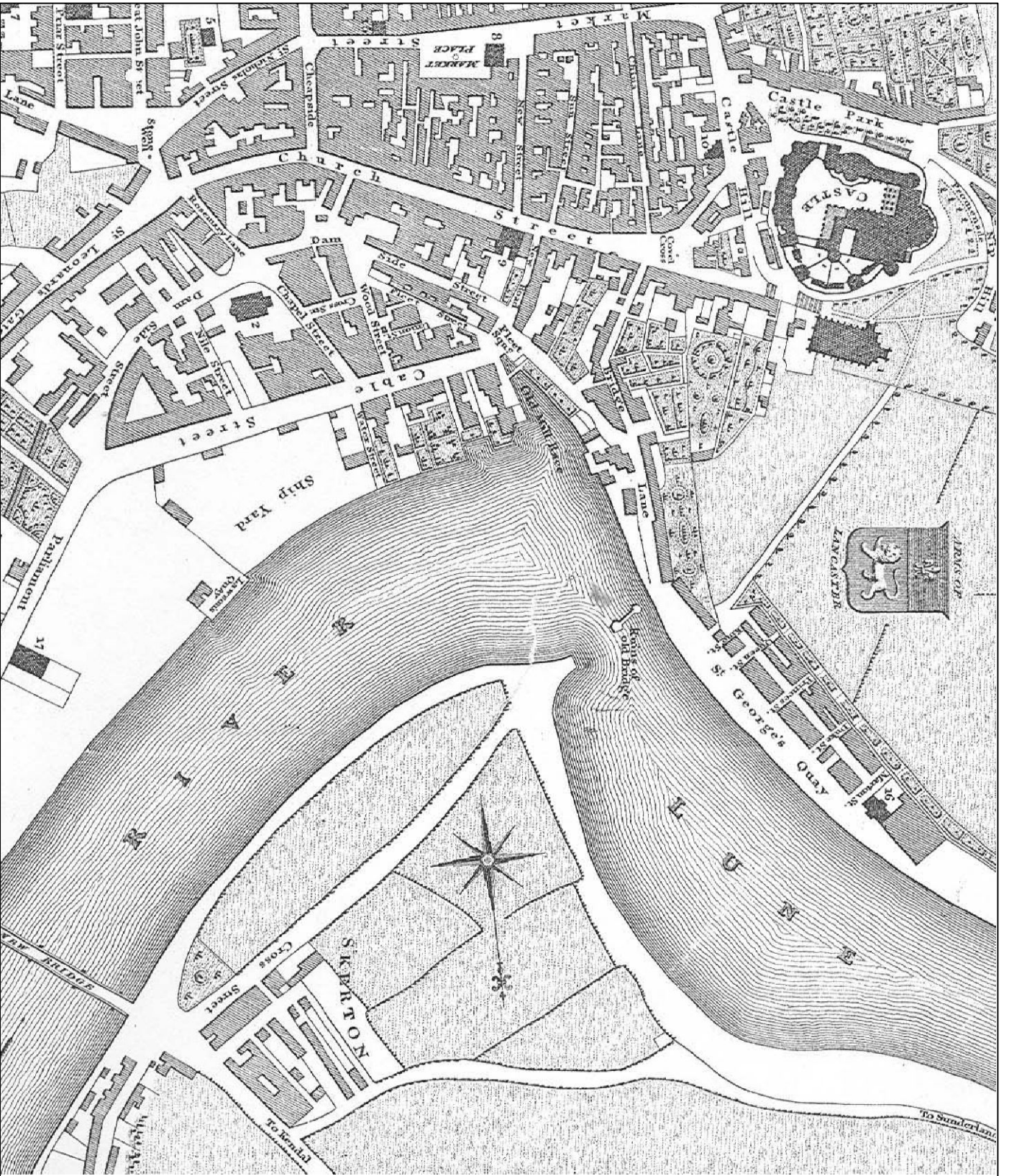


Figure 7: Plan of Lancaster 1824



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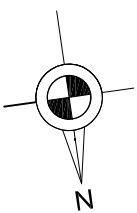
Wagon and Horses,
St George's Quay,
Lancaster

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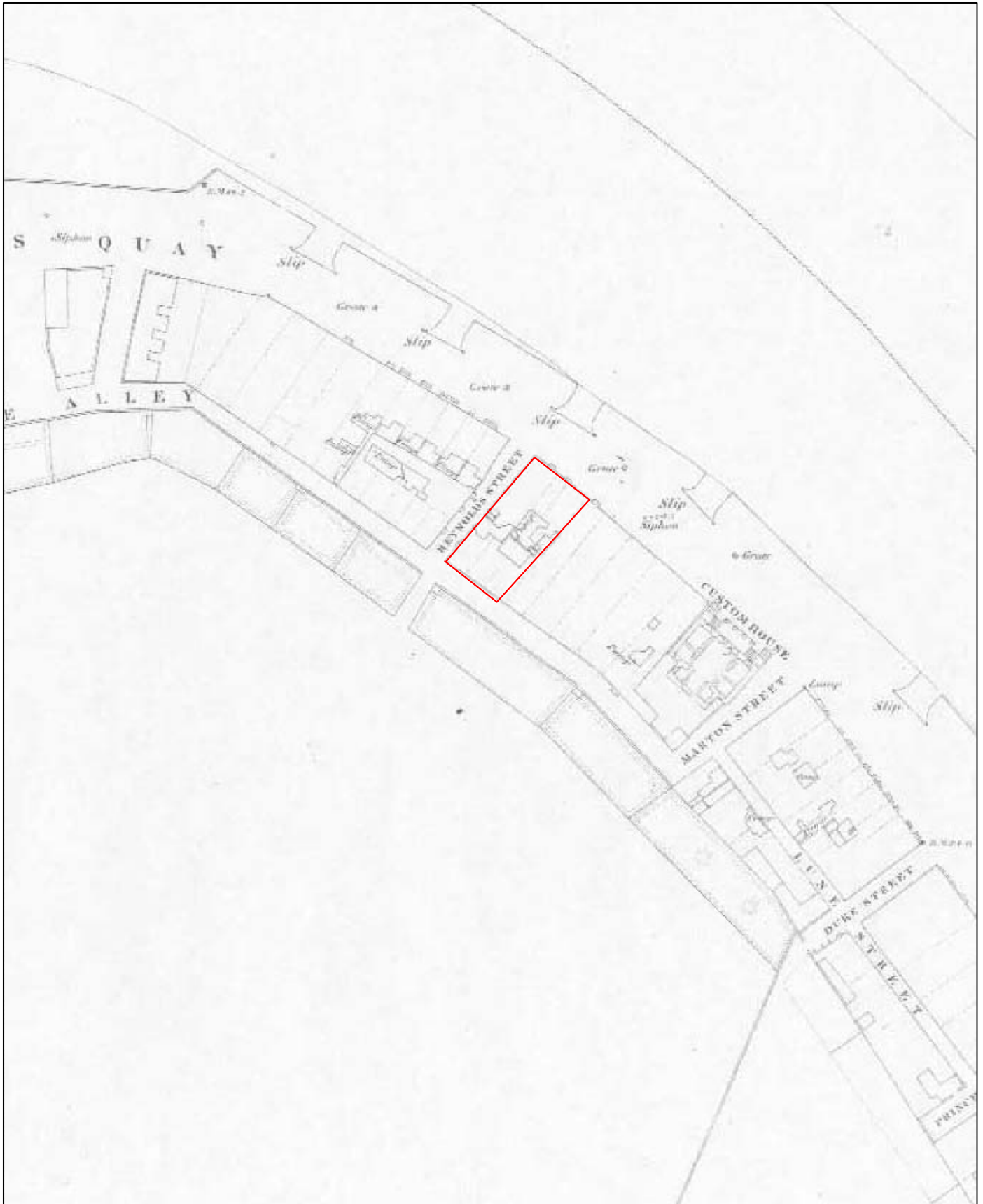


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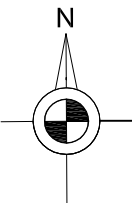
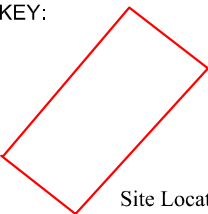
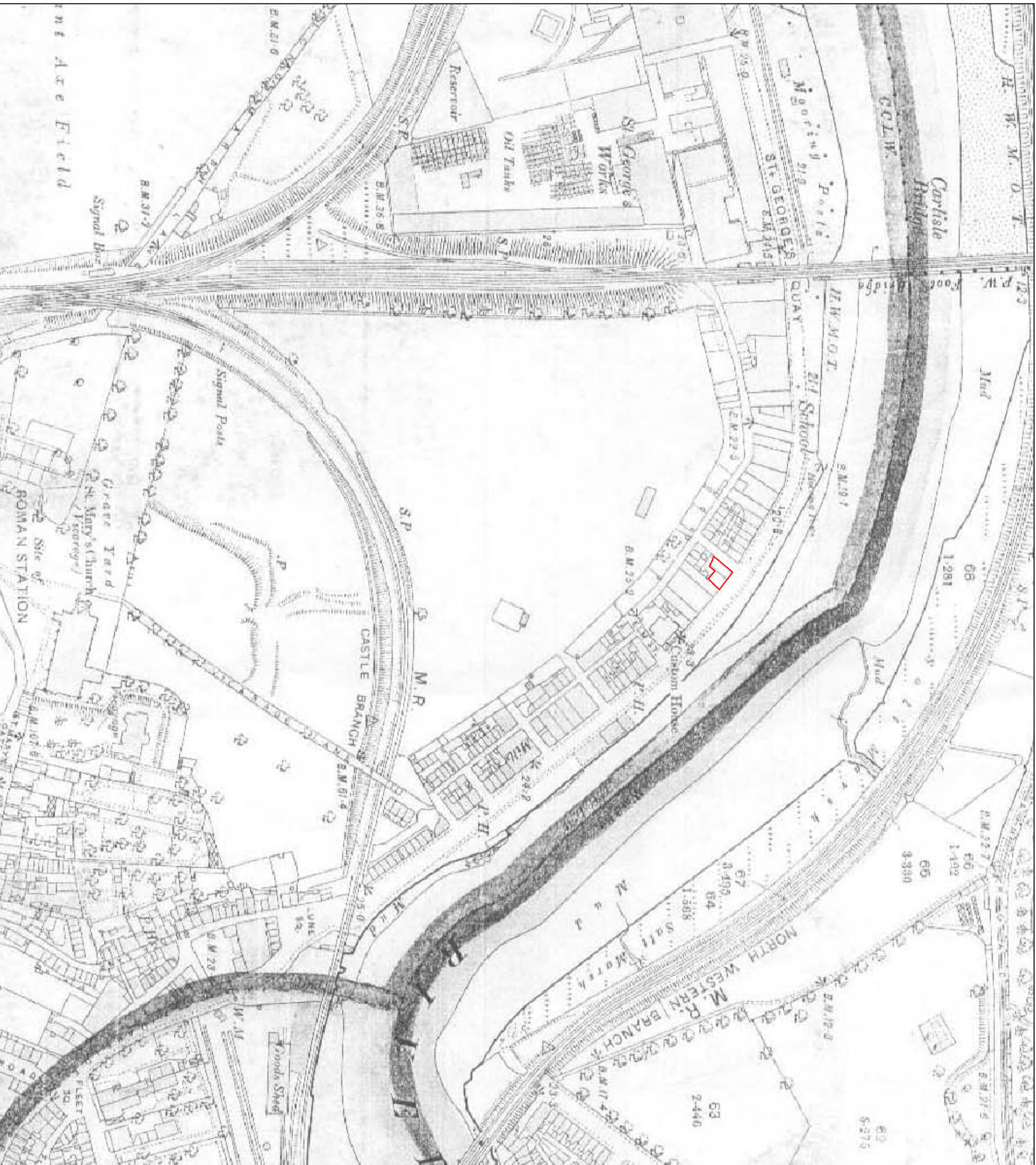
 <p>North Pennines Archaeology Ltd 2008</p>	<p>PROJECT: Wagon and Horses, St George's Quay, Lancaster</p> <p>SCALE: Not to Scale</p> <p>REPORT No: CP 604/08</p> <p>CLIENT Manning Elliott and Frederic Robinson Ltd</p> <p>DRAWN BY: FW</p> <p>DATE: September 2008</p>	<p>LOCATION:</p> 	<p>KEY:</p>  <p>Site Location</p>
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Figure 8: Extract from Ordnance Survey Map 1846



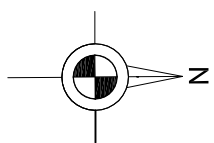
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Lancaster

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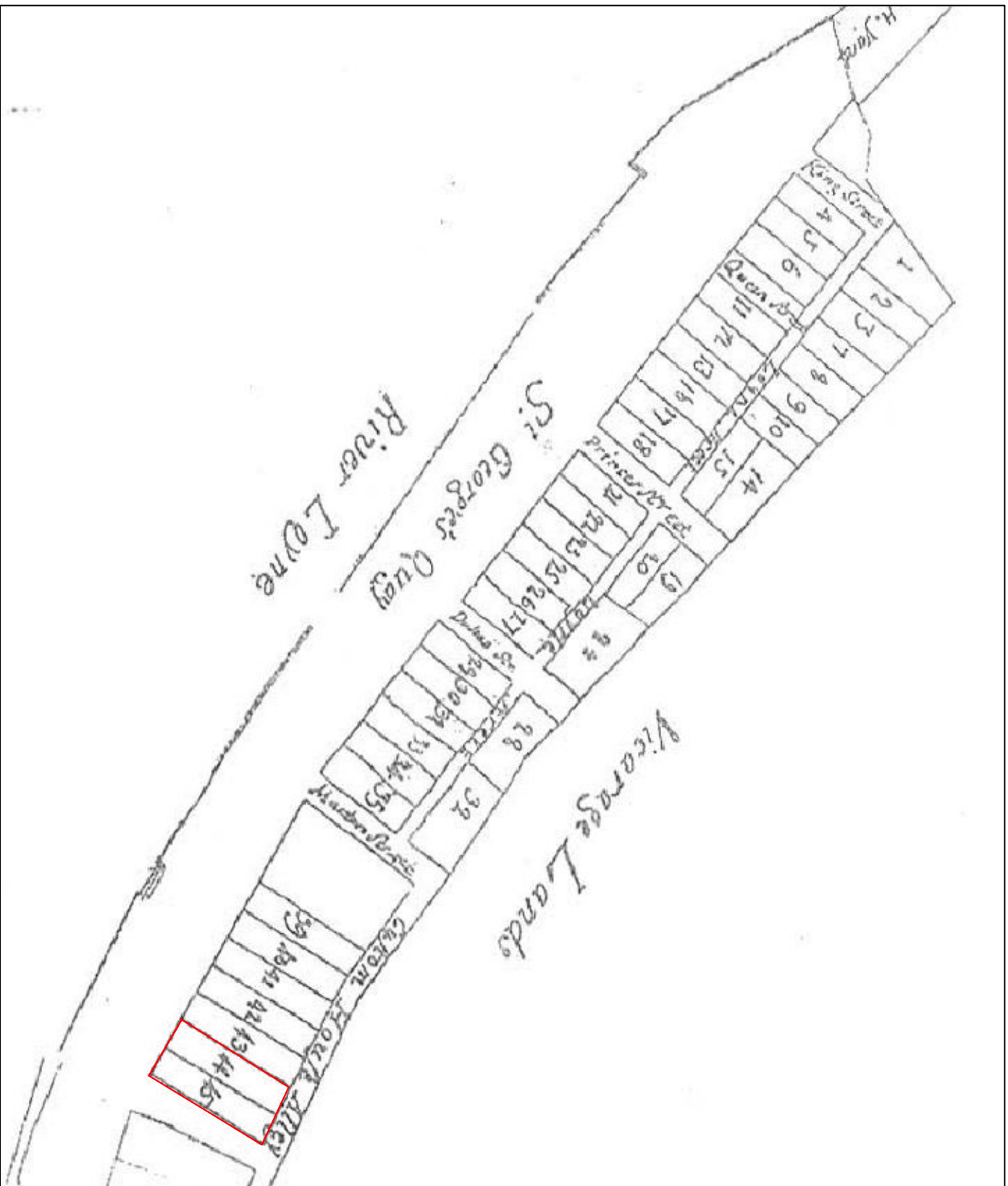
KEY

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Figure 9: Extract from Second Edition Ordnance Survey Map 1893



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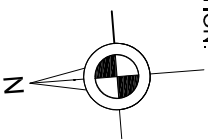
Wagon and Horses,
St George's Quay,
Lancaster

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Plots for No's 27 and 28
St George's Quay

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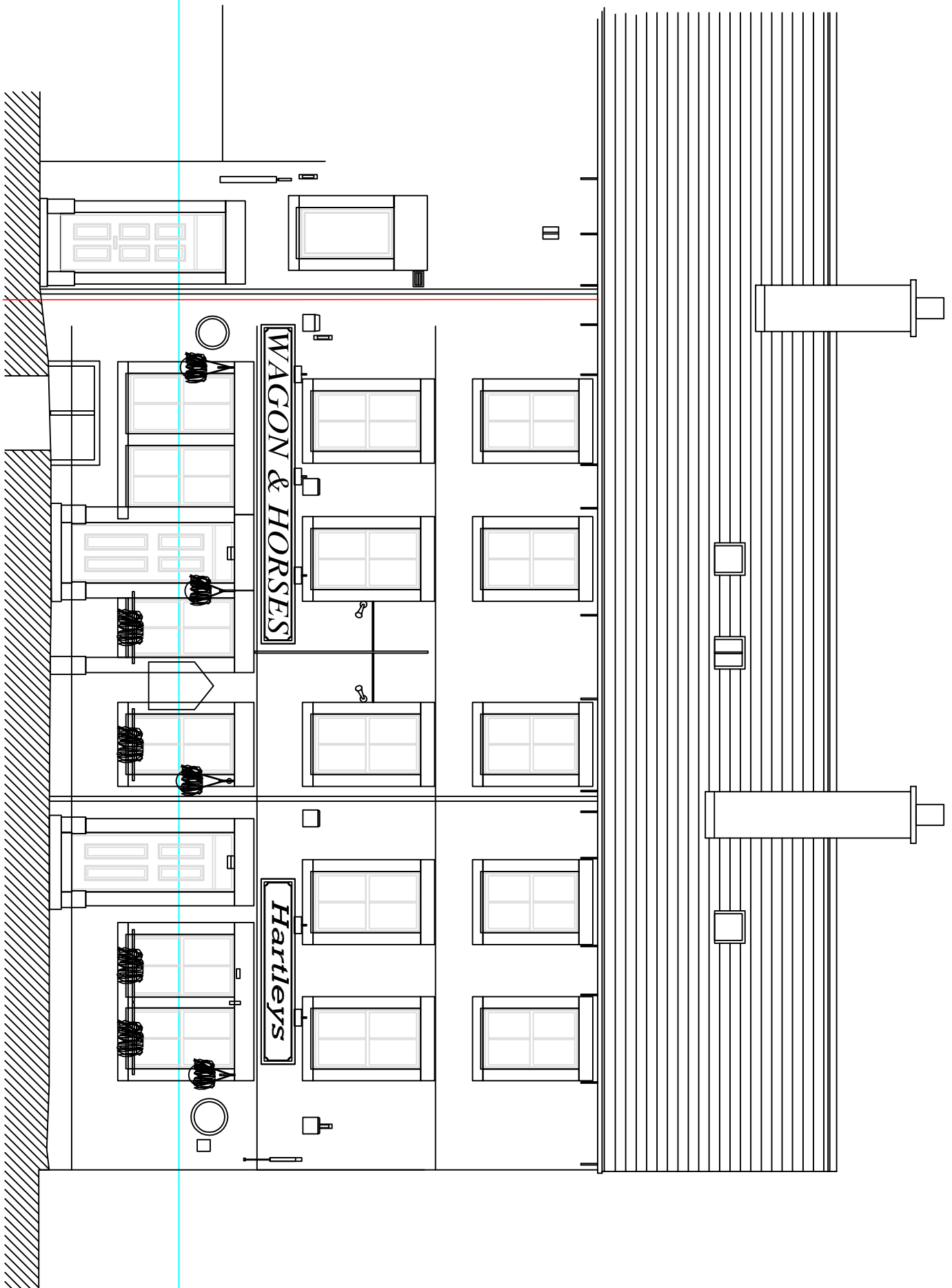
Figure 10: Building Lots on St George's Quay 1754



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— Limit of Building Survey

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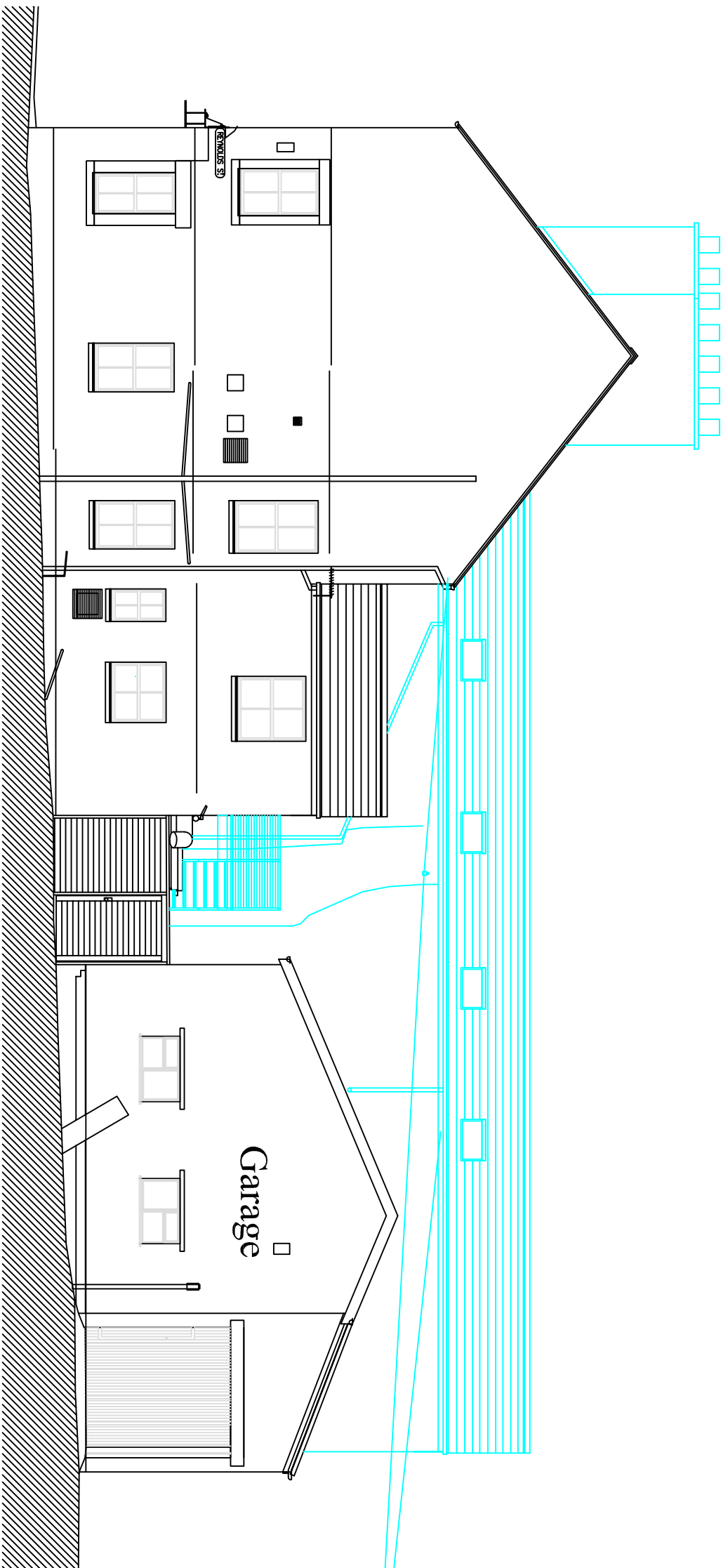
Figure 11: North-East Elevation



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Figure 12: North-West Elevation

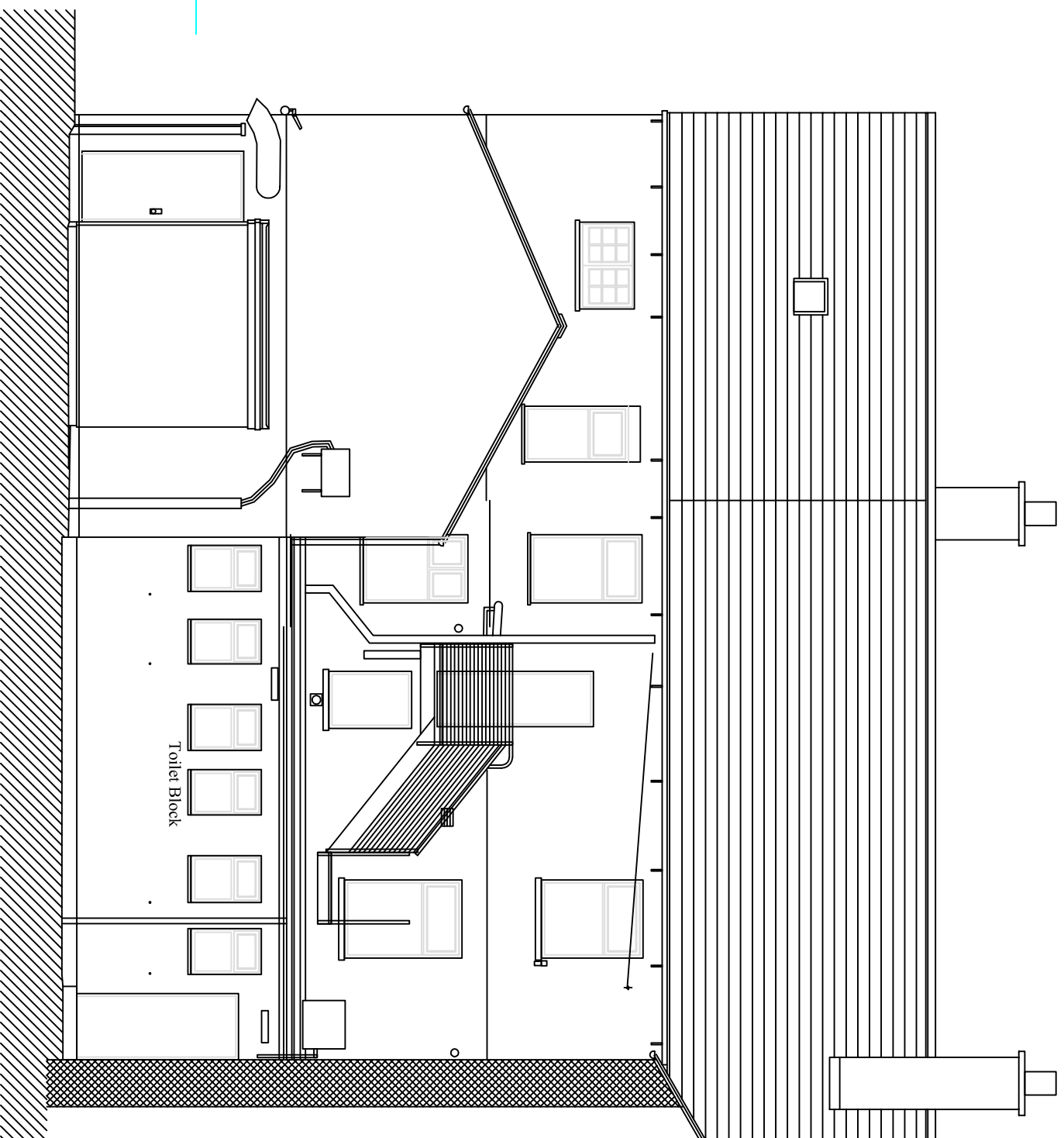


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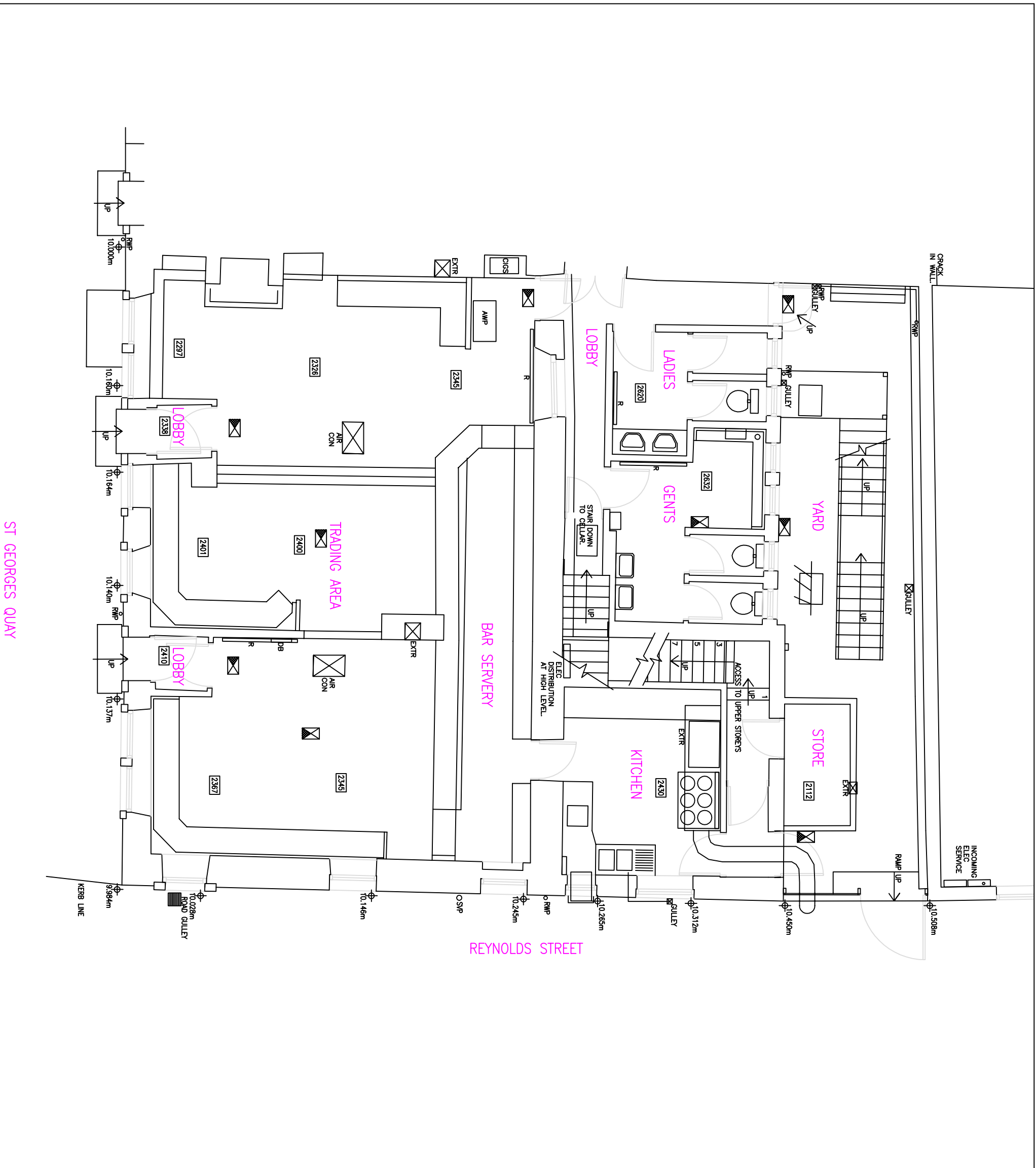
REPORT No:

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Figure 13: South-West Elevation




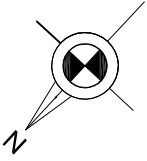
 <p>North Pennines Archaeology Ltd 2008 Wagon and Horses, Lancaster</p>	<p>Scale 1:75</p> <p>Drawn by: FW</p> <p>Date: September 2008</p>		<p>REPORT No: CP 604/08</p> <p>COMMISSIONED BY: Manning Elliott/Frederic Robinson Ltd</p>
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Figure 14: Ground Floor Plan

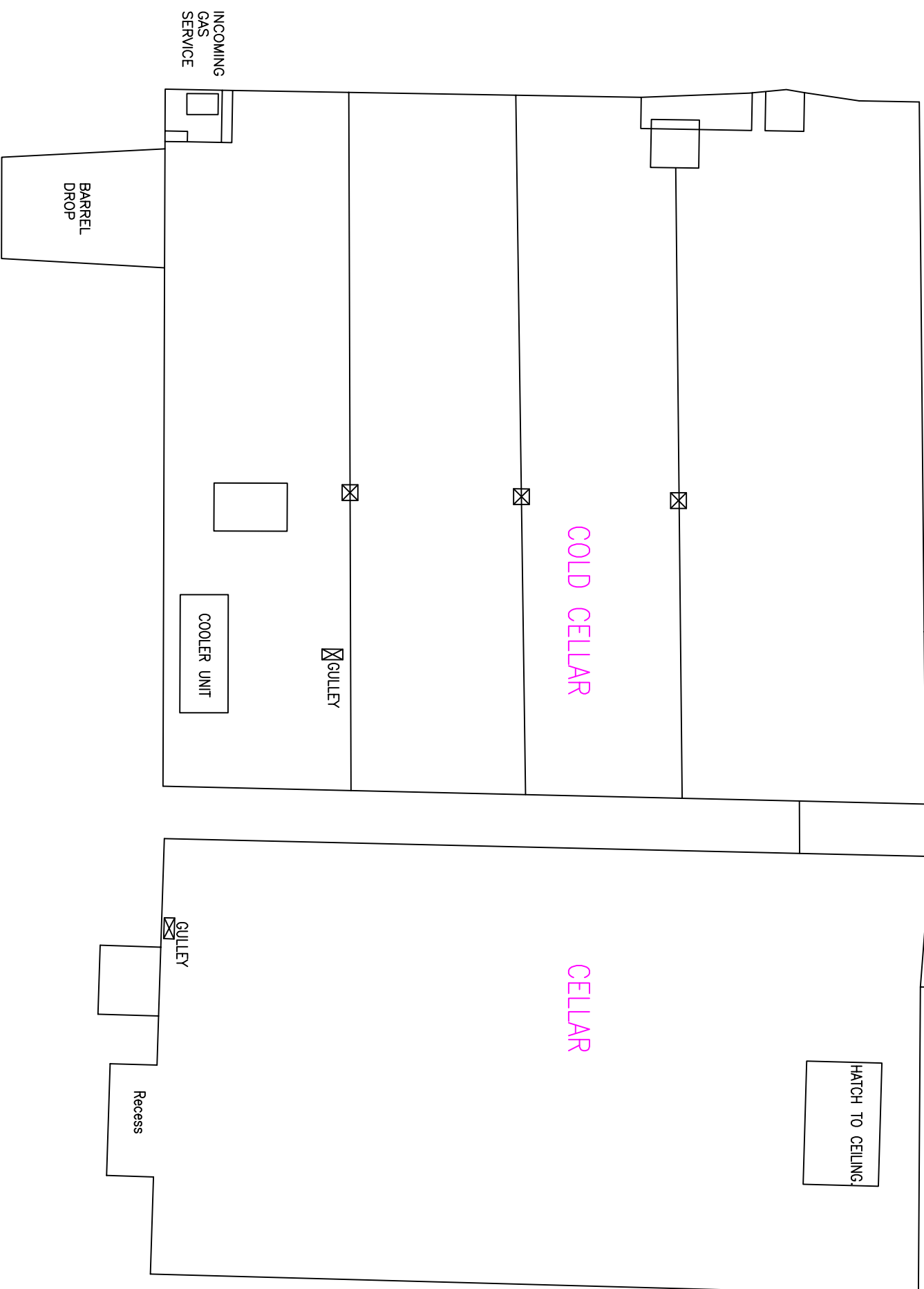
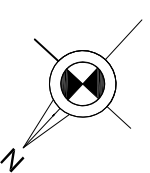


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Figure 15: Cellar Plan

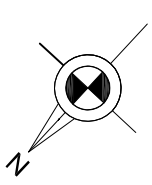




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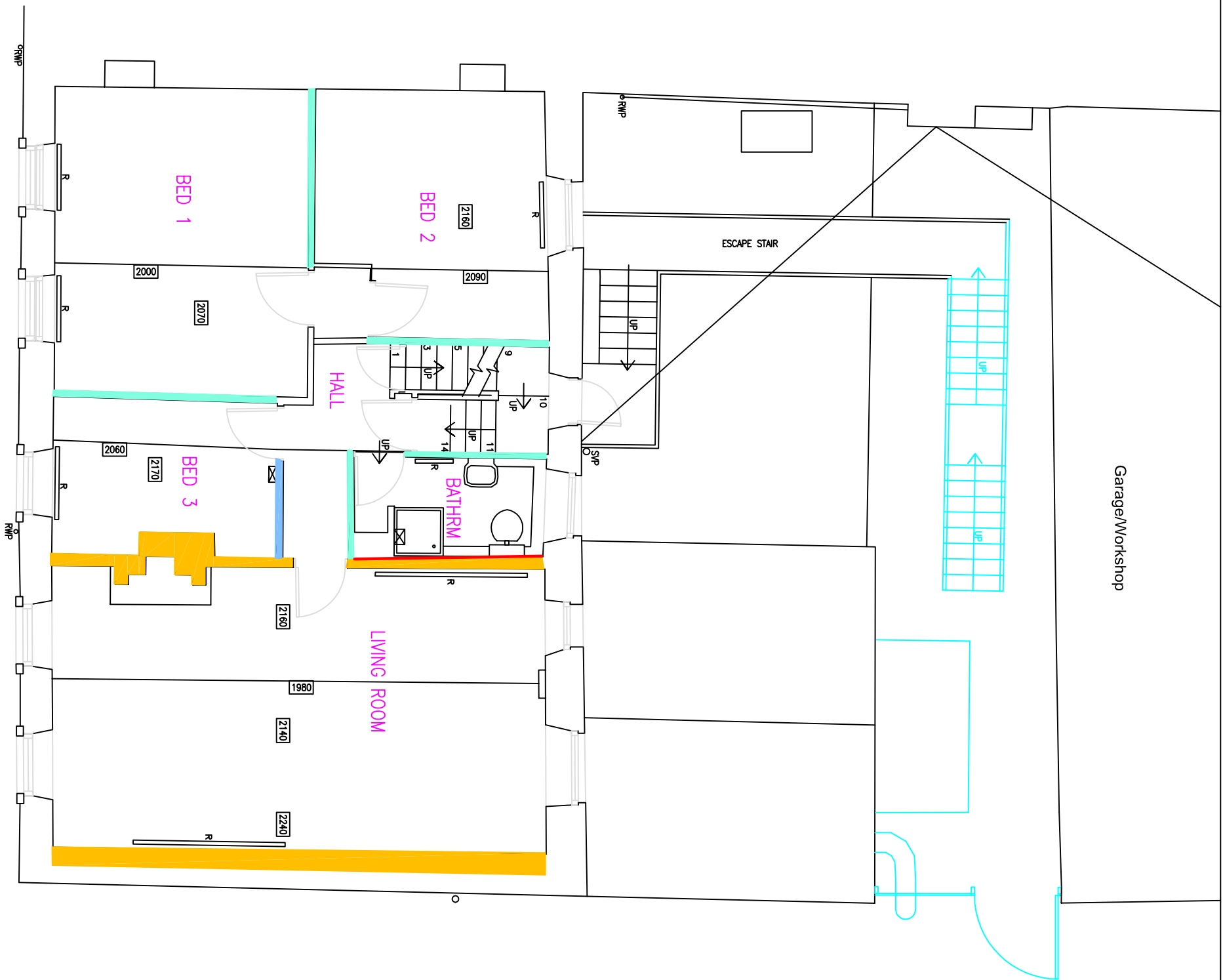
KEY
Construction materials where observed:
 Brick
 Modern Stud Wall

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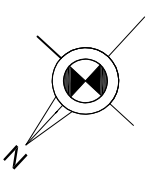
Figure 16: First Floor Plan



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Scale 1:75

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- KEY
 Construction materials where observed:
- Brick
 - Modern Stud Wall
 - Timber-framed with wattle and daub infill
 - Clay and Straw Plaster

REPORT No: CP 604/08

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Figure 17: Second Floor Plan

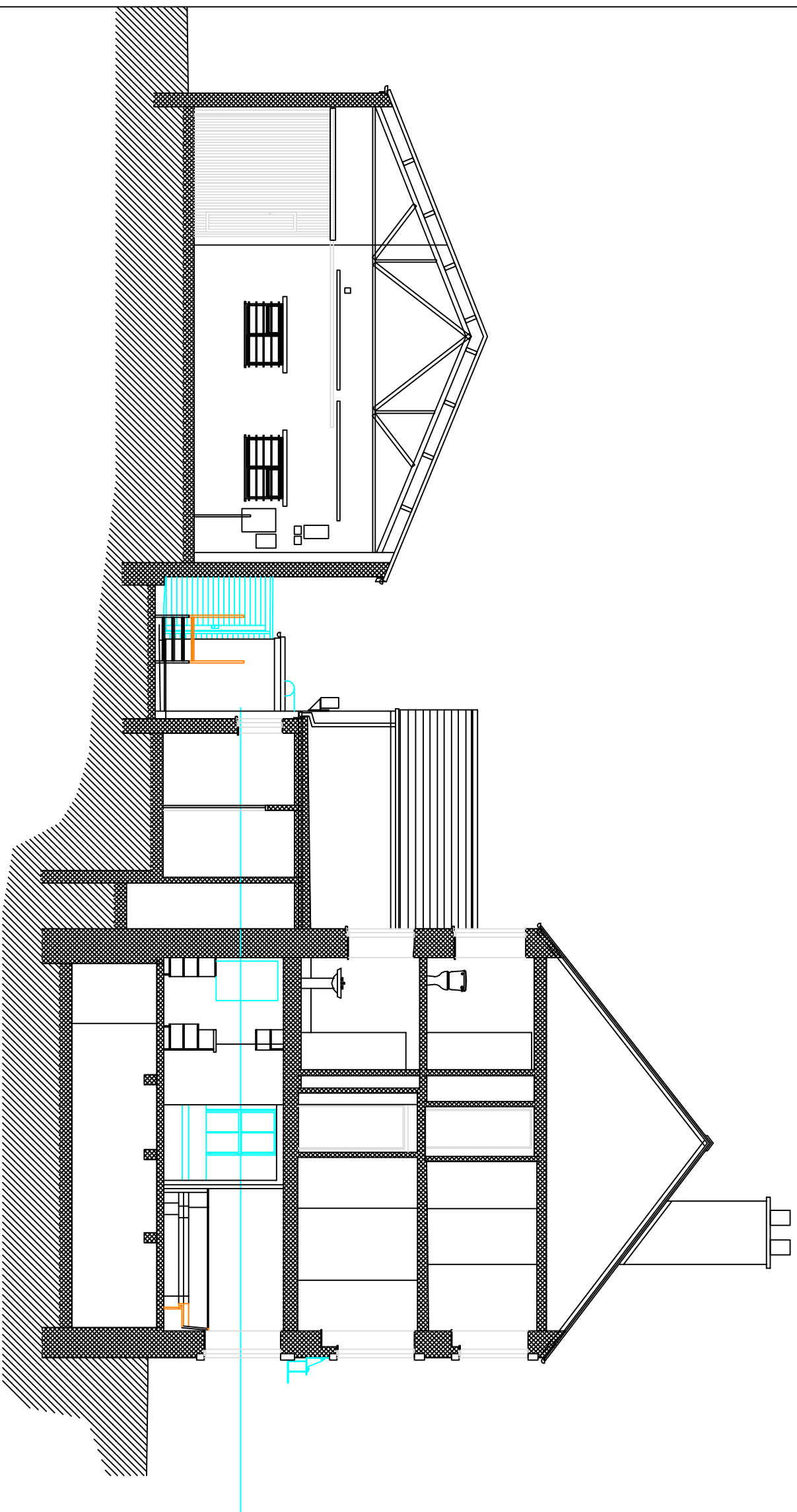


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Figure 18: Cross-Sections looking North-West



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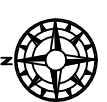
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Wagon and Horses, Lancaster

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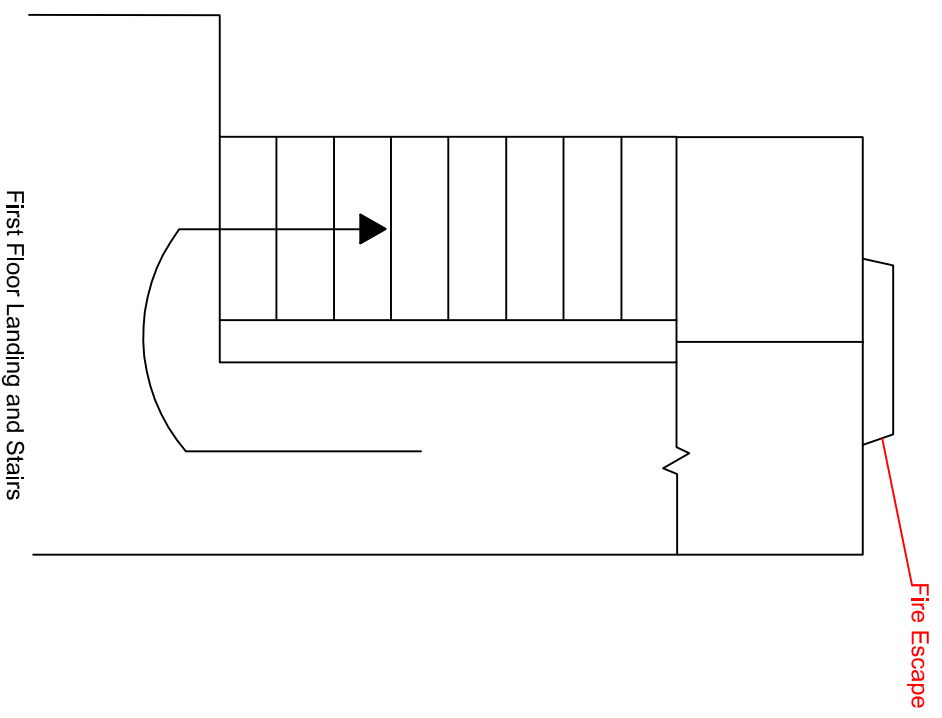
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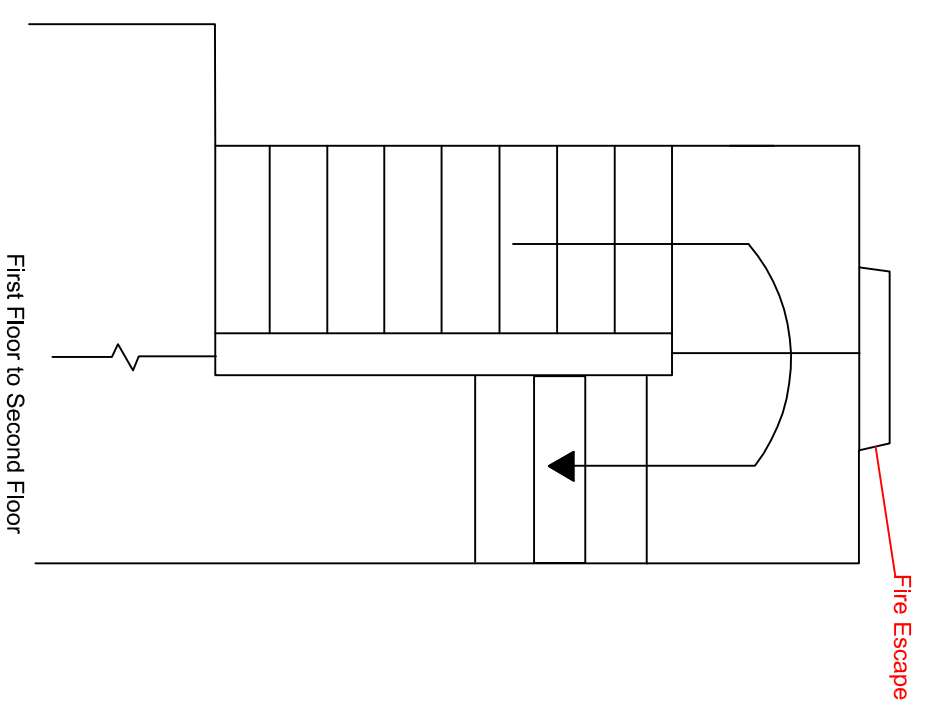
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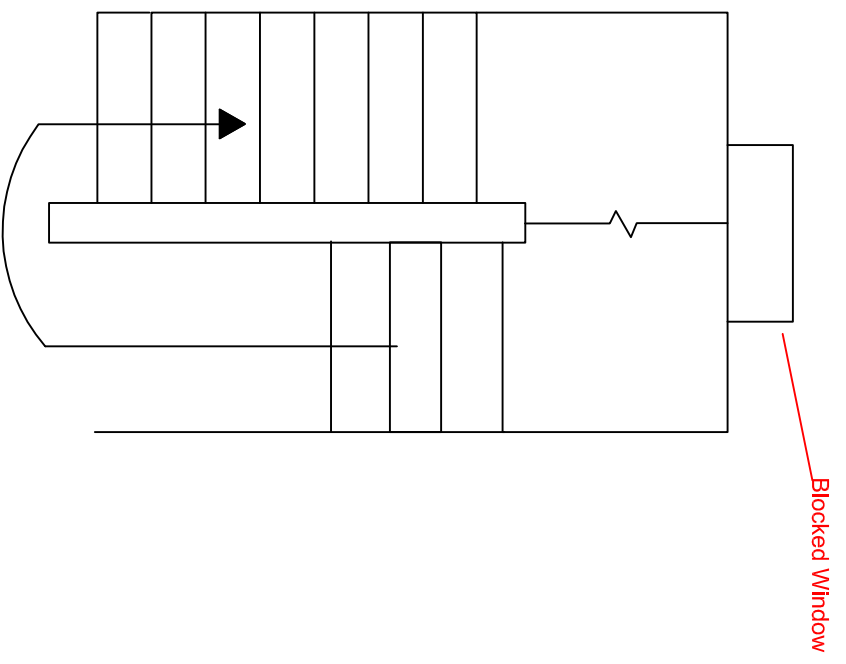
Manning Elliot Architects Limited



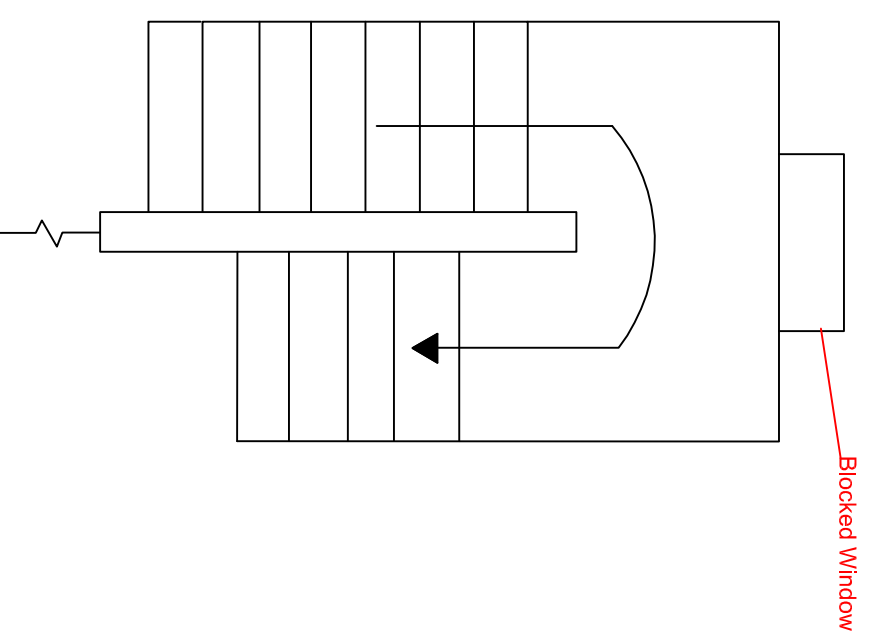
First Floor Landing and Stairs



First Floor to Second Floor

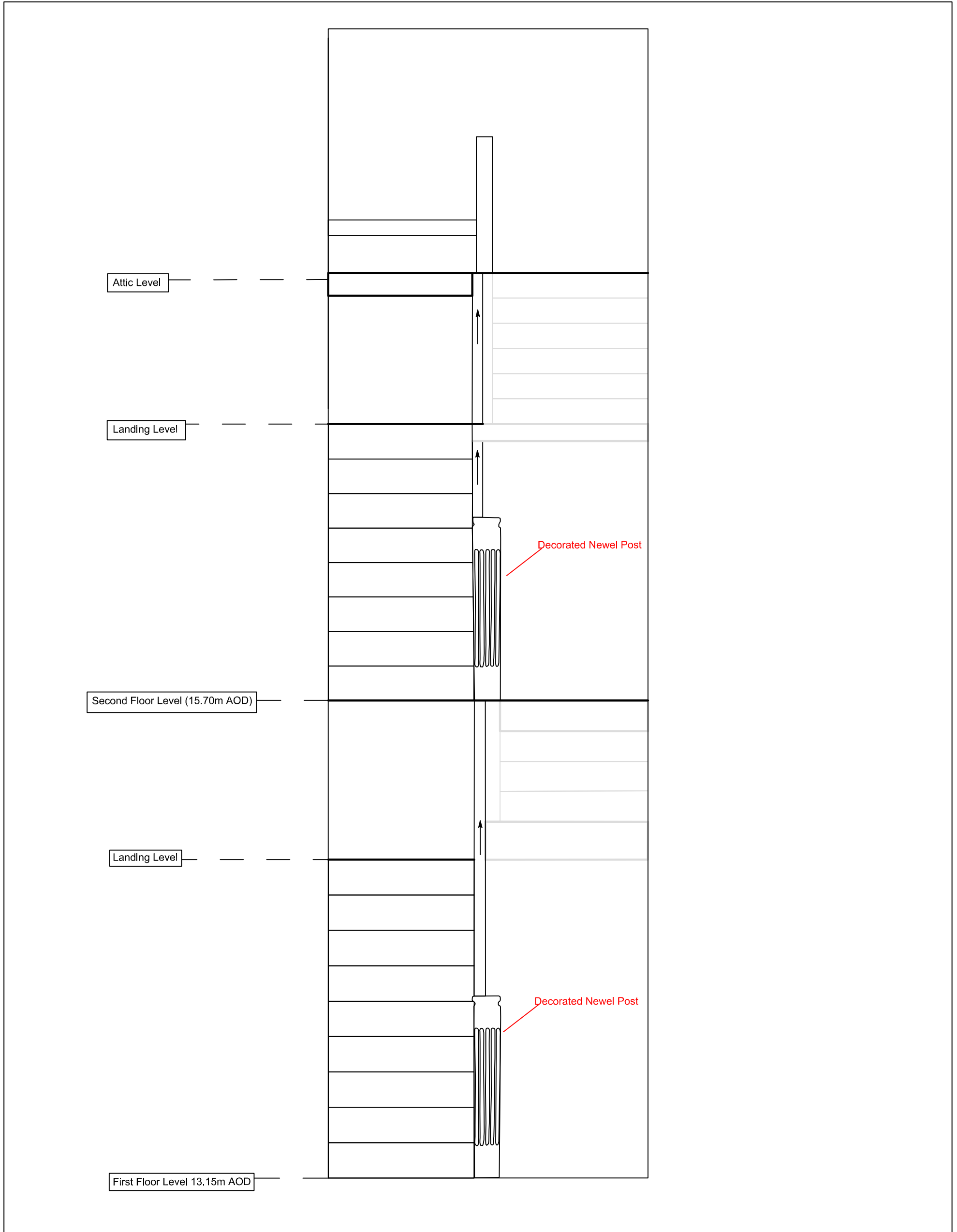


Second Floor to Attic Landing



Attic Landing to Attic Proper

Figure 19: Plan View of Staircase







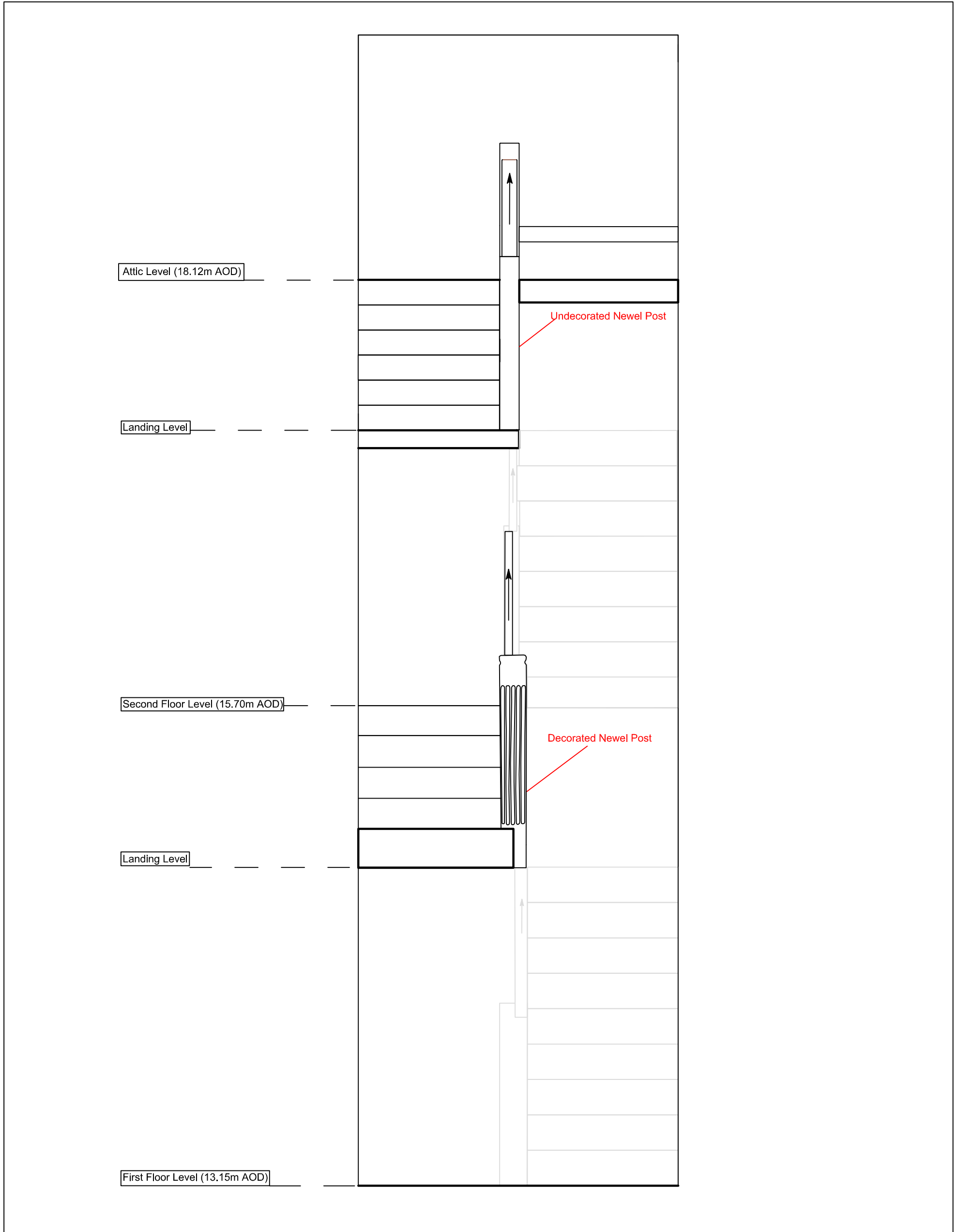
 <p>North Pennines Archaeology Ltd 2008</p>	<p>PROJECT: Wagon and Horses, Lancaster SCALE: 1:20 REPORT No: CP 604/08 CLIENT: Manning Elliot Architects Limited DRAWN BY: NG DATE: April 2008</p>		<p>KEY</p> <ul style="list-style-type: none">  Detail Visible  Detail Obscured  Slope of Bannister
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Figure 20: Elevation of Staircase Facing South



Attic Level (18.12m AOD)

Landing Level

Second Floor Level (15.70m AOD)

Landing Level

First Floor Level (13.15m AOD)

Undecorated Newel Post

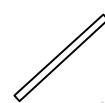
Decorated Newel Post



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2008

PROJECT: Wagon and Horses, Lancaster
 SCALE: 1:20
 REPORT No: CP 604/08
 CLIENT: Manning Elliot Architects Limited
 DRAWN BY: NG
 DATE: April 2008

KEY



Detail Visible

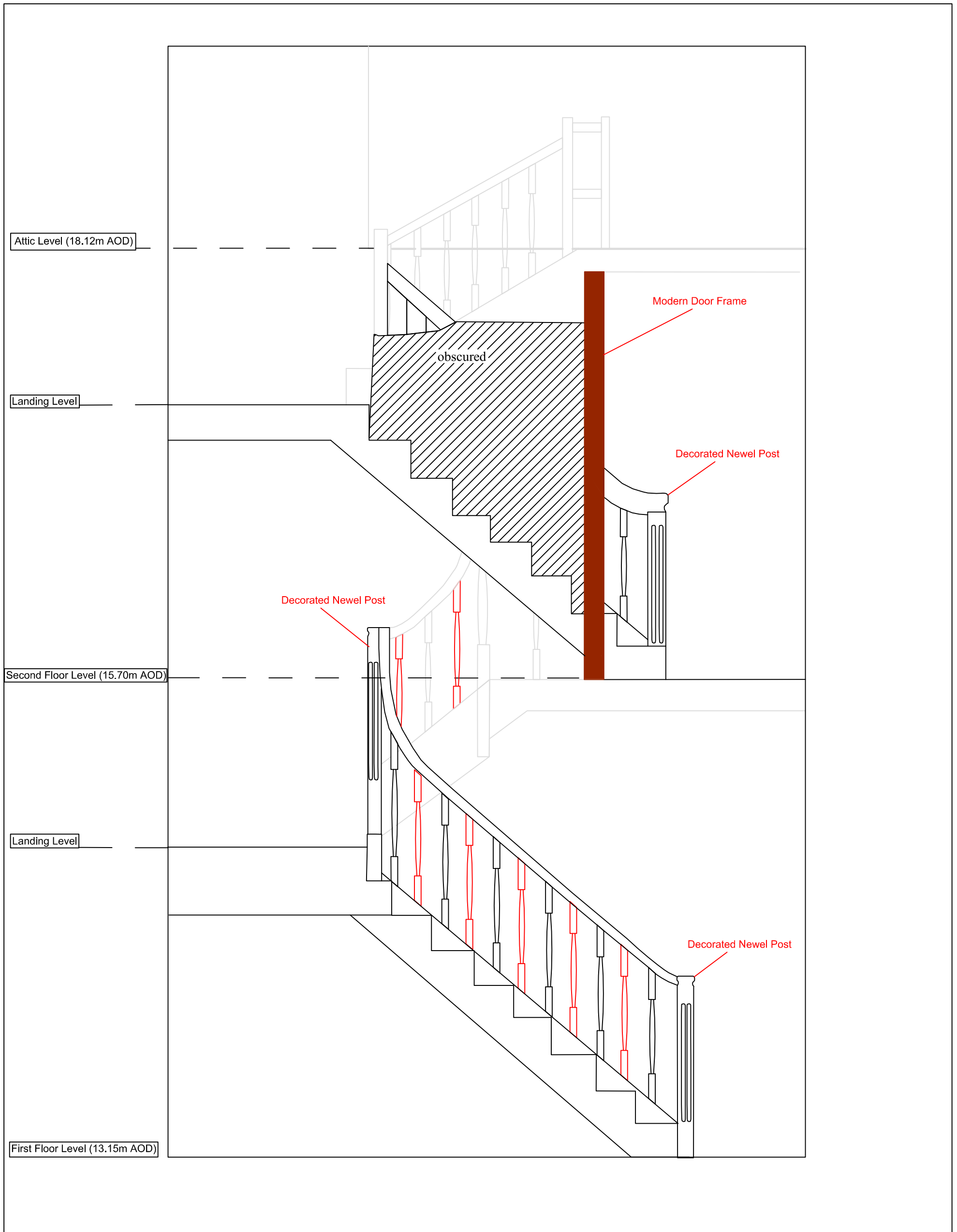


Detail Obscured



Slope of Bannister

Figure 21: Elevation of Staircase Facing North




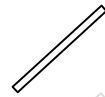


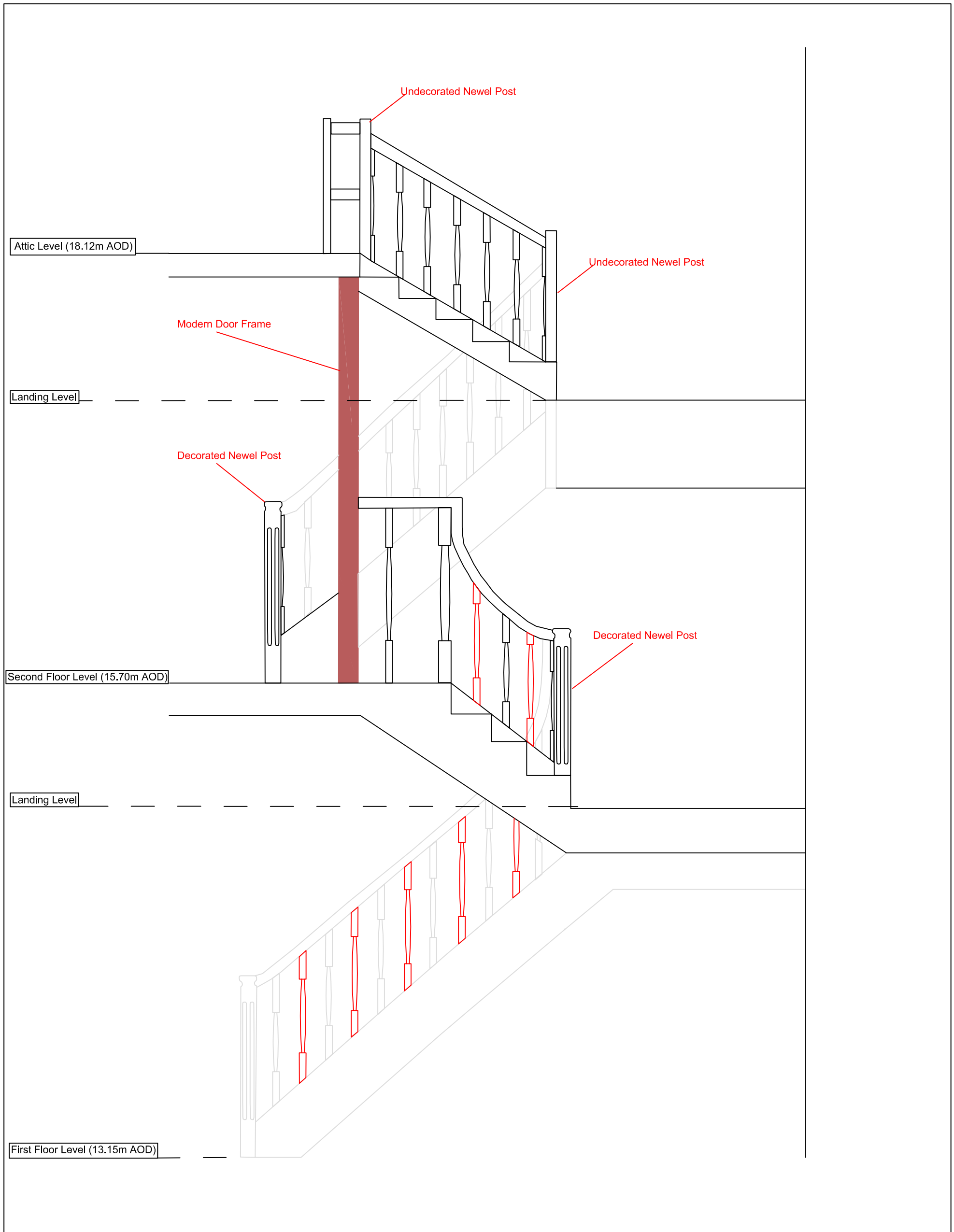
 <p>North Pennines Archaeology Ltd 2008</p>	<p>PROJECT: Wagon and Horses, Lancaster SCALE: 1:20 REPORT No: CP 604/08 CLIENT: Manning Elliot Architects Limited DRAWN BY: NG DATE: April 2008</p>		<p>KEY</p> <ul style="list-style-type: none">  Detail Visible  Detail Obscured  Removed Spindles
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Figure 22: Elevation of Staircase Facing West




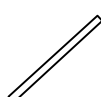


 <p>North Pennines Archaeology Ltd 2008</p>	<p>PROJECT: Wagon and Horses, Lancaster</p> <p>SCALE: 1:20</p> <p>REPORT No: CP 604/08</p> <p>CLIENT: Manning Elliot Architects Limited</p> <p>DRAWN BY: NG</p> <p>DATE: April 2008</p>		<p>KEY</p> <ul style="list-style-type: none">  Detail Visible  Detail Obscured  Removed Spindles
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Figure 23: Elevation of Staircase Facing East