SMITHDOWN LANE, CORPORATION STABLE YARDS

Merseyside

Building Survey Report

Oxford Archaeology North

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RA Fisk Associates/ Goldcrest Finance

Issue No: 2010-11/1190
OA North Job No: L10321
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SUMMARY

An investigation of the northern block of Smithdown Lane Stable Yard, Merseyside (NGR SJ 3634 9014), was undertaken by Oxford Archaeology North (OA North) at the request of RA Fisk & Associates. The work was required to provide a mitigative record of the building in advance of its partial demolition as part of a residential development constructing student homes. The work was undertaken in accordance with a project design (*Appendix 1)* which required the implementation of a Level 3 building survey (English Heritage 2006) of the buildings that will be demolished; the project design was checked and sanctioned by the Merseyside Archaeologist. This report sets out the results of the investigation relating to the extant northern section of the stable yard in the form of a short document with accompanying photographs and plans.

Historical Background: the location and development of the corporation stables at Smithdown Lane, Liverpool can, in part, be attributed to the development of public health, and the land for the stables was purchased in 1866 by the Liverpool Health Committee to provide carts to remove waste off the streets of the town. The stables were constructed in 1867 by Mr William Tomkinson and Messrs Richard and Norton; by 1870 the corporation stables were firmly established at Smithdown Lane and a number of businesses had sprung up alongside the stables which furnished the stable yard with provisions. The demands on the stables were considerable, leading to ongoing improvements, and expansions were undertaken in 1872, 1881 and 1892.

By 1935, despite the increasing usage of motor vehicles, a census showed that there were still more than 5000 heavy horses working in and around Liverpool, but by the mid 1940s the need to compete with motor vehicles for speed and efficiency in delivery and logistics was increasing and led to an increasing number of businesses turning to motor vehicles and abandoning the traditional horse and cart.

In 1984, under the Hatton regime, the role of Lord Mayor was abolished and the mayor's coach, then housed at the stables, was moved to Croxteth Hall where it was placed on display to the general public. Following this, the stables lay vacant and the western block was demolished at the end of 2000 in anticipation of student accommodation developments.

Building Survey Results: The building survey identified four principal phases of development relating to the existing structures. Phase 1 of the building was the Yardman's House (69 Smithdown Lane) constructed in 1868. Phase 2 of the present structure was in the 1880s and entails much of the extant stable block, yard and ancillary buildings. Phase 3 (*c* 1890s) is represented by the addition of the cook house at the north-east limit of the extant northern block. Phase 4 was the alteration to the second phase buildings in order to allow more than one business to operate out of the same stable block. This entailed the closing of some doors and the creation of others to provide two self-contained units.

Recommendations: the building complex is a survival of late nineteenth century corporation architecture, but has no listed building status and, as such, is not classified as one of the more significant buildings within Liverpool. The condition of the building is beyond economic repair and, consequently, it has been proposed by the developer for demolition. The present building survey has provided a mitigative record of the stable buildings in the event that they are demolished.

Beneath the structure there is the potential for remains and foundations relating to the early phases of the stable yard complex and also tunnels constructed by Joseph Williamson.

Following demolition, it is important that the area is subject to archaeological investigation in advance of any further construction works. It is recommended that an archaeological evaluation trench be excavated along the length of the building to determine the depth of bedrock in this area and the potential for underlying features, particularly tunnels. Subject to that phase of works there may also be a requirement for a process of watching brief during any construction ground works.

ACKNOWLEDGEMENTS

Oxford Archaeology North (OA North) would like to thank RA Fisk & Associates and Goldcrest Finance Ltd for commissioning the project, with special thanks to Robert Hodgson for his continued interest, patience and support throughout the course of the excavations and survey. Thanks are also due to the staff of Richmond Bolton, including site foreman, Dave Jones.

Oxford Archaeology North would like to extend special thanks to Dave Bridston and the dedicated volunteer staff at the Williamson Tunnel Heritage Centre for their continued support and enthusiasm throughout the course of the work. We would like to thank Dave Bridston for being an invaluable source of information with regards to all things Edge Hill and for access to the Heritage Centre Archive, much of which is referred to in the historic background and discussion section of this report. Thanks go also to all the members of the Joseph Williamson Society, particularly Gabriel Muies. Thanks also to the Friends of Williamson Tunnels including David Head, Claire Moorehead, Norma White and Steve Moran for providing supplementary documentary material and for their continued interest and enthusiasm.

Thanks to Julia Carder, Curator of Collections, Culture Liverpool and Pamela Raman of Liverpool Lord Mayors Office for their assistance in providing images and information relating to the Lord Mayor's Coach.

Thanks are also due to the officers and security staff at Smithdown Lane Police Station who kindly and patiently allowed us access to the roof of their building in order to take aerial photographs of the site.

The building recording was undertaken by Caroline Raynor, Karl Taylor and Alastair Vannan. The rectified photography and survey was undertaken by Jamie Quartermaine and Caroline Raynor. The report was written by Caroline Raynor and the drawings were produced by Caroline Raynor, Anne Stewardson, Karl Taylor and Alastair Vannan. The project was managed by Jamie Quartermaine, who also edited the report.

1. INTRODUCTION

1.1 CIRCUMSTANCES OF THE PROJECT

1.1.1 An investigation of the Smithdown Lane Stable Yard (specifically the extant structures comprising the northern block) was undertaken by Oxford Archaeology North (OA North) at the request of RA Fisk & Associates. The work was required to provide a mitigative record of the building in advance of its partial demolition as part of a development of new student homes. The work was undertaken in accordance with a project design (*Appendix 1*), which required the implementation of a Level 3 building survey (English Heritage 2006) of the buildings that will be demolished; the project design was checked and sanctioned by the Merseyside Archaeologist. This report sets out the results of the investigation relating to the extant northern section of the stable yard in the form of a short document with accompanying photographs and plans.

1.2 LOCATION AND GEOLOGY

1.2.1 The Smithdown Lane Stable Yard is located on the east side of Smithdown Lane (NGR SJ 3634 9014) beneath the crest of a west-facing slope (known as Edge Hill) at approximately 51.0m AOD; the site is located about 0.9km east of the limit of the Liverpool Maritime World Heritage Site Buffer Zone (Fig 1). The stable yard is situated within a block of land which also includes the Williamson Tunnels Heritage Centre, a functioning museum and visitor centre dedicated to promoting and explaining the work of local eccentric, Joseph Williamson. The visitor centre includes a modern frontage linked to the surviving and refurbished south-eastern elements of the Corporation Stable Yard (Fig 2). The complex under investigation comprises a mid-late nineteenth century red brick two-storey domestic dwelling with associated yard and outhouse buildings, a stable block capable of accommodating a maximum of 16 horses, extensive hay loft, cart room, drying room and blacksmiths work rooms (Fig 3). The underlying geology of the site comprises Helsby Sandstone Formation Sandstone.

1.3 HISTORIC BACKGROUND

1.3.1 During Liverpool's development and expansion in the early eighteenth century, the area known as Edge Hill was essentially separate from the town centre and was regarded as a rural area, confirmed by the Yates and Perry Map of 1768 (Fig 4) which shows Edge Lane and Smithdown Lane as long streets surrounded by fields dotted with the occasional domestic dwelling or workshop. The map highlights the static nature of the land boundaries, and the orientation of the major roads, but it does not indicate the presence of any quarry on Smithdown Lane.

1.3.2 James Wallace, writing in 1795, notes that Smithdown Lane demarcated the edge of one of the city '*liberties'* or boundaries, the limits of which were marked '*in the manner of ancient roman termini by stones, called the inhabitants 'Meer Stones'...'* (Wallace 1795, 78). Despite his thorough description of the town and its environs, including the quarry at Mount Zion and a quarry near Dale Street, he makes no mention of quarrying activity at Edge Hill. Similarly, Richard Brookes, writing in

1853 notes that from 1775 onwards, Smithdown Lane was a key landmark as it demarcated one of the eastern electoral boundaries for the town of Liverpool (Brookes 1853, 190). Once again, despite Brookes providing a detailed description of many noteworthy landmarks and significant industries in Liverpool between 1775 and 1800.

1.3.3 Smithdown Lane was a fairly unremarkable area of the town with no large developments of noteworthy architecture; however, this was to change once the land had been leased to merchant, entrepreneur and philanthropist, Joseph Williamson. Williamson was originally thought to have been born in Warrington on 10th March 1769 but recent evidence has come to light to suggest that he was in fact from Yorkshire (pers comm, D Bridston). He came to Liverpool in 1780 to work for Richard Tate, a tobacco manufacturer (Hand 1928, 106; Whittington-Egan 1952, 110). By 1802 he had acquitted himself well within the firm, gained a position of respect and was married to Elizabeth Tate, the daughter of his employer Richard Tate. His succeeding employer, Thomas Moss Tate, died in 1803, leaving him the business (Hand 1917, 2; Whittington-Egan 1952, 110).

1.3.4 By 1806 Williamson had begun to lease the land around Mason Street (Head 1995, 4). Some sources state that Williamson bought the land (Hand 1917, 2; Whittington-Egan 1952, 109-10); however, it is also recorded that the leases ran out in 1858 when the land reverted to the West Derby Commission (Head 1995, 4; Stonehouse 1863, 185), therefore he could not have owned it. Williamson retired from the tobacco business in 1818 (Hand 1917, 2) and concentrated on the construction of the complex of buildings and tunnels within, and adjacent to, the study area.

1.3.5 In 1810 Thomas Troughton published his book 'The history of Liverpool: from the earliest authenticated period down to the present day' where he comments that 'A most excellent and inexhaustible mine of free stone, in the vicinity of the town has hitherto afforded a supply for the construction of the docks and public buildings..'' (Troughton 1810, 87). However, Troughton only mentions the presence of a quarry at St James Cemetery and a new quarry recently discovered in Toxteth Park. This again suggests that any potential quarrying on Smithdown Lane was either unknown to contemporary writers, or of such a small scale that it was not deemed worthy of inclusion in publications regarding the history and development of the town.

1.3.6 In 1812, Thomas Kaye, author of 'The Stranger in Liverpool' describes Edge Hill as 'a favourite and rapidly improving residence and from this point seen to advantage. The well built houses starting from the summit of the hill and surrounded with trees, gardens and fields, have a rural and cheerful effect, but the foreground of the picture detracts from the whole. Stone wall, land barren even in summer and roads of sand are equally unexpected and unpleasing in the vicinity of so large and improved a town' (Kaye 1812, 183). Although this description does not directly mention the presence of a quarry, the barren land and roads of sand are all suggestive of exposed and eroding sandstone bedrock.

1.3.7 Williamson's building works continued for many years. He employed large numbers of the poor at a time when the demob from the Napoleonic Wars in 1815 had left many of the returning soldiers without work. Swire's Map of 1824 (Fig 5) includes Smithdown Lane and shows how the area was gradually becoming more populous with the construction of merchants houses on Mason Street, King Street

and the surrounding areas. Despite the burgeoning construction programme the future site of the stable yards is still depicted as a field or open space with one structure standing near the south-west corner of the plot. Again there is no indication that this site was being used for quarrying, nor is there any indication of the presence of Williamson's Tunnels which would have been present, if not always visible from this point onwards. The tunnels, caverns and passageways extended beneath Mason Street to Smithdown Lane and many of the houses were built on arches over the tunnels, and underground passageways linked the buildings.

1.3.8 Popular myth remembers Williamson as being something of a troglodyte with historic sources such as 'Recollection of Old Liverpool' (Stonehouse 1863) stating that he lived in a cellar-style living room beneath his house with an additional cave carved to form a bedroom. There is no physical proof of this, although larger chambers within the tunnels, such as the 'banqueting chamber', have been located and excavated. The tunnels take various forms and extensive work has been done in and around the area of the stable yard to document the extent of the tunnels. The most notable of these tunnels is the 'triple-decker' tunnel, so called because it comprises three tunnels, one on top of the other. This tunnel, more than any others, highlights the fact that Williamson was not in fact digging tunnels, but rather was creating brick- and stone-vaulted roofs for a series of pre-existing quarry cuttings. Williamson used the quarry and the construction of the tunnels as a way of keeping people employed and as a training ground for carpenters, stone masons and brick layers who were involved in the other aspects of his construction business on Mason Street. Ultimately, Williamson should be regarded as a skilled businessman and a generous, if eccentric, philanthropist.

1.3.9 The Liverpool Poor Rate Assessment of 1826/1827 provides an interesting insight into the tenancy and ownership of land and its function on Mason Street and Smithdown Lane (recorded in the assessment as Smeatham Lane). The Poor Rate was a tax levied locally in order to raise revenue for poor relief within the parish. The Liverpool Poor Rate Assessment for 1826 states that Joseph Williamson owned three houses on Mason Street (one of which he occupied the other two were leased) and three properties on Smeatham Lane (Smithdown Lane) which were listed as the site of quarry with three houses located on the land (LRO Acc 2047, 1826). This is the only known record of a quarry on Smithdown Lane and suggests that quarrying was still being undertaken at the time Williamson was leasing the land.

1.3.10 Williamson's workforce built houses along Mason Street, one of which, Number 44, he took for his own home (Hand 1928, 88), the remains of which are still visible today. A drawing produced by James Stonehouse (1863) after Williamson's death shows the layout of gardens which were in existence at this time, and that the rear boundary of the gardens is the same as those shown on later maps (Fig 6), indication that the land had already been successfully terraced by this date.

1.3.11 Work began in 1832 on George Stephenson's railway tunnel, which was to connect Edge Hill station with Lime Street and extended through the area of Williamsons tunnels. The Williamson's workmen broke through into the railway tunnel from beneath, making them aware of each others presence, and Stephenson was given a conducted tour around Williamson's tunnels, with which he was very impressed (Hand 1917, 15). The railway cutting appears on Gage's Map of 1836 (Fig 6) and

forms the northern boundary to the study area (Plate 1), although Williamson's tunnels extend beyond it to the north and east in the area known as Paddington, where it is believed that the tunnels are at their most labyrinthine and extensive (Stonehouse 1863).

1.3.12 Williamson died on 1st May 1840 aged 71 years and was buried with his wife and her family in the Tate family vault located within the graveyard of St Thomas church on Park Lane (OA North 2010).

1.3.13 Following the death of Williamson, all activities relating to the tunnels ceased and between 1856/7 the lease on the land expired with the land reverting back to the West Derby Waste Lands Commission. Ten years later the land was purchased by the Health Commission for the sum of 30 shillings per square yard in order to construct stables for about 50 horses which worked for the scavenging department.

1.3.14 The location and development of the corporation stables at Smithdown Lane, Liverpool can be, in part, attributed to the development of public health, which can be defined as 'the science and art of preventing disease, prolonging life and promoting health through the organised efforts and informed choices of society, organisations, public and private, communities and individuals' (Winslow 1920, 23). The proceedings of the Liverpool Health Committee show that on 3rd October 1866, it was resolved that '*3,922 square yards of land in Smithdown lane be purchased from Mr. Byford, for the purpose of erecting stabling thereon, at the sum of 30s per square yard*' (H352 COU, 1865/1866, 345).

1.3.15 William Miles, writing in 1864, a mere three years before the construction of the Corporation Stable Yard advocates that '*A stable is no fitting place for the great display of taste, or unmeaning ornament; it should be purely utilitarian in its character...*' (Miles 1864, 2). Miles was an authority on the care of horses and firmly believed that their value should be reflected in carefully thought out and well designed stable buildings. It was his opinion that '*although a stable offers no great field for the exercise of taste, it affords ample scope for ingenuity in adapting it to the requirements, essential to the safety, comfort and well being of the horse'* (*op cit* 3).

1.3.16 It is clear from the design of the stables that some of William Miles opinions were part of a widely accepted school of thought. The stables were constructed in 1867 by Mr William Tomkinson and Messrs Richard and Norton after they successfully tendered for the contract to build and fit out the new stable yard on Smithdown Lane. William Tomkinson was contracted to erect the stables, workshops and cottages based on plans and specifications submitted by the Borough Engineer. The total cost of the building work was £4250 with an additional £119 for floor and loft, planks and beams (H352 COU 1867, 193). Messrs Richard and Norton were contracted to provide and install all the necessary fixtures and fittings which would turn the newly-constructed buildings into a functioning stable yard. This included the boilers, pipes, tanks, troughs and stable fittings at a cost of £440. These were also installed according to plans and specifications submitted by the Borough Engineer, who furnished the contractors with the overall design (*ibid*).

1.3.17 In 1868, the local paper, The Porcupine, documents the May Day procession and subsequent party, which included a large number of carters and cart horses from the Scavenging Department. The newspaper article describes the procession as '*the bands of clean washed nightmen, with their barrows and their dung forks, With*

their horses decked so gaily, Decked in trappings gay and gorgeous...' (Porcupine 1868).

1.3.18 The article also goes on to state that 150 heavy horse were involved in the procession and provides a select list of the names of the horses working and residing at the corporation stable yard including '*Heenan, Bismarck, Turk, and Blucher, Actress, Hermit, Garibaldi, Owen Glendwr, the Welshman active, Tommahawk, Black Bobby, Nigger, Punch, and Judy, Sultan, Chloe, Madge Robertson, The Nun, and Moses*. The names of the horses provide a good indicator of the major political and cultural players of the period, as well as a stark reminder of the social issues and attitudes towards race within the city.

1.3.19 By 1870 the corporation stables were firmly established at Smithdown Lane and a number of businesses had sprung up alongside the stables which furnished the stable yard with provisions. The information below is taken from an abstract showing the expenditure of the established stable yard and includes a breakdown of costs, although it does not provide information on the number of horses or employees (H352 COU 1870).

1.3.20 In 1872 further expansion was required to the stable yard complex and again the council turned to William Tomkinson and Son to facilitate the construction of a store room under the cart sheds. The work was carried out for the sum of £42 (H352 COU/1872).

Expense	**£.**	**s.**	**d.**
Provender	1,111	17	0
Hay and Straw	498	3	4
Wages of Men	483	18	6
Rent &Taxes	29	3	6
Gas, water & Rent	43	4	1
Repairing Harnesses	47	14	10
Coals and Coke	34	17	8
Horse shoes, Irons and Nails	52	8	10
Oil and Tallow	41	14	1
Licences for Horses	44	8	0
Brooms and Brushes	15	19	10
Horse Physic	7	19	3
Repairs	16	6	8
Insurance	7	10	6

Cooking Stoves	10	7	9
Miscellaneous Charges	17	10	9
Total	**2,463**	**4**	**7**

1.3.21 By 1876 the further increase in the size of the stable yard and the number of scavengers employed there meant that a pay rise for the men in charge was warranted. The proceedings of the council note that on the 5th January, 1876 it was resolved 'that the salaries of the following officers in the Scavenging Dept. Be increased viz:

1. Mr Edward Lancaster, Wharf Manager, from £2 to 2-4s per week.
2. Mr James Reynolds, Horse-Keeper and Store-Keeper, Smithdown Lane Stables from 39s to 46s per week.' (H352 COU 1875/76).

1.3.22 This entry into the council proceedings highlights the fact that although Smithdown Lane played a vital part in the management of waste and manure in the city, there were other posts relating to sanitation and waste management in other locations throughout the city.

1.3.23 This role would have been of particular significance at the docks where it was of vital importance that the quay side was kept clear if cargo was to be loaded and unloaded at maximum speed. Additionally, rotten refuse and manure on the docks would have encouraged the rats and other vermin which was a serious issue as they lived in the holds of ships, feasted on organic cargoes and also spread pestilence and disease.

1.3.24 The council records note that the stable yards were altered in 1881 with Mr H Tomkinson charging £28 for alterations relating to plumbing and slating (H352 COU 1881/82). This requirement for both plumbing and slating alterations is a clear indicator that another element or building had been added to the existed fabric of the stable. On 5th July 1882 the proceedings of the council note that it was resolved 'that the tender of Messrs. William Jones and Co for the alterations and repairs at Smithdown Lane Stables for the sum of £923 be accepted...' (H 352 COU 1881/82).

1.3.25 The OS Map of 1890 (Fig 7) shows the development of the stable yard with the Corporation Central Stables clearly marked to the south of the railway cutting. By this point the map indicates that the northern, eastern and southern stable blocks and associated domestic dwellings (69 and 73 Smithdown Lane) were present. The western block is incomplete but dotted lines between the cart sheds and the veterinarians house (No 73) suggest that plans were already in place to construct the final element of the western block. This map also shows the location of the Ramsbottom Chimney located directly north of the stable block.

1.3.26 Further work was carried out at the stable yard in 1892 with Messrs WH Bleakley & Co (Birkenhead) being contracted to undertake the necessary alterations and additions to the Veterinary Superintendent's House (No 73), Smithdown Lane Stables. As usual, the work was carried out to specifications prepared by the City

Engineer, and the work was completed for the sum of £398 (H352 COU 1893/1894).

1.3.27 The OS map of 1908 (Fig 8) shows the stable yard to have been completed with all four blocks now in place, including the additions made in 1892 to the north side of number 73 Smithdown Lane. The four blocks are arranged around an open central cobbled courtyard accessible via a single gateway at the north-west corner of the site opposite the entrance to Blanche Street.

1.3.28 By 1935, despite the increasing usage of motor vehicles, a census showed that there were still more than 5000 heavy horses working in and around Liverpool (Clarke 1989, 37). This is a testament to both the strength of tradition and the fact that many old cities like London and Liverpool had numerous roads and courts which were so narrow they could only be accessed by horse and cart.

1.3.29 By the mid 1940s the need to compete with motor vehicles for speed and efficiency in delivery and logistics was increasing. This competition led to an increasing number of businesses turning to motor vehicles and abandoning the traditional horse and cart which had stood them in good stead for so long. The displacement of the horse from the British town was further spurred on by local council regulations. It became policy that '*in order to obtain an 'A' licence (for a motor vehicle) they had to prove they had disposed of three horses*'. However, there was now no market for the unwanted horses. Clark states that '*it is a conservative estimate that nationally at least 100,000 horses were slaughtered in 1947 and the same amount in 1948* ' (Clarke 1989, 37).

1.3.30 This change, coupled with the effects of subsidence, resulted in the eastern block of stables being demolished in 1944. The eastern stable block was located above one of the tunnels constructed by Joseph Williamson which had caused the stable block to subside substantially. Photographs taken by the City Engineers in 1944 show the north-facing elevation of the block to be heavily propped and shored.

1.3.31 The 1950 Ordnance Survey map (Fig 9) (25" to 1 mile) shows the area of the stable yard to be almost identical in configuration to that shown on the map of 1900. There is only one small addition, namely a shed on the east-facing elevation of the western stable block. By this date the complex was surrounded by terraced houses to the west and south; development to the north, however, had been limited by the presence of the railway cutting and the now redundant Ramsbottom Chimney.

1.3.32 More significant is the fact that by 1956, the Corporation horse population had dwindled to a mere 46 animals, all of which worked in the city cleansing department (refuse collection). They were not all stabled at Smithdown Lane stable yard but were spread across the city at various depots. Green Lane housed eleven horses, Smithdown Road housed six horses, Lavrock Bank housed nine, there were two stabled at Lark Lane, but Smithdown Lane still provided accommodation for eighteen horses (Clarke 1989, 39).

1.3.33 By 1957, the Lord Mayor's Coach and horses were also housed at the Corporation Stable Yard. At this time the stable yard was supervised by Richard Wilson who held the title of City Cleansing Superintendent. The yard had also been given over for use by the City Engineers as well and so was serving as a base for three very different groups of council employees. This mixed use also indicates why later modifications to the stable yard buildings were deemed to be necessary, including

the subdivision of the northern block to accommodate a mixture of heavy horses and those horses used only during ceremonial occasions.

1.3.34 The Lord Mayor's Coach was housed at the Corporation Stable Yard, probably since the Corporation Stable Yards opened, as this yard was the closest Corporation owned yard to the city centre. Designed and built in 1820 by Gorst and Co, the carriage makers on Great Charlotte Street. The carriage cost £380 to build and, apart from the addition of the coat of arms by heraldic artist WH Starkey in 1907 and renovations in 1927 including the addition of fresh gold leaf, it has remained largely unchanged since its original construction (Whittington-Egan 1957).

1.3.35 Walter Holden, the Lord Mayors Coachman was based at the stable yard at this time and was responsible for the six carriage horses kept there. Whittington-Egan states that '*These horses came from Holland and are specially selected for the job. They are all beautiful animals and stand seventeen hands high – an essential qualification this – and their stud names are Yorke, Yeoman, Yarrow, Walnut, Wanderer and Wellington, though they are known affectionately, if less grandly, as Bobby, Dick, Prince, Teddy, Laddie and Porky. Apparently, it is a convention of the stable never to address a horse by its stud name*' (Whittington-Egan 1957).

1.3.36 The south-eastern limit of the eastern stable block (located north of the extant section relating to the Williamson Tunnels Heritage Centre) was demolished in 1968 (D Bridston pers comm) in order the facilitate the clearing of the land of redundant structures.

1.3.37 In 1984, under the Hatton regime, the role of Lord Mayor was abolished and the mayor's coach was moved to Croxteth Hall where it was placed on display to the general public. The western block was demolished at the end of 2000 in anticipation of further student developments . The basements of the Veterinarian's house remained *in-situ* and were simply in-filled using rubble generated by the demolition process.

1.3.38 Although the presence of cart horses and carters in the city has now been consigned to the past, the impact and services of the horses and men who once worked the streets and quays of Liverpool has recently been honoured by the unveiling of a plaque on Scotland Road 2003 and more recently in May 2010, with the unveiling of an eight foot statue of a cart horse on the quayside at the Albert Dock.

2. METHODOLOGY

2.1 PROJECT DESIGN

2.1.1 A project design submitted by OA North (*Appendix 1*) was used as the basis for this investigation, and was checked and approved by the Merseyside Archaeologist. The project design was adhered to in full, and the work was consistent with the relevant standards and procedures of the Institute of Field Archaeologists, and generally accepted best practice.

2.1.2 The project design required that the recording be undertaken to English Heritage Level 3 standards (2006). No record of the south-eastern section of the stable yard complex was compiled as these structures will remain extant as part of the Williamson Tunnels Heritage Centre complex, which is operated by the Joseph Williamson Society.

2.2 BUILDING INVESTIGATION

2.2.1 ***Descriptive Record***: written records to English Heritage Level 3 (2006), using OA North *pro forma* record sheets, were made of all principal building elements, both internal and external, as well as any features of historical or architectural significance. Particular attention was paid to the relationship between those areas of the building where its development, and any alterations, could be observed. These records are essentially descriptive, although interpretation is carried out on site as required.

2.2.2 ***Site drawings:*** the drawings produced were, for the most part, based upon existing architects survey data supplied by the client. The following drawings were produced:

- Plans of the ground floor, and first floor of the stable buildings, showing the form and location of any structural features of historic significance. Produced for output at 1:100 scale;
- Principal southern and western external elevations of the buildings. Produced for output at 1:50 scale.

2.2.3 ***Plans and Elevations:*** the plan and elevations were created by a combination of manual and instrument survey. A reflectorless total station (Leica 805) was used to generate the plans of these buildings, which was logged using a pen computer. The drawings were created within an industry-standard CAD package (Autocad 2004) for the production of the drawings, which were then enhanced and annotated to show the form and location of all structural features of historic significance. The additional detail was created by means of manual survey and the annotation of paper copies.

2.2.4 The elevations were compiled by rectified photography using a 13 megapixel digital SLR camera. The multiple photographs were rectified, corrected and merged together using Photoplan software. This provided accurate imagery depicting all decorative and significant brickwork and masonry, such as quoins, tracery, window and door surrounds.

2.2.5 ***Photographs:*** photographs were taken in both monochrome print and high-resolution digital. The photographic equipment comprised medium-format film cameras both with fixed lenses and with rising fronts, and 35mm SLR and 35mm high resolution DSLR cameras respectively. The digital images were produced in both JPEG and RAW formats (in .CR2 format). The photographic archive consists of general images of the building, both internal and external, and detailed internal and external scaled coverage of architectural and decorative features and/or structural detail.

2.3 ARCHIVE

2.3.1 A full professional archive has been compiled in accordance with current IFA and English Heritage guidelines (English Heritage 1991). The paper and digital archive will be deposited with the Merseyside Record Office on completion of the project, and a paper copy will be sent to Merseyside Archaeological Service.

3. BUILDING SURVEY RESULTS

3.1 INTRODUCTION

3.1.1 The buildings subject to investigation comprised the north block of the Corporation Stable Yard, Smithdown Lane, which comprises No 69 Smithdown Lane (Figs 3, 10 and 11) a two-storey domestic dwelling with associated yard and outhouse built to accommodate the Storekeeper and Horsekeeper (there is no mention of whether both jobs were carried out by one individual), and the extant remains of what was called No 71 Smithdown Lane (a large stable block capable of accommodating 16 horses, cart rooms, drying room, cookhouse and a large hayloft (Figs 10 and 11). Each element of the buildings was inspected in turn, the results of which are outlined below. These buildings were once surrounded to the south by other contemporary elements of the stable yard and to the north by a large brick ventilation chimney that was designed by John Ramsbottom in 1871.

3.2 GENERAL LAYOUT OF THE BUILDINGS

3.2.1 The buildings are orientated broadly east/west in a linear arrangement at the north end of the development plot (Plate 1). The north-facing elevation of the stable building also defines the northern limit of the plot. The west-facing elevation of the house and the stable yard both overlook Smithdown Lane, in particular Smithdown Lane Police Station, although when they were originally constructed they would have been located directly opposite the eastern end of Blanche Street (now demolished). The east-facing elevation of the structure butts directly against the sandstone wall which demarcates the line of the Lime Street Tunnel and, consequently, is not visible.

Plate 1: Aerial view showing south- and west-facing elevations of the surviving north block of Smithdown Lane Corporation Stable Yard

3.2.2 To the rear (north) of the buildings is a small triangular plot of land owned by Network Rail and leased as private storage to Pantheon Property Services. This site was previously occupied by the now demolished Ramsbottom Ventilation Chimney which was designed and constructed in 1871 by John Ramsbottom to provide improved mechanical ventilation to the passenger railway tunnel. The site is

bordered to the north-east by the boundary wall of the Lime Street Tunnel. The tunnel measures 1.72km long and is 24m deep, having been quarried through the pink sandstone bedrock. The tunnel extends from Edge Hill station to Lime Street station where it terminates.

3.2.3 The earlier structure was a two-storey domestic house, No 69 Smithdown Lane (Plate 2), at a subsequent date the stable block was added (71 Smithdown Lane). Following the addition of later cart sheds and a cook house (the extant elements of Number 71 Smithdown Lane), the buildings now give the outward appearance of one large block.

3.2.4 There are two main entrances to No 69 Smithdown Lane; one via a door in the west-facing elevation which opens onto Smithdown Lane (Plate 2) and the other in the south-facing elevation, which would have opened onto the cobbled central yard of the stable complex. Both doors lead to the same central L-shaped corridor within the building.

3.2.5 There are two main surviving entrances to the stable block (No 71 Smithdown Lane); one on the west-facing elevation of the stable via double doors, which open onto Smithdown Lane (Plate 3), and the other through the two cart sheds on the south-facing elevation, which open onto the central yard. All other rooms associated with the stable block, including the drying room, hay loft and cook house, can be accessed by their own individual doors, all of which are situated in the south-facing elevation.

3.3 69 SMITHDOWN LANE: EXTERNAL DETAILS

3.3.1 This is a red brick, two-storey domestic dwelling, located at the south-west of the surviving stable block and accessible from both Smithdown Lane and the central stable courtyard. Due to the unstable nature of the structure only the ground floor was fully investigated, although photographs of the upper floor were taken from a vantage point on the stairs. Several of the first floor rooms, however, are without flooring and the building has been condemned in an independent engineering report (Wright 2010).

3.3.2 ***Fabric:*** the exterior of 69 Smithdown Lane is constructed of reddish-brown brick, arranged in English Garden Wall bond (ratio of three rows of stretchers to one row of headers) with a cream/white sandy lime mortar. The building was constructed in 1868 to provide accommodation for the Storekeeper/ Horsekeeper. The building has a gabled roof with a small loft space and no basement. The west- and south-facing elevations are embellished by the presence of string courses of Staffordshire blue brick. There is a lack of continuity in the string course, however, as the west-facing elevation has five string courses picked out in the Staffordshire blue brick, while the south-facing elevation has only two string courses which correspond with the basal level of the shouldered arches above the ground and first floor windows and door. The west-facing elevation is also decorated with a red brick denticulated string course, which is located directly below the eaves (Plate 2).

3.3.3 The roof is gabled with a shallow peak. The roof comprises grey slates overlain over a timber frame with an undecorated stone verge, partially clad in lead flashing. The chimney stack is located at the south-east side of the roof.

3.3.4 ***Principal elevation (west facing):*** the main features of the principal elevation (Fig 14) are four tall single-hung arched windows and a complementing, very narrow arched doorway. The ground floor comprises one arched sash window with a sandstone lintel and surmounted by a shouldered brick arch. Similarly, the door is surmounted by a shouldered red brick arch.

3.3.5 The exterior doorway is a frame and filled door with the planks arranged in a diagonal configuration within the frame. The lintel, jams and sill are all without embellishment reflecting the utilitarian nature of the premises. Access to this door was gained via one small stone step leading directly from Smithdown Lane. The arched transom above the door incorporates a single pane of plain glass (Plate 2). There are three first floor windows, with a single and one paired arrangement. All these windows are arched, single-hung, single-glazed sash windows with sandstone lintels and are surmounted by semi-circular red brick arches.

3.3.6 ***South-facing elevation:*** the south-facing elevation (Plate 4; Fig 12) has three tall windows; one window on the ground floor and two on the first floor. All three windows are single-hung, single-glazed sash windows surmounted by red brick shouldered arches comparable to the shouldered arch style that is on the west-facing elevation. The Staffordshire blue brick single string course continues from the west-facing elevation and crosses each window at the base of each shouldered arch. This elevation only possesses two string courses. Access is via a single doorway (no door surviving) to a small L-shaped hallway. The south-facing elevation to the rear of the building has less ornamentation than the west-facing elevation as it would only have been visible from the main courtyard, and was not designed to be viewed from the street.

3.3.7 ***East-facing elevation:*** the east-facing elevation is viewed from a small walled yard containing a privy and a lean-to outhouse building. This elevation is characterised by the presence of a single door at ground floor level and a single window at the northern limit of the elevation. As before, the window is a single-hung, single-glazed sash window surmounted by a shouldered arch. There is no string course or other ornamentation on this elevation. Limited access to the yard meant that the doorway could not be inspected from the outside. There is no internal access between the house and the stable (Plate 5).

3.3.8 ***North-facing elevation:*** the original north-facing external elevation of the house is now an internal wall of Room ***15*** of the stable block. It was not recorded independently and is discussed as part of the southern wall of room ***15***.

3.4 69 SMITHDOWN LANE : INTERNAL DETAILS

3.4.1 The building plan is orientated east/west on its long axis (Fig 10); it was designed for domestic use only and may have accommodated a single person, or a small family. The ground floor is divided into four rooms (Rooms ***1-4***); a living room (***1***), hallway (***2***) providing access to the exterior and to the first floor, a dining room or parlour (***3***) and a small kitchen (***4***). All rooms on the ground floor have poured concrete floors and the ceilings are of lathe and plaster construction between timber beams. The first floor was not fully investigated as water damage and partial removal of the floor meant that there was no safe access. A brief visual inspection undertaken from the stairwell showed that there were four doors leading from a small square central hallway. Three doors led to bedrooms, while the fourth, a

narrower door on the south side of the hallway, appears to be a cupboard or similar storage area. Above the central hallway an access hatch into the loft space was visible.

3.4.2 ***Living Room (1):*** this room was accessed via a single door on the south wall leading to hallway (***2***), the living room is 4.1m by 3.1m in size and is a small rectangular room orientated north/south on its long axis with one window in the western wall (Plate 6). A 1.6m wide chimney breast is present on the north wall, although the original fireplace has been replaced with a 1970s ceramic tiled surrounded. This would have presumably been accompanied by an electric fire, which has subsequently been removed. The ceiling is decorated with a basic moulded cornice and the floor is a poured concrete slab. There are no other features of note within this room.

3.4.3 ***Hallway (2):*** A 4.4m by 0.9m L- shaped hallway which can be accessed externally by doors on the west- and south-facing elevations (Plate 7). This narrow hall provides a linking space between the living room (***1***), the parlour (***3***) and the first floor via a narrow wooden staircase (first floor not investigated). The hallway is illuminated by the presence of transoms over both doors. The southern wall of the hallway is the southern external wall of the house, while the north wall is a partition wall comprising plaster over a timber frame. As with all ground-floor rooms in the house, the floor is constructed of poured concrete slab. The staircase comprises a straight narrow flight of 15 wooden stairs (Plate 8) which curve at the top to provide access to a small open hallway.

3.4.4 ***Parlour (3):*** the parlour is a small rectangular room measuring 3.9m by 3.3m orientated east/west on its long axis and can be accessed via the hallway (***2***) and from the kitchen (***4***). This rectangular room had been badly affected by water ingress (much like the rest of the building). The south and east walls of the room comprise red brick obscured behind layers of plaster and wallpaper (Plate 9). A single window in the south facing-elevation would have provided an aspect over the central stableyard area, but is now blocked. The west and north walls of the room are partition walls. The east wall is primarily occupied by a projecting brick chimney breast. The original fire place and fire surround have been removed and replaced with a twentieth century grey ceramic tile surround. Two mid-twentieth century timber-framed corner cupboards are built into the recesses on either side of the fireplace. There is no evidence of original surviving decor, such as cornices or other moulding. All of the fixtures, fittings and decor in the room date to the late 1960s or early 1970s, indicating that there has been little or no maintenance since that period.

3.4.5 ***Kitchen (4):*** this is a small rectangular room orientated east/west on its long axis (Plate 10), and can be accessed via the parlour (***3***) and via an exterior door on the eastern wall (east-facing elevation of the building) which leads to the small enclosed yard with lean-to outhouse and privy. The kitchen is illuminated by a small sash window in the eastern wall. A single wooden door on the west wall provides access to an under stairs cupboard. The door appears to have been handmade and is divided into four panels by a central muntin. The kitchen floor is of poured concrete with reddish brown unglazed ceramic tile arranged as a runner down the long axis of the room. All fixtures and fittings within the kitchen are later additions and are not contemporary with the construction of the building.

3.4.6 ***Rear Yard and Exterior Space:*** there was only limited access to the yard, but elements of the yard could be observed and photographed from the stable yard courtyard and from an aerial view from the roof of the Smithdown Lane Police Station (Plate 1). The yard space was created by an external red brick wall to the south constructed of red brick with the continuation of the blue brick string course below a row of six yellow sandstone coping stones. This wall effectively boxes in the space between the house, the south-facing elevation of the northern stable block and the west-facing elevation of what was previously the smithy. The yard is divided into two roughly-equal halves by a red brick wall orientated north/south. The western half is an open yard and the eastern portion comprises a lean-to outhouse and privy with sloping slate roof. Both elements of the yard can be accessed via the central courtyard.

3.5 71 SMITHDOWN LANE: EXTERNAL DETAILS

3.5.1 71 Smithdown Lane is the last major surviving portion of the Corporation Stable Yard (Plates 1 and 11) and comprises the northern block of the stable yard. It has eleven individual rooms and comprises at least three major phases of activity within the development of the stable yard taking place between 1868 and 2001. The stable yard is a representative example of utilitarian red brick architecture with minimal decoration or embellishment. Contemporary with the use of this stable yard were Edge Hill stables (located opposite Edge Hill Station) and stables at Lark Lane, Laverock Bank and Smithdown Road, all of which were constructed in a comparable utilitarian red brick style with infrequent elements of decoration. They did sometimes include decoration to compliment surrounding buildings, for example. the Edge Hill stable yard has a north-facing facade of pink sandstone so as to match the style and design of the nearby Edge Hill train station.

3.5.2 The building is a two-storeyed construction of red brick in a simple English Garden Wall bond with a greyish-white coloured sandy lime mortar bond. Despite the buildings functional nature, elements of decoration are present on the south- and west-facing elevations, and include the continuation of the Staffordshire blue brick string course and the denticulated string course, as well as brick arches above the main entrances, pink sandstone lintels at the windows and a circular *oeil de boeuf* window at the level of the first floor hay loft. The building has a twin gabled roof of which the northern section is clad in welsh slate; the southern section is clad in modern curved concrete roof tile.

3.5.3 ***The principal (south-facing) elevation:*** the south-facing elevation is orientated east/west on its long axis and is constructed of red brick (Plate 11; Figs 12 and 13). The facade is broken up by seven doors and one small window at ground floor level which allow access into the individual rooms (rooms ***5***, ***6***, ***7***, ***8***, ***10, 12*** and ***13***). Five of the seven doors are large arched doorways designed to facilitate access for horses and/or carts into the various parts of the complex, while the smaller doors to rooms ***8*** and ***5*** lead to the hay loft and cookhouse. As previously described, despite the functionality of the stables they have retained and continued the elements of decoration present on the exterior of 69 Smithdown Lane. This is a blue Staffordshire brick string course which is present in three bands across the south-facing elevation (below the eaves, below the first floor windows and below the level of the springers for the ground floor arched doorways). The building has the

same denticulated string course beneath the eaves (which was previously described for No 69 Smithdown Lane).

3.5.4 The eastern part of the south-facing elevation is clearly a later addition; the brick type is very different, being more homogeneous in its colouring. The Staffordshire blue brick string course also runs out at this point suggesting that by the time this section of the structure was added, aesthetics were no longer under consideration and were over ridden by the pragmatic requirements to increase the available space.

3.5.5 The upper floor (hayloft) of the south-facing elevation is characterised by three windows with quite different functions. The westernmost window is a circular *oeil de boeuf* highlighted with a decorative border of blue Staffordshire brick which matches the string course. The central and eastern windows are rectangular with badly-weathered yellow sandstone sills and timber lintels. The easternmost window is surmounted by a small timber gabled overhang containing the remnants of a hoist mechanism which would have been used for raising bales of hay and sacks of feed to and from the hay loft.

3.5.6 ***North-facing elevation:*** the north-facing elevation is constructed in the same red brick and bond type as the south-facing elevation . It is unremarkable and is lacking in the decorative detail and finish which characterises the other elevations of the structure, and has no Staffordshire blue brick string course or denticulated string course. The ground floor has thirteen rectangular windows spaced in three distinct groups and at the western end are six evenly-spaced windows. The central area is characterised by three windows clustered tightly together and the eastern end of the elevation has four evenly-spaced windows. All of the windows are contemporary with the original structure but have now been bricked up from the outside. The arrangement of the windows reflects the interior division of space and corresponds with rooms ***11***, ***14*** and ***15***. The first floor is characterised by a single, small square window located in the upper eastern corner which would have illuminated the capacious first floor hay loft. While the windows have no pronounced sills, the primary course below the window comprises one course of rowlocks picked out using Staffordshire blue brick and complements the blue brick used in the string course on the opposite side of the building. It should be remembered that for the majority of the building's life, the north facing-elevation was largely obscured by the presence of the Ramsbottom Chimney.

3.5.7 ***West-facing elevation:*** the west-facing elevation of 69 and 71 Smithdown Lane overlooks Smithdown Lane (Plate 3; Fig 14); although the northern 71 Smithdown lane is a later build it incorporates the same building character and decoration as the southern 69 Smithdown Lane. This elevation is characterised by five bands of Staffordshire blue brick string coursing corresponding with those present on the house. The west-facing elevation also represents the gable end of the stable block and where the locations of beams are picked out by the presence of five sandstone quoins at the roof line which contrast with the red brick structure.

3.5.8 A double door located at the north side of the western elevation provides access from Smithdown Lane to the western group of stalls (room ***15***). The double doors are surmounted by a rectangular transom now blocked with a purpose-made iron cover and by a shouldered brick arch. The placement of the door at the northern end of the elevation mirrors the door to number 69 Smithdown Lane at the southern limit of the elevation provides the appearance of balance and a certain degree of symmetry. The single large window in the centre of the elevation has a wooden

lintel and brick arch. This window is also equipped with a hoist mechanism but lacks the overhanging shelter present on the south-facing elevation.

3.5.10 ***External Landscaping:*** the landscaping outside the building is largely dictated by the function of the buildings and by the surrounding landmarks, the most significant of which are Smithdown Lane to the west and the Lime Street railway cutting to the north (Plate 1). The eastern limit of the site is created by a substantial vertical brick wall that marks the rear of the Mason Street properties (formerly merchants houses but now are either empty plots or small businesses). The central area of the site is a flat cobbled courtyard which would have been used for storage and as a space in which to exercise or train the horses.

3.6 71 SMITHDOWN LANE: INTERNAL DETAILS

3.6.1 The interior of the Corporation Stable Yard now comprises eleven adjoining rooms including the cook house (***5***), the boiler room with access to the coal cellar (***6***), the drying room (***7***), the staircase to the first floor hayloft (***8***), the store room (***9***), cart rooms (***10***) and (***12***) stables (***11, 14 and 15***) and the former blacksmiths workshop/forge (***13***), which has undergone modification for use as an additional cart room or storage area (Fig 11).

3.6.2 The Corporation Stable Yard is divided internally into two main areas; the southern block, which comprises a number of small rooms used as workshop and storage areas, and the northern block, which is an area given over exclusively to the housing and grooming of horses. The first floor hayloft spans both of these areas and is an expansive open plan room. The hayloft was not investigated or recorded at this time due to the poor structural stability of the first floor. The remaining elements of the stable yard represent the surviving elements of a once much larger entity, and the stable yard in its current configuration represents at least three phases of alteration which are directly linked to the downsizing of the city stud and the gradual move away from horses and carts to the motor vehicle.

3.6.3 ***Cook House (Room 5):*** the cook house is the south-eastern element of the building and is not part of the original build (Plate 12). The exterior of the cook house is constructed in red brick; however, the bricks are a noticeably more modern fabric than the other brick used in the 72 Smithdown Lane. Room ***5*** is an irregular-shaped open plan room with no partitions or false walls. The east, west and south walls are constructed of red brick; however, the north wall, which runs diagonally from south-east to north-west, is constructed of pink ashlar sandstone masonry in an irregular bond arrangement and is actually the upper (southern) boundary wall of the Lime Street Railway cutting which forms the northern limit of the site. The room ***5*** extension has been formed by butting an additional three walls against the existing face to form a room. The cook house is characterised by the presence of a substantial brick chimney breast butted against the north wall (Plate 13). The fireplace has a two rowlock segmental-arched brick lintels supported on steel plate. The fireplace has been modified from an open range-style cooker to a smaller aperture with a metal plate, refractory brick back and central grate for the removal of ashes. A large metal paddle in the centre of the fireplace may have helped to direct heat during the cooking process. The floor was originally paved with substantial rectangular stone slabs; however, the majority of these have been removed.

3.6.4 A large timber-framed, 32 light, window segmented by slender timber muntins is located in the eastern wall and spans almost the entire width of the wall (Plate 12) and provides a clear view down the length of the block to the main gate. The window sits between a badly-weathered pink sandstone sill and an RSJ, representing a structurally integral element of the extension of the stable building. The room is accessed by a single door on the south-facing elevation. It is clear from the narrow size of the door that this is one of the few rooms in the stable yard that was not designed to provide access for horses, as well as people.

3.6.5 ***Boiler Room (Room 6):*** the boiler room (Plate 14) is located north-west of the cookhouse (room ***5***), south of the stable (room ***11***) and east of drying room (room ***7*** *section 3.6.7*). The interior of this room is characterised by undecorated red brick walls which butt against the pink sandstone wall of the Lime Street Railway cutting at the north-east corner of the room. Access to the boiler room is via a large doorway through the south-facing elevation. The doorway is surmounted by a three rowlock segmental brick arch, and would originally have allowed the room to be accessed by horses as well as the stablemen. The arch has been filled by a timber frame with a smaller pedestrian door insert. The room is illuminated by a small arched window located to the east of the door through the south-facing elevation. This window is the only window within the complex which is fitted with fixed timber slats, rather than glass, thus allowing constant ventilation to prevent it becoming too hot.

3.6.6 The original furnace and chimney are located on the north wall of the room and are constructed of white refractory bricks. The mouth of the furnace and the draw hole are small apertures, low down on the eastern side of the structure. Adjacent to the furnace and chimney breast are a concrete plinth and a modern (*c* 1960s) boiler with associated flue and control panel. The floor comprises unevenly-finished poured concrete slab, but there is an aperture through the floor (now in-filled) that previously led, via a narrow set of timber steps, to the coal cellar (Plate 15). The circular coal hole, edged with a band of iron, is still visible in the granite setts outside the south-facing elevation (Plate 16). An additional brick arch (arch same as previously described *section 3.6.5*) doorway in the eastern wall provides access to a small ante-chamber (function unknown) at the east side of the room (Plate 17). This wall represents the eastern gable of the building and supports the timber beams for the first floor hay loft.

3.6.7 ***Drying Room (Room 7):*** a small rectangular room located to the west of room ***6*** and to the south of stable room ***11*** (Plate 18), and is characterised by the bare red brick walls and its functional nature. The main features are two heating pipes mounted on short brackets set into the concrete floor to create three equally-sized bays. The remnants of brackets, corresponding with each bay, are suspended from the ceiling. This room has been referred to as the drying room and the abundance of heating pipes supports this idea. This room is where tack, clothing or possibly even the coaches themselves were left to dry. The drying room has no windows and there is evidence that modern strip lighting was added at a later date. The large arched brick doorway would have been the only natural source of light to the room, and it must be assumed that there was once a timber doorway associated with this room in order to retain the heat; however, it is no longer present and there is no evidence of hinges or a catch.

3.6.8 ***Stairwell/Access to first floor (Room 8):*** the staircase is located directly south of room ***9*** and west of room ***7***. This narrow set of quarter-turn wooden stairs provides access directly from the central stable courtyard to the first floor hay loft (Plate 19). The staircase is constructed of timber with timber hand rails and plain spandrels. The stairs comprise vertical risers with a curved nosing and undecorated stringboard on both sides. The sixth, seventh and eighth stair represent the winder section; the stairhead opens onto the open plan first floor loft.

3.6.9 ***Store Room (room 9):*** the store room is located to the north of room ***8*** and can only be accessed via coach room ***10*** (*Section 3.6.10*). It is a narrow rectangular room orientated north/south on its long axis. The door to the store room is accessed via a shallow concrete ramp and the poured concrete floor of the store room itself is slightly raised above the level of the adjacent coach room, presumably to prevent the ingress of water into a room which may have stored expensive medicines or dried goods. The western wall and door of the store room are later additions, with the wall being constructed in a simple stretcher bond style and a square concrete lintel over the door matches the other later doorways, including the doors to stable rooms ***11*** and ***13***. There are no windows in this room, but the south and east walls are lined with wooden shelves on metal brackets to facilitate storage. There are no decorative elements to this room.

3.6.10 ***Coach Room (Room 10):*** a small square room (Plate 20) located to the west of the storeroom (room ***9***) and the staircase (room ***8***). It is very similar to the adjacent coach room ***12*** (*Section 3.6.15*). It is accessed via a large carriage door through the principle facade, topped with a flat brick arch, and also by a concrete-linteled doorway into stable room ***11*** (*Section 3.6.12*). This latter doorway was a later insertion. The southern doorway is large enough to allow horses to pass through and to admit a small coach or cart. A narrow door in the eastern wall provides access to store room ***9***. A large door in the northern wall of the room gives access to the central stable ante-room (***11***). This doorway is characterised by bull-nosed bricks and a rectangular timber plank sliding door set onto steel runners mounted above a timber (oak) lintel.

3.6.11 The north and west walls of the coach room are contemporary with the original construction of the building. The floor of the room originally consisted of large roughly-rectangular york stone slabs set into a bedding of coarse sand, however the majority of the floor has been removed leaving the bedding exposed over the centre of the space.

3.6.12 ***Stable and stalls (Room 11):*** located at the north-eastern limit of the building and orientated east/west on its long axis, the room represents one of the two principal surviving elements designed to house the Corporation Stud. This room shows evidence of modification and would have originally been accessible via room ***14*** (*Section 2.6.20*) only; however, due to the addition of a door in the south wall, it can now be accessed via coach room ***10***. The room contains five stalls, divided by substantial timber panel partitions (Plate 21). The panels are undecorated aside from the sweeping curve which defines their profile. The stalls are arrayed along the southern wall and are orientated north/south. Each stall is fixed in place by one of seven undecorated iron columns, with small plain capitals, which run the length of the room on an east/west orientation (Plate 21). The iron columns support the projecting end of the stalls and also support the weight of the timber roof beams above.

3.6.13 Light is provided by four windows in the north wall, which are regularly-spaced rectangular single-hung sash windows. These have been boarded up on the inside and bricked up on the outside, so no view of the original windows was available in this room. The floor is typically functional and comprises granite setts which slope gently to a central channel, also constructed of large granite stone kerbs, which channel water and urine to a central drain. The north wall is appointed with a selection of blunted timber hooks and brackets which would have been used to accommodate tack and other equipment used for the maintenance of the horses and the stable yard.

3.6.14 One of the stalls has been removed in order to facilitate the later addition of a doorway between room ***11*** and room ***10***. This doorway is a rectangular aperture without doors and surmounted by a large rectangular concrete lintel. The western wall also features a blocked door (Plate 22). The door is contemporary with the original construction of the northern stable block and would have provided access directly from stable room ***11***, through ante-room ***14*** to a corresponding group of stalls within stable room ***15*** (*Section 3.6.23*). It is likely that this doorway was bricked up at the same time the new door was installed between rooms ***10*** and ***11***.

3.6.15 ***Coach Room (Room 12):*** this roughly-square room is located west of coach room ***10*** and east of the former blacksmiths workshop (***13*** *Section 3.6.17*). Access to this room is via a large arched doorway on the south-facing elevation of the building. The brick arch is constructed in the same manner as previously described (*Section 3.6.5*) and the aperture has been enclosed by a timber frame housing an offset double door with a modern steel catch and padlock arrangement. This doorway is large enough to allow horses to pass through and to admit a small coach or cart (Plate 23). A wide rectangular door in the western wall provides access to coach room (***13***). This door is wide enough to admit both people and horses and would have originally provided access to the smithy allowing horses to be moved between the stalls and the smithy without leaving the building. The edge of the doorway was constructed using bull-nosed bricks to provide a rounded finish, thus reducing the chance of injury to horses passing through the door. This doorway has been narrowed and partially blocked with a planks set within a frame and an offset pedestrian door. This latter feature post-dates the closure of the smithy. A large door in the northern wall of the room provides access to the central stable ante-room (***14***) and from there on to the stable and stalls (***15***). This doorway is characterised by a surround of bull-nosed bricks and a rectangular timber plank sliding door set onto steel runners mounted above a timber (oak) lintel.

3.6.16 The north and west walls of the coach room are contemporary with the original construction of the building; however, modifications have been carried out to the eastern wall; a new skin of modern bricks (stretcher bond with grey cement mortar) has been added to the interior face of the east wall. These have subsequently been covered up by a plywood cladding mounted on a timber frame; both additions post-date the closure of the stable yard and have resulted in the narrowing of the room by 0.4m. The floor of the room originally consisted of large roughly-rectangular york stone slabs set into a bedding of coarse sand, however the majority of the floor has been removed leaving the bedding exposed over the centre of the space.

3.6.17 ***Coach Room/ Former Blacksmiths (Room 13):*** this room was originally an exterior space connected to the main yard (as evidenced by the presence of a down pipe inside the room on the south-facing elevation of the north wall); however, the

addition over the yard created an enclosed space which was then used as the blacksmiths work room. An original feature of the room was a chimney breast and forge on the centre of the west-facing elevation; however, these have been demolished and the only evidence indicating their presence is a visible scar on the upper portion of the east wall, rising above the lower roof-line of room ***13*** (western gable of room ***12***). The eastern wall retains elements of original features, including two niches on either side of the former site of the chimney breast (Plate 24). as well as a series of large metal pegs, hooks and chains protruding from the upper section of the wall. The niches are timber-framed and have now been used to accommodate modern electric lighting, but may have been used to hang tools and other equipment associated with the smithy. The main entrance to this area of the building is via a large rectangular doorway flanked by bull-nosed bricks. This doorway is wider than all of the other doors on the south-facing elevation; however, it has been modified and repaired extensively to accommodate the later addition of a metal roller door. As all the other brick arches are sprung from the course directly above the blue Staffordshire brick string course, it does appear that this doorway was always without an arch over the entrance.

3.6.18 A large doorway (later modification) has been inserted into the north wall of the former blacksmiths workshop to provide direct access into the largest area of stables and stalls (***15***). This doorway lacks the characteristic bull-nosed bricks observed at all the other original doors of the stable and is comparatively poorly finished. It is supported from above by a large RSJ lintel suggesting that this addition was made at the same time as the cook house was added at the south-east end of the complex.

3.6.19 The floor of the smithy corresponds with the flooring in the adjacent coach room (***12***), suggesting that both rooms were originally designed to have a similar or inter-related function. The floor, comprising large irregular-shaped York stone slabs, slopes slightly from north to south, presumably to allow drainage into the outer yard.

3.6.20 ***Stable Ante-Room / Tack Room (Room 14):*** this rectangular room is orientated east/west on its long axis and is located between two groups of stable and stalls ***11*** and ***15*** and was designed as a thoroughfare between both sets of stalls (Plate 25). The large doorway in the southern wall was designed to allow horses to move between the outer yard and the stall via the coach room **12**. The doorway is characterised by bull-nosed bricks and has a substantial oak lintel. The original doorway to stable ***11*** in the eastern wall has been bricked up but the outline of the doorway, including the curve of the bull-nosed bricks, is still visible. A corresponding door way still exists in the western wall providing access to the western block of stalls ***15***.

3.6.21 This ante-room/ tack room contains many of the same features observed in rooms ***11*** and ***15*** and it is evident that all three rooms were contemporary in design and construction. This room contains only two timber plank stalls, both of which differ slightly in design from the those in the adjoining rooms suggesting that this space may have been used to segregate horses perhaps while they were groomed or fitted with the harness and tack before being taken into the courtyard to be hitched to the carts or carriages. Both stalls would have been supported at the northern end by vertical unembellished newel posts (probably half height); however, both have been removed. Voids in the granite sett floor indicate the presence of the vertical posts;

however, there is no scarring on the roof beam to suggest that they extended all the way to the ceiling as they do in rooms ***11*** and ***15***. This room is illuminated by three closely-positioned, large rectangular windows on the north wall. All windows have been boarded up from the inside and bricked up on the north-facing elevation; however, it is fair to assume that the windows were recessed single-hung, single-glazed sash windows in timber frames, as evident in room ***15***.

3.6.22 The floor is paved in a regular pattern of rectangular granite setts aligned east/west in a stretcher bond pattern. Unlike other sections of the stable yard there is no central east/west orientated stone drainage channel, suggesting that this area was not intended for the long-term housing of horses.

3.6.23 ***Stable and stalls (Room 15):*** this section of the stable represents the largest surviving room in the complex and is most representative of the original shape and design of the stables before they were sub-divided as the requirement for the stables diminished (Plate 26). The room is orientated east/west on its long axis and measures 15.6m long by 6m wide. Access was gained via the double door on the west-facing elevation which opens directly onto Smithdown Lane. This doorway lacks the bull-nosed bricks seen elsewhere on the complex and this and the fact that it opens directly onto Smithdown Lane indicates that it is unlikely that it was ever used as a point of entry and egress for the horses housed here. Additionally, this space can be accessed via the central courtyard, through coach room ***13***, and more indirectly via coach room ***12*** and ante-room ***14***. The southern wall is lined with nine stalls which could each comfortably accommodate a single horse. Only five of the ten original partitions and their corresponding newel posts survive with at least one of the timber panel partitions having been removed to facilitate the later installation of a doorway between this room and coach room ***13***. Evidence of missing panels exists in the form of iron brackets on the corresponding columns and scars on the granite sett floor.

3.6.24 Ten columns are aligned down the centre of the room on an east/west orientation; each column corresponds with the northern end of the timber panelling for a stall (Plate 27). These unembellished cast iron columns serve a double function as they also provided support for the stalls and acted as props for the central roof beams. Of the columns, the two located at the eastern and western limits of the room are engaged columns.

3.6.25 The floor is functional and comprises granite setts which slope gently to a central channel also constructed of large granite stone kerbs which channel water and urine to a central drain. The north wall is also appointed with a selection of blunted timber hooks and brackets which would have been used to accommodate tack and other equipment used for the maintenance of the horses.

3.6.26 ***Summary:*** as previously discussed, the rooms are largely free of embellishment or design thus emphasising their utilitarian function. However, the curving and well-finished stalls and slim central columns provide a simple elegance to the functional space. Doors which were intended for use by horses are all characterised by the presence of bull-nosed bricks, where the rounded edges would have prevented cuts or abrasions to the animals as they moved around the stable block. All rooms are illuminated by large windows and by the later addition of modern strip lighting. The ceiling of all rooms on the ground floor is a continuous beam ceiling with no attempt at embellishment or decoration. The central beam runs east/west and is supported by the central row of cast iron columns.

3.7 FIRST FLOOR AND ROOF

3.7.1 A thorough survey of the first floor hay loft was not carried out due to the perceived instability and defective beams which form the first floor. A brief description is provided below as to the form and character of the roof structure on the basis of historic photographs.

3.7.2 The trusses had a variant late-nineteenth century form of the traditional king post design, with large principal rafters and struts set into an iron shoe at the junction with the tie beams (Plate 28). In this design the tie beams and the king post are both iron rods, with the tie beams (rods) bolted to the base of the king post. The principal rafters were keyed into the walls using iron shoes, which provided the connection between these timbers and the tie beams/rods. The use of the narrow iron rod for the king post and tie beams clearly demonstrates that these elements operated only under tension, as they do not have the capacity to take compression loads. The trusses supported single purlins on either sloping side of the roof and as many as six pairs of common rafters supported the roof between the two trusses.

4. DISCUSSION

4.1 INTRODUCTION

4.1.1 The Corporation Stable Yard provides a good solid example of traditional stable yard buildings. They do not completely conform to the ideal notion of a stable yard but it should be born in mind that traditionally yards of this size were located in more rural settings and this yard represents a design which has been transposed to an inner city environment. The structure is minimalist and utilitarian in design with a bare minimum of decorative elements on the exterior and few embellishments in the interior. The fixtures and fittings which are present (such as stairs and lights) are all very representative of cheap, functional materials that were available at the time of construction. Similarly, the evidence for the stable fittings, including the harness hooks and harness brackets, are plain and basic. Although the Corporation Stable Block undoubtedly lacks the architectural finesse traditionally associated with corporation buildings that were constructed during Liverpool's heyday, they do incorporate some distinctive decorative elements that were intended to be viewed from within the courtyard. These include the *oeil de boeuf* window and the string course, which was included even in those elements of the structure that were later additions.

4.2 PHASING

4.2.1 ***Phase 1:*** the existing elements of the Corporation Stable Yard including the Yardman's House (69 Smithdown Lane) and the remnants of the stable yard proper (71 Smithdown Lane) represent four main phases of activity. It is likely that much of the alteration to 71 Smithdown Lane was contemporary with the amalgamation of the several different council enterprises, all of which required the use of stable facilities, the refuse wagons, the corporation surveyors and the Lord Mayor's Coach. This occurred in the late 1950s and the relative lateness of the modifications is supported by the types of material used, which include pre-cast concrete lintels for the new doorways.

4.2.2 The earliest phase identified during the course of the building survey is the extant red brick house at 69 Smithdown Lane, which was built to house the yardman and his family. It was constructed in 1868 as part of the original building work to create the new stable yard and, originally, it stood alone at the north-west corner of the yard until the addition of the northern stable block. The west-facing elevation of the stables was bonded to that of the house and the northern wall of the house became the southern wall of the main stable (room ***15***).

4.2.3 The internal layout of the house is essentially unchanged since its construction, albeit with the addition of numerous fixtures and fittings have been added over the years. These include the replacement of coal fires with electric bar fires and newer kitchen fittings in attempts to maximise the space and bring the house up to date. The building is now suffering heavily from water ingress caused by a defective roof and the deterioration of the building has been accelerated by the intentional removal of much of the first floor timber floor boards, which has led to water ingress on the ground floor as well.

4.2.4 ***Phase 2:*** the second phase (*c* 1880s) identified during the course of the investigation is the addition of the stable block, yard and ancillary buildings which forms the majority of the surviving structure. This second phase is well represented as the majority of the rooms and structures associated with the extant building relate to this phase. All of the elements of this structure were simply designed and were furnished with the minimum of equipment however it is clear that each room was constructed with a definite purpose (eg the drying room and stables).

4.2.5 ***Phase 3:*** the third phase (*c* 1890s) is represented by the addition of the cook house at the north-east limit of the extant northern block. This addition was contemporary with the construction of the eastern-block of the stables (orientated north/south) and was located against the eastern boundary wall of the site. The addition of the cook house provided an opportunity to expand the area of the first floor hayloft, and was carried out by the partial removal and then rebuilding of the south-east gable above the boiler room (***6***) and with the placement of an RSJ orientated north-west/south-east between the south-facing elevation of boiler room (***6***) and the west-facing elevation of the cook house (***5***). This addition is architecturally clumsy and access from the main hayloft to the area above the cook house was not via a properly formed door or hatch but through a hole created in gable end of the original elements of 71 Smithdown Lane. This extension has clearly caused subsequent structural issues, as the areas surrounding the RSJ are where there are the most marked indications of stress and cracking in the brickwork.

4.2.6 ***Phase 4:*** the fourth phase (*c* 1950s) of modification that were identified during the investigation was the alteration to the second phase buildings in order to allow more than one business to operate out of the same stable block. The large stable block at the north side of the complex (now rooms ***11***, ***14*** and ***15***) was split into two separate stables with their own independent access rather than a shared access via room ***14***. This modification included the bricking up for the doorway in the east wall of ante-room ***14*** and the addition of new large open doorways (without the characteristic bull-nosed bricks) in the southern walls of rooms ***11*** and ***15.*** Aside from the addition of the two doorways, little in the way of fixtures and fittings within the stable accommodate was altered so it is not possible to suggest which business used which section of the stable.

4.3 CONDITION ASSESSMENT

4.3.1 The building investigation and historic background are intended as a lasting record of the last surviving elements of the Corporation Stable Yard in its present condition. An engineers report (Wright 2010) provided evidence to suggest that the structural integrity of the buildings has been severely undermined by the constant ingress of water since the closure of the stable yard. Further to this, the structural integrity of the timber beams, particularly those at the eastern end of the building in room ***6***, has been much diminished and this in turn has led to south-facing elevation presenting a noticeable bow being over 100mm (Wright 2010, 2). The integrity of the structure has been further undermined by the removal of key elements such as the floor boards in the first floor of the house and the hayloft. This has allowed water to percolate down from the roof and first floor into the ground floor. A number of key features which helped to characterise the building, including elements of the timber stall partitions, half height newel posts, smithy furnace and York stone flooring, have also been removed. The combined result of this is a

building which is in very poor condition, both structurally and aesthetically. The roof is in a poor state of repair with evidence of undulations and areas of slates missing and the cross walls to the carriage division walls show evidence of distress, particularly with cracking evident at the junction with the front wall (Wright 2010, 3).

4.4 IMPACT

4.4.1 The potential demolition of the northern block of the Corporation Stable Yards on Smithdown Lane will see the removal of the last major block of the stables. A small portion of the later south-eastern block will survive as it has been restored and incorporated into the Williamson Tunnels Heritage Centre which was opened in 2002. Clearance of the stables will remove a highly characteristic building which defined the area of Smithdown Lane for nearly 142 years. It will also mark the loss of one of the few stables surviving in the city and the only surviving yard that was funded by the corporation. Unfortunately, the stable yard has existed for the last ten years as a decaying and solitary remnant of a once much larger complex, and the decline of the area leading to the loss of other structures mean that the last buildings stand derelict and without context in a rapidly changing urban environment, where the rest of the contemporary historic character of the area is now largely absent.

4.5 RECOMMENDATIONS

4.5.1 The building complex is a survival of late nineteenth century corporation architecture, but has no listed building status and, as such, is not classified as one of the more significant buildings within Liverpool. The condition of the building is beyond economic repair and it has been proposed by the developer for demolition. The present building survey has provided a mitigative record of the stable buildings in the event that they are demolished.

4.5.2 Beneath the structure there is the potential for remains and foundations relating to the early phases of the stable yard complex and also tunnels constructed by Joseph Williamson. Following demolition it is important that the area is subject to archaeological investigation in advance of any further construction works. It is recommended that an archaeological evaluation trench be excavated along the length of the building to determine the depth of bedrock in this area and the potential for underlying features, particularly tunnels. Subject to that phase of works there may also be a requirement for a process of watching brief during any construction ground works.

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APPENDIX 1: PROJECT DESIGN

1. INTRODUCTION

1.1 PROJECT BACKGROUND

1.1.1 It is proposed that the stable buildings at the Corporation Stable Yard, Smithdown Lane, Liverpool (centred on NGR 36340 90140) be demolished as part of a residential development within the Stable Yard. As mitigation for this loss to the historic fabric of the area RA Fisk and Associates, acting on behalf of Goldcrest Finance Ltd, have requested that OA North submit a costed project design to carry out a measured building survey of buildings within the former Corporation Stable Yard, and is in accordance with verbal brief from the Merseyside Archaeologist. This project design outlines the proposed methodology to be used in order to record the building prior to any proposals for conversion or demolition.

1.1.2 ***Historical Background:*** a series of tunnels and buildings and tunnels were constructed by Joseph Williamson in the early and mid-nineteenth century in the area of Edge Hill and which were centred on the site of the present development. He employed large numbers of the poor at a time when the demobilisation from the Napoleonic Wars had left many of the returning soldiers without work. His workforce built houses along Mason Street one of which, Number 44, he took for his own home (Hand 1928, 88), the remains of which are still visible today.

1.1.3 In addition to houses and other quarrying and construction works he was responsible for a complex of tunnels, caverns and passageways which extended beneath Mason Street to Smithdown Lane. Many of the houses were built on arches over the tunnels, and underground passageways linked the buildings. The tunnels take various forms and extensive work has been done in and around the area of the stable yard to document the extent of the tunnels. The most notable of the tunnels is the 'triple-decker' tunnel, so called because it comprises three tunnels, one inside the other. Williamson used the quarry and the construction of the tunnels as a way of keeping people employed and as a training ground for carpenters, stone masons and brick layers who were involved in the other aspects of his construction business on Mason Street.

1.1.4 Work began in 1832 on George Stephenson's railway tunnel, which was to connect Edge Hill station with Lime Street. The Williamson's workmen broke through into the tunnel from beneath. Stephenson was given a conducted tour around Williamson's tunnels, with which he was very impressed (Hand 1917, 15). The railway tunnel, now a cutting, forms the northern boundary to the study area, although Williamson's tunnels extend beyond it to the north and east.

1.1.5 Williamson died on the 1st of May 1840 aged 71 years and was buried with his wife and her family in the Tate family vault located within the graveyard of St Thomas church on Park Lane. With the death of Williamson work on the tunnels ceased immediately and many of the tunnels had begun to be filled in with rubbish, even by 1845. The Liverpool Corporation then took over the land and a deliberate policy was adopted of using the tunnels to dump rubbish (Head 1995, 4; The Porcupine 1867, August 31st and November 23rd).

1.2 OXFORD ARCHAEOLOGY NORTH

1.2.1 Oxford Archaeology North has considerable experience of sites of all periods, having undertaken a great number of small and large scale projects throughout Northern England during the past 24 years. OA North has considerable experience of undertaking building surveys across the region to fulfil the requirements of clients and planning authorities, and within very rigorous timetables.

1.2.2 OA North has the professional expertise and resources to undertake the project detailed below to a high level of quality and efficiency. OA North is an Institute of Field Archaeologists (IFA) registered organisation, registration number 17**, and all its members of staff operate subject to the IFA Code of Conduct (1994).**

2 OBJECTIVES

2.1 The principal objective of the archaeological survey is to provide an understanding of the historical development of the site, and to identify significant architectural elements within the surviving fabric.

2.2 The project aims are based on the English Heritage guidelines (2006) for undertaking Level 3 surveys and will have the following requirements:

- demonstrate the buildings' plan, form, fabric, function, age and developmental sequence from the historical and archaeological evidence available;
- identify key architectural features within the surviving fabric;
- the production of appropriate drawings, which would include plans highlighting historic fabric for all floors for which there is safe access, which principally is the ground floor. Also there would need to be a general site plan of the buildings.
- the production of drawings for the south and east facing elevations of the building.
- undertake a comprehensive and detailed photographic survey of the surviving fabric, which would include general views, external oblique views, photographs of the principal rooms, external and internal detail pertinent to the buildings design.
- the production of a final report and project archive, which would include an account of the buildings overall form, its past and present usage and its development, and a full bibliography

3. METHODS STATEMENT

3.1 Historical Background

3.1.1 An historical background is an essential prerequisite of the proposed survey, and this has been informed by an earlier desk based assessment undertaken by Lancaster University Archaeological Unit (LUAU 1997; 1999). However, it is also proposed to incorporate the results of more recent research into the history of stables sufficient to provide an effective historical background to the complex.

3.2 BUILDINGS RECORDING

3.2.1 ***Introduction:*** as no detailed survey is available for the building there will be a requirement to undertake new instrument survey recording in order to satisfy the English Heritage Level 3 requirements. The following section outlines the general approach to be undertaken for the production of site drawings, photographic archive and the written record.

3.2.2 ***Survey Drawings:*** the following as existing drawings will be produced for the building:

(i) plans of the ground floor will be produced of the buildings. These will be produced by new survey using various accepted techniques. They will show the form and location of any structural features of historic significance (1:100 scale);

(ii) detailed drawings of any pertinent detail not more readily captured through photography.

(iii) elevation drawings of the eastern and southern facades of the building.

3.2.3 New survey, by means of a reflectorless total station, will be needed for most of the survey in order to produce the drawings. The reflectorless total station is capable of measuring distances to a point of detail by reflection from the wall surface, and does not need a prism. The instrument to be used will be a Leica TCR805 reflectorless total station, which emits a visible laser beam that can be visually guided around points of detail. The digital survey data will be captured within a pen computer running TheoLT software, which allows the survey to be directly inserted into AutoCAD software for the production of final drawings. Additional survey will be carried out if necessary using a hand held Leica Disto laser measure.

3.2.4 The drawings will be manipulated in AutoCAD software. The advantage of a CAD system is that it allows for efficient manipulation and editing of drawings. The adoption of a layering system has significant benefits during the analysis stage as it allows for the display of information such as feature types, fabric and phasing as necessary to the requirements of the analysis, without the necessity to produce further drawings. Finished drawings can be plotted at the required scale or sheet sizes.

3.2.5 ***Photographic Archive:*** a photographic archive will be produced utilising full frame DSLR cameras to produce digital images, and also on black and white 35mm film. A full photographic index will be produced and the position of photographs will be marked on the relevant floor plans. The archive will comprise the following:

(i) the general external appearance and wider setting of the buildings;

(ii) oblique views of all the external elevations, perpendicular views only if necessary and appropriate;

(iii) the overall appearance of the principal rooms and circulation areas, right angle views of internal elevations only if necessary and appropriate;

(iv) any external or internal scaled detail, structural or architectural, which is relevant to the design, development and use of the buildings, and which does not show adequately on general photographs;

(v) any internal scaled detailed views of features of especial architectural interest, ephemera, fixtures and fittings, or fabric detail relevant to phasing the buildings which does not show adequately on general photographs.

3.2.4 ***Description:*** a detailed description of the buildings will be carried out to English Heritage Level 3 guidelines, utilising *pro-forma* sheets. This provides for a comprehensive analytical account for buildings of special importance and the following methodology will be followed.

3.2.5 The written account will provide the understanding required in order to place the building in its historical, architectural and cultural context. The descriptive record will include the following accounts:

- A general description of the buildings, which will include details of the plan, form and function. Allied to this, a detailed description of the materials used and development sequence and phasing, including any alterations, repair and rebuilding;
- An account of the wider context within which the buildings are situated. For example, its relationship to places and buildings within the local area, as well as its historical relationship to the area;

3.2.6 An appropriate description of each individual room/discrete space and component.

3.3 REPORT PRODUCTION

3.3.1 ***Report:*** one bound and one unbound copy of a written synthetic report will be submitted to the Client and within five weeks of completion of fieldwork, and further copies submitted to the Merseyside Historic Environment Record and the Development Control, City of Liverpool following any comments from the Client. The report will include;

(i) a site location plan related to the national grid;

(ii) a front cover to include the planning application number and the NGR;

(iii) a concise, non-technical summary of the results;

(iv) an explanation to any agreed variations to the project design including any justification for any analyses not undertaken;

(iv) a description of the methodology employed, work undertaken and results obtained;

(v) an appropriate description of the results of the investigation, including the physical characteristics and condition of each site component.

(vi) an appraisal of the quality and reliability of the data.

(vii) an overall interpretation of the generated data and preliminary conclusions reached

(viii) plans, elevations, section drawings and photographs at an appropriate scale;

(vii) a copy of this project design, and indications of any agreed departure from that design;

(viii) the report will also include a complete bibliography of sources from which data has been derived; recommendations for further work;

(ix) a photographic index;

(x) list of archive contents.

3.4 ARCHIVE

3.4.1 ***Archive:*** the results of all archaeological work carried out during fieldwork will form the basis for a full archive to professional standards, in accordance with current English Heritage guidelines (Management of Research Projects in the Historic Environment (MoRPHE) 2006). The project archive represents the collation and indexing of all the data and material gathered during the course of the project. It will include summary processing and analysis of all features, finds, or palaeoenvironmental data recovered during fieldwork to the appropriate level. OA North conforms to best practice in the preparation of project archives for long-term storage. This archive will be provided in the English Heritage Centre for Archaeology format and a synthesis will be submitted to the Merseyside Historic Environment Record (the index to the archive and a copy of the report). OA North practice is to deposit appropriate elements of the original record archive of projects (paper, magnetic and plastic media) with the appropriate County Record Office, and a full copy of the record archive (microform or microfiche) together with the material archive (artefacts, ecofacts, and samples) with National Museums Liverpool (NML). The actual details of the arrangements for the deposition/loan and long term storage of this material will be agreed with the landowner and NML. The archive will be compiled in accordance with the National Museums Liverpool (NML) 'Guidelines for the Transfer of Archaeological Archives to National Museums Liverpool V3' (revised 2010) and followed as part of the archaeological Contractor's Project Design preparation. The document is available from the 'Archive Curator':

Dr L. Stewart, Curator of Archaeology and the Historic Environment,

Tel: 0151 478 4443

E-mail: liz.stewart@liverpoolmuseums.org.uk

Address: Urban History Division, NML, DTO, Albert Dock, Liverpool L3 4AX.

3.4.2 ***Confidentiality:*** all internal reports to the client are designed as documents for the specific use of the Client, for the particular purpose as defined in the project brief and project design, and should be treated as such. They are not suitable for publication as academic documents or otherwise without amendment or revision. Any requirement to revise or reorder the material for submission or presentation to third parties beyond the project brief and project design, or for any other explicit purpose, can be fulfilled, but will require separate discussion and funding.

4. HEALTH AND SAFETY

4.1 OA North provides a Health and Safety Statement for all projects and maintains a Unit Safety policy. All site procedures are in accordance with the guidance set out in the Health and Safety Manual compiled by the Standing Conference of Archaeological Unit Managers (1997). A risk assessment will be completed in advance of any on-site works and copies will be made available on request to all interested parties.

4.2 OA North may require the hire of lighting and a generator if there is insufficient interior lighting. This can be provided by OA North at additional cost.

5. WORK TIMETABLE

5.1 ***Buildings Investigation:*** it is anticipated that the site work will require approximately five days in total to complete. This is based on unobstructed access, and should this not be

possible this may affect timescale and hence cost. The exact timescale is dependent upon site access and contractors work schedule.

5.2 ***Report Production:*** a report will be submitted within approximately eight weeks of the completion of all elements of the fieldwork.

6. OTHER

6.1 ***Access:*** liaison for access to the buildings during the assessment will be arranged with the client, unless otherwise instructed prior to commencement of the archaeological investigation.

6.2 ***Project Monitoring:*** whilst the work is undertaken for the client, the Merseyside Archaeologist will be kept fully informed of the work and its results. Any proposed changes to the project design will be agreed with the Merseyside Archaeologist in consultation with the client.

7. STAFFING PROPOSALS

7.1.1 The project will be under the direct management of **Jamie Quartermaine BA Hons Surv Dip MIFA** (OA North senior project manager) to whom all correspondence should be addressed.

7.1.2 The project will be carried in the field by **Chris Wild and Karl Taylor** (OA North project officers). Chris and Karl have a great deal of experience in the recording and survey of historic buildings in the North West of England.

ILLUSTRATIONS

FIGURES

PLATES

PLATES

Plate 2: West-facing elevation of two-storey domestic dwelling, 69 Smithdown Lane

Plate 3: West-facing elevation of stable, 71 Smithdown Lane

Plate 4: South-facing elevation of Horse Keepers House, 69 Smithdown Lane

Pl

Plate 5: East-facing elevation of 69 Smithdown Lane

Plate 6: Living Room (***1***), ground floor, Smithdown Lane

Plate 7: Hallway (***2***), ground floor 69 Smithdown Lane

Plate 8: Stairs and first floor landing, 69 Smithdown Lane

Plate 9: Parlour (***3***), ground floor, 69 Smithdown Lane

Plate 10: Kitchen (***4***), ground floor, 69 Smithdown Lane

Plate 11: South-facing elevation, 71 Smithdown Lane

Plate 12: Exterior of cook house (***5***), 71 Smithdown Lane

Plate 13: Interior of cook house (***5***)

Plate 14: West-facing elevation of cook house (***5***), 71 Smithdown Lane

Plate 15: Boiler room (***6***), 71 Smithdown Lane

Plate 16: Exterior coal-hole to south of boiler room (***6***)

Plate 17: Small ante-room at the east side of boiler room (***6***)

Plate 18: Drying room (***7***), 71 Smithdown Lane

Plate 19: Staircase to first floor hayloft (***8***), 71 Smithdown Lane

Plate 20: Coachroom (***10***), 71 Smithdown Lane

Plate 21: Stable and stall (***11***), 71 Smithdown Lane

Plate 22: Blocked doorway in western wall of stables (***11***)

Plate 23: Coachroom (***12***), 71 Smithdown Lane

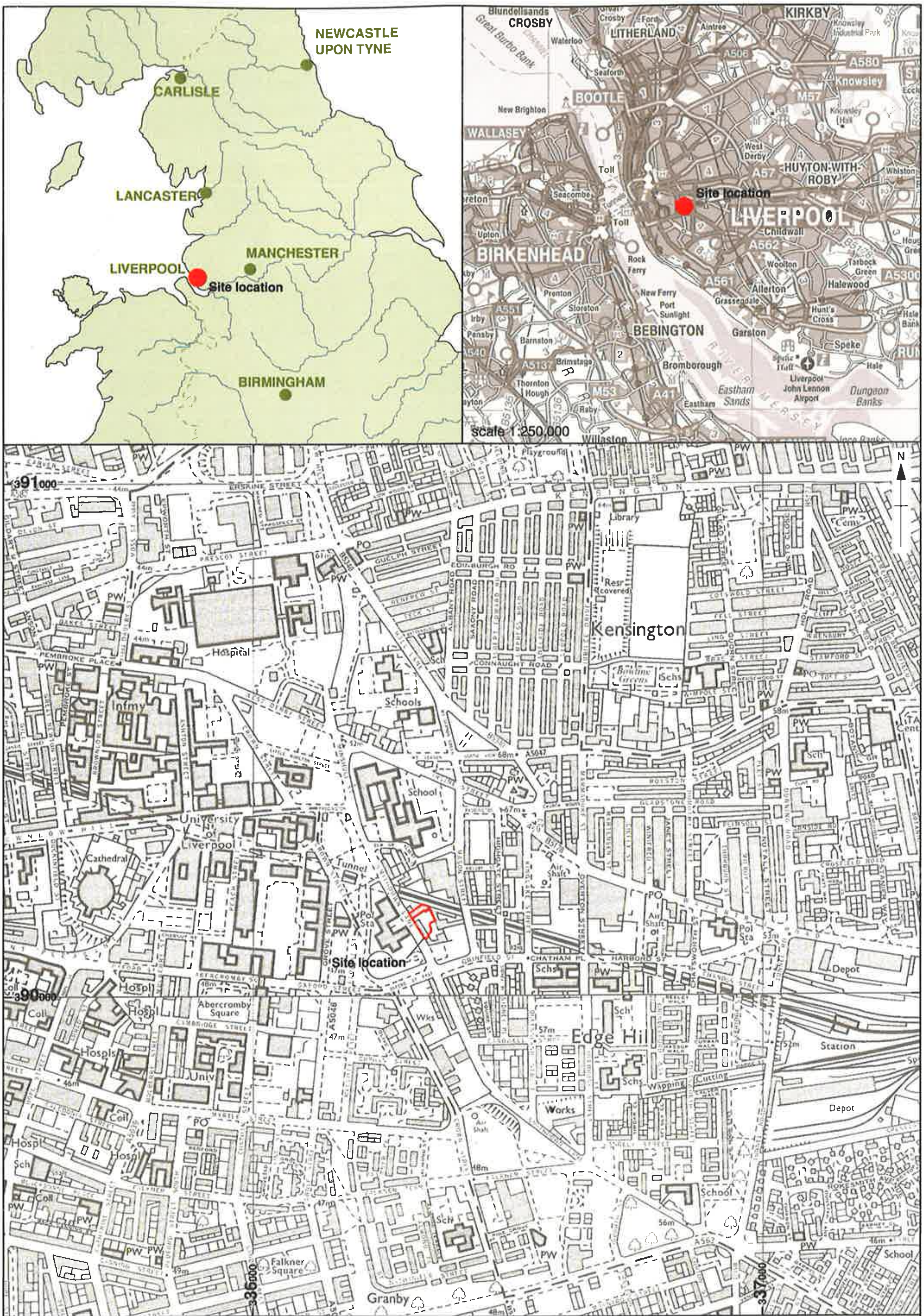
Plate 24: Former Smithy (***13***), 71 Smithdown Lane

Plate 25: Ante-Room/Tack Room (***14***), 71 Smithdown Lane

Plate 26: Main stables and stalls (***15***), 71 Smithdown Lane

Plate 27: Example of stall

Plate 28: Roof detail within hayloft
(Image Courtesy of D Bridston)



0 250 m
1:10,000 @ A4

oxford archaeology north

Figure 1: Site location

Figure 2: Outline of Principal buildings comprising the Corporation Stable Yard and other buildings within the limits of the site

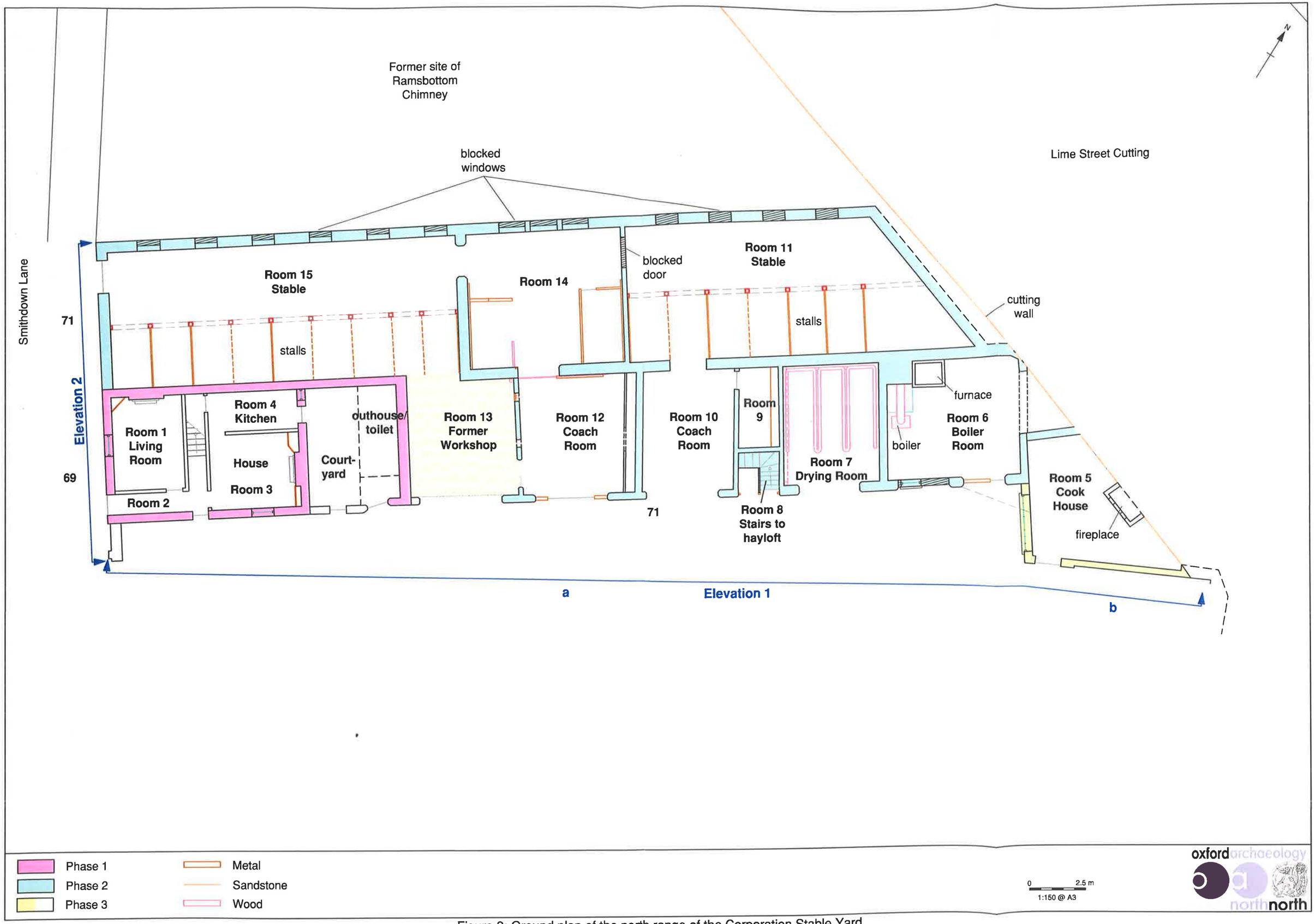


Figure 3: Ground plan of the north range of the Corporation Stable Yard

Figure 4: Yates and Perry Map of Liverpool, 1768 (Liverpool Records Office)

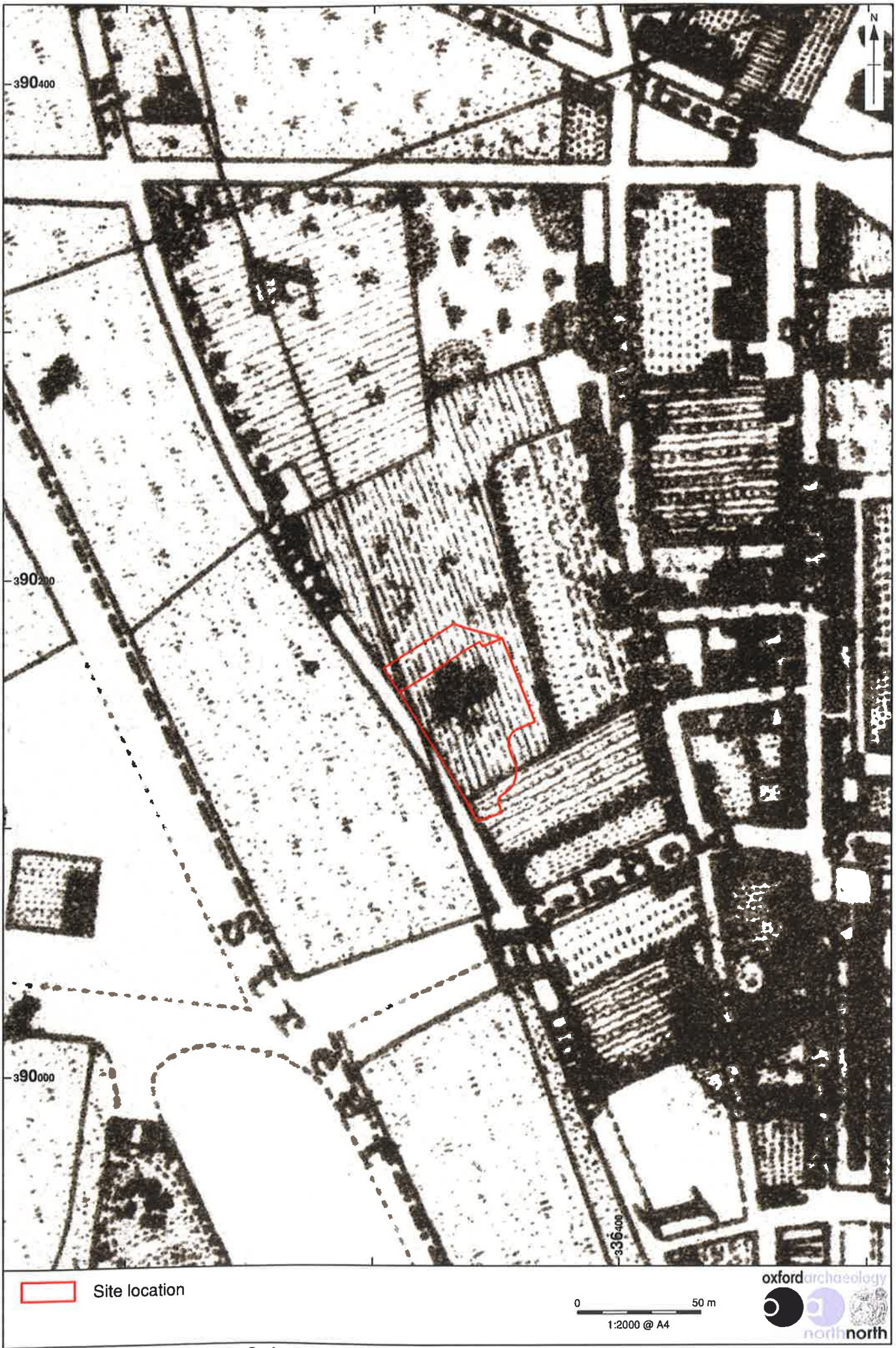


Figure 5: Swire's Map of Liverpool, 1824 (Liverpool Records Office)

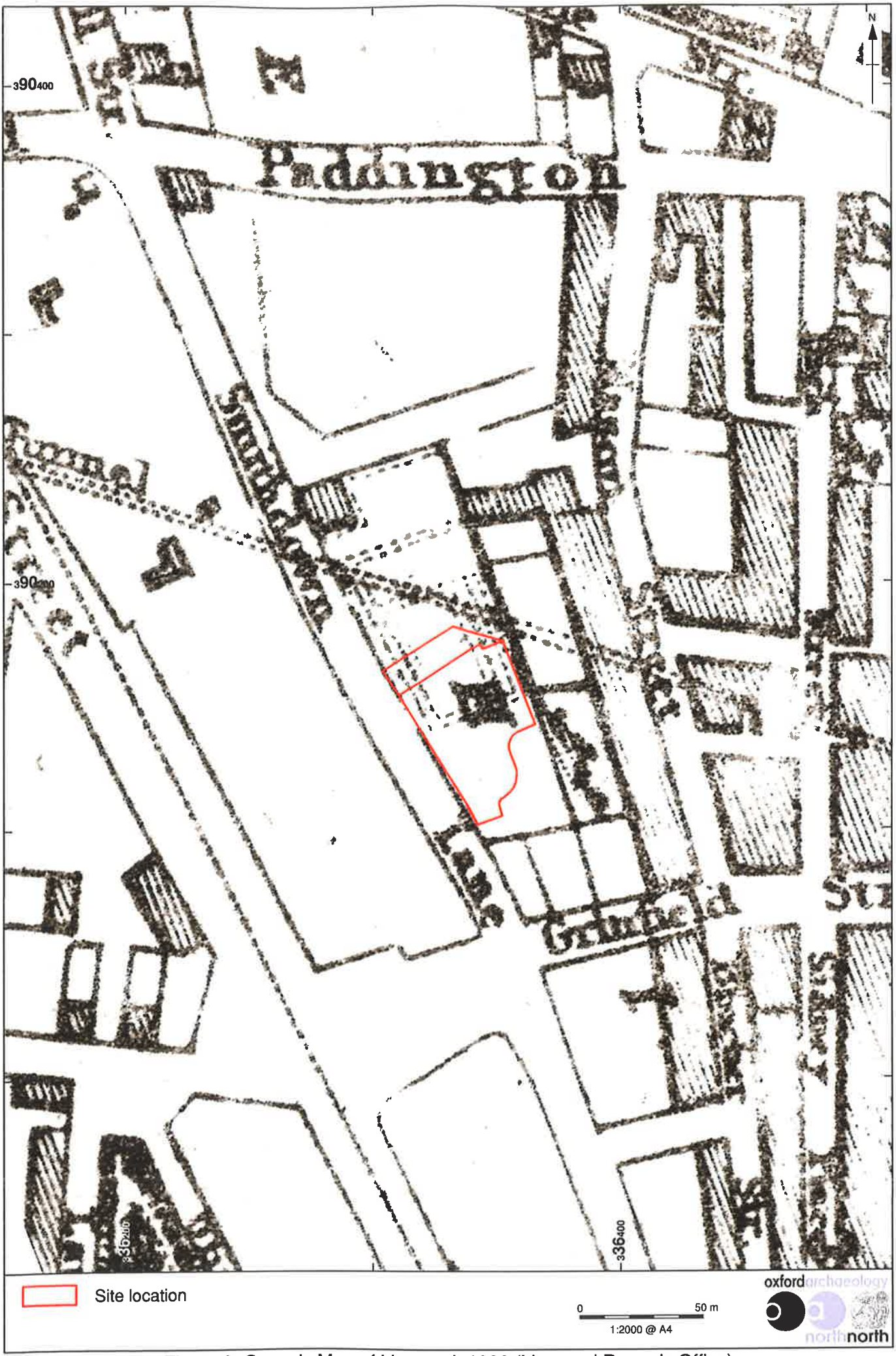


Figure 6: Gages's Map of Liverpool, 1836 (Liverpool Records Office)

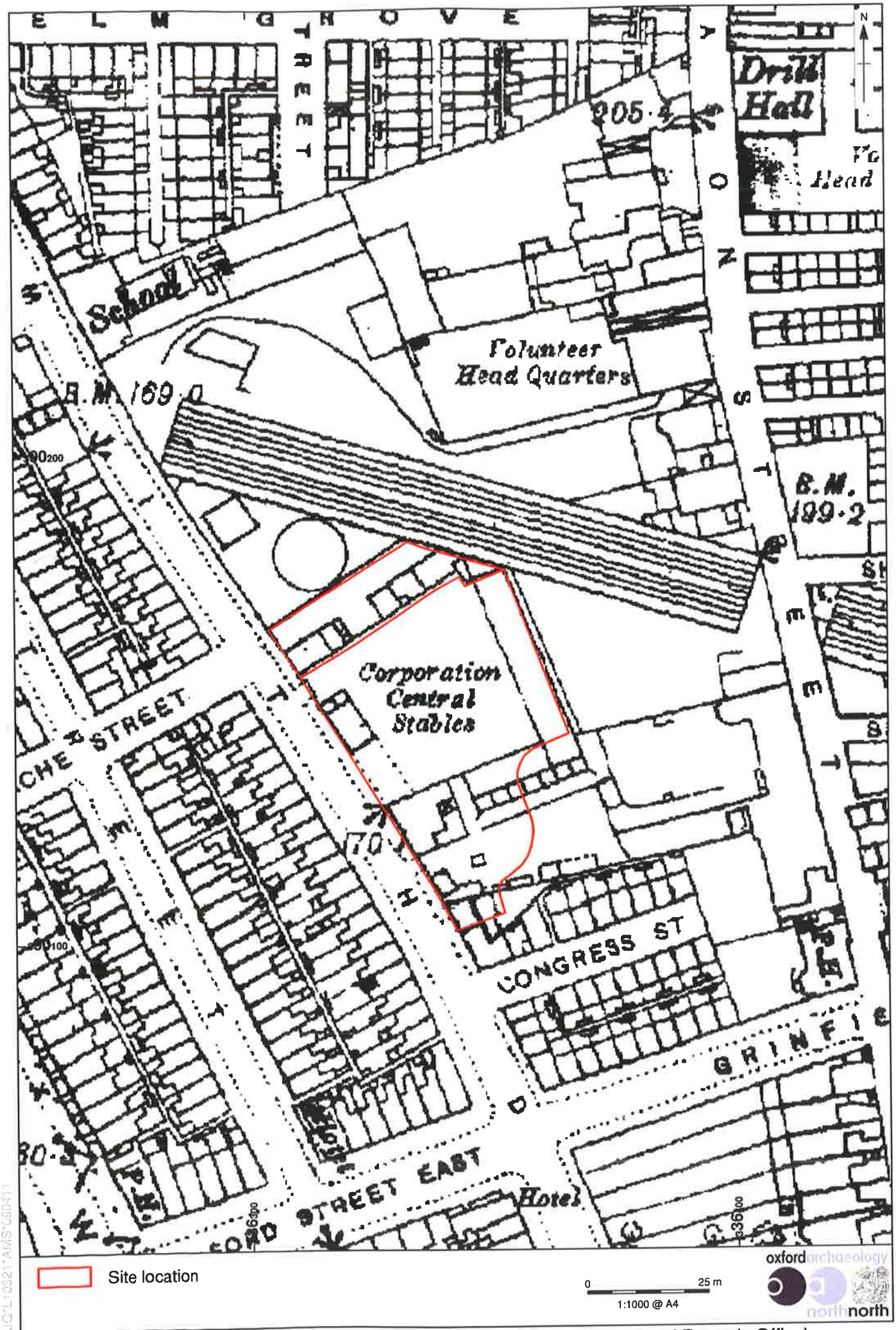


Figure 7: First edition Ordnance Survey, 25" to 1 mile, 1890 (Liverpool Records Office)

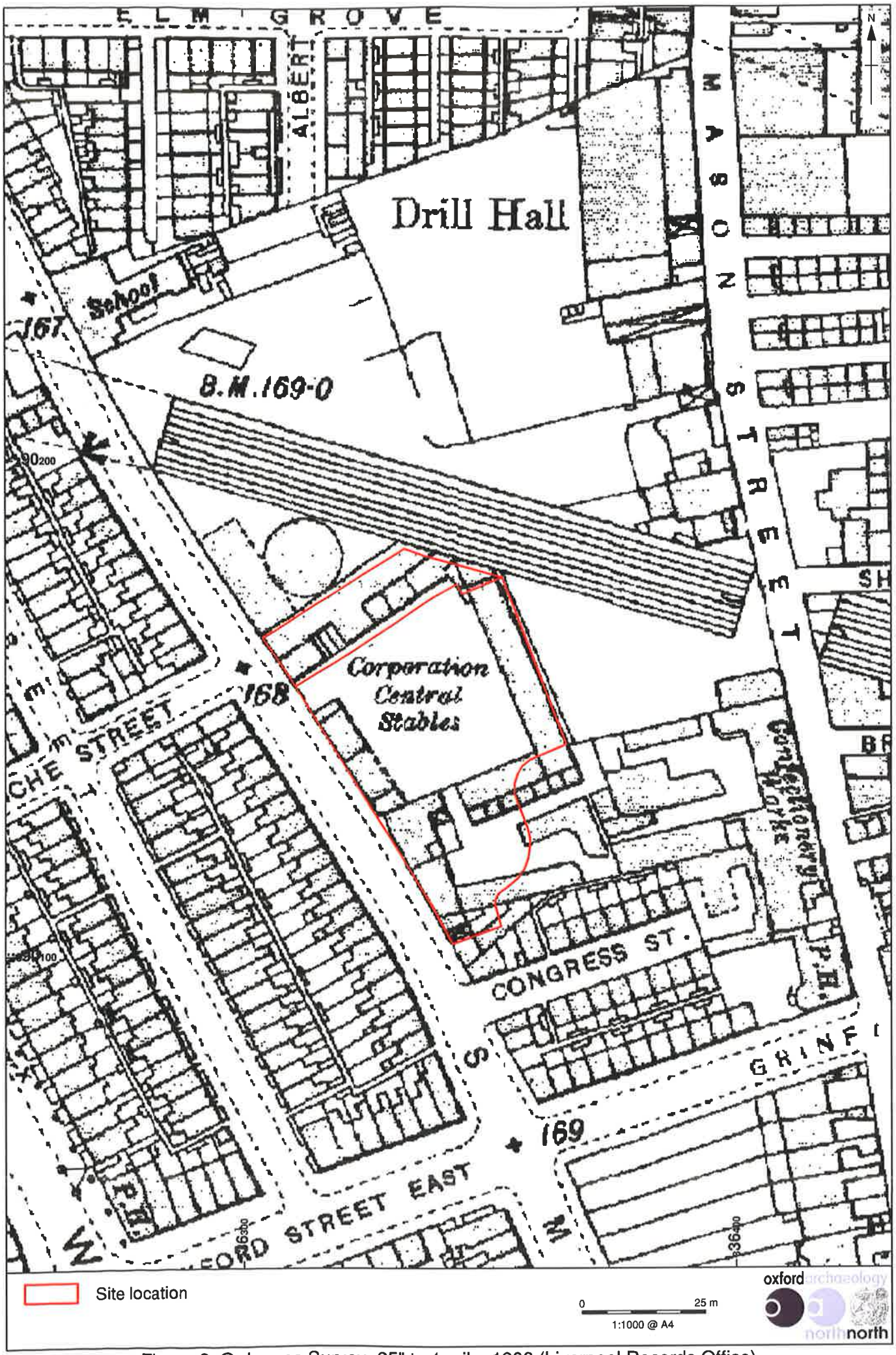


Figure 8: Ordnance Survey, 25" to 1 mile, 1908 (Liverpool Records Office)

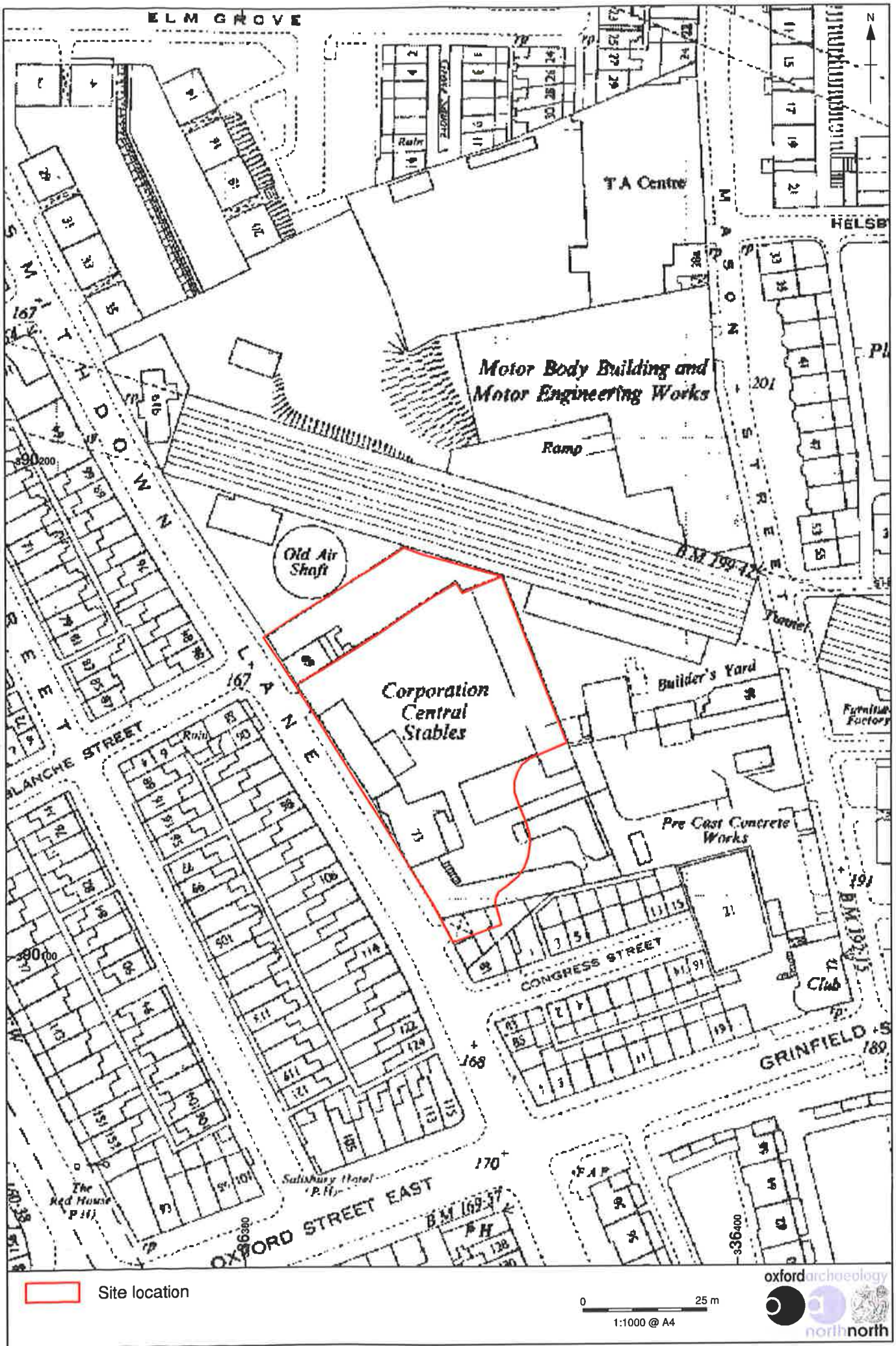


Figure 9: Ordnance Survey, 25" to 1 mile, 1950 (Liverpool Records Office)

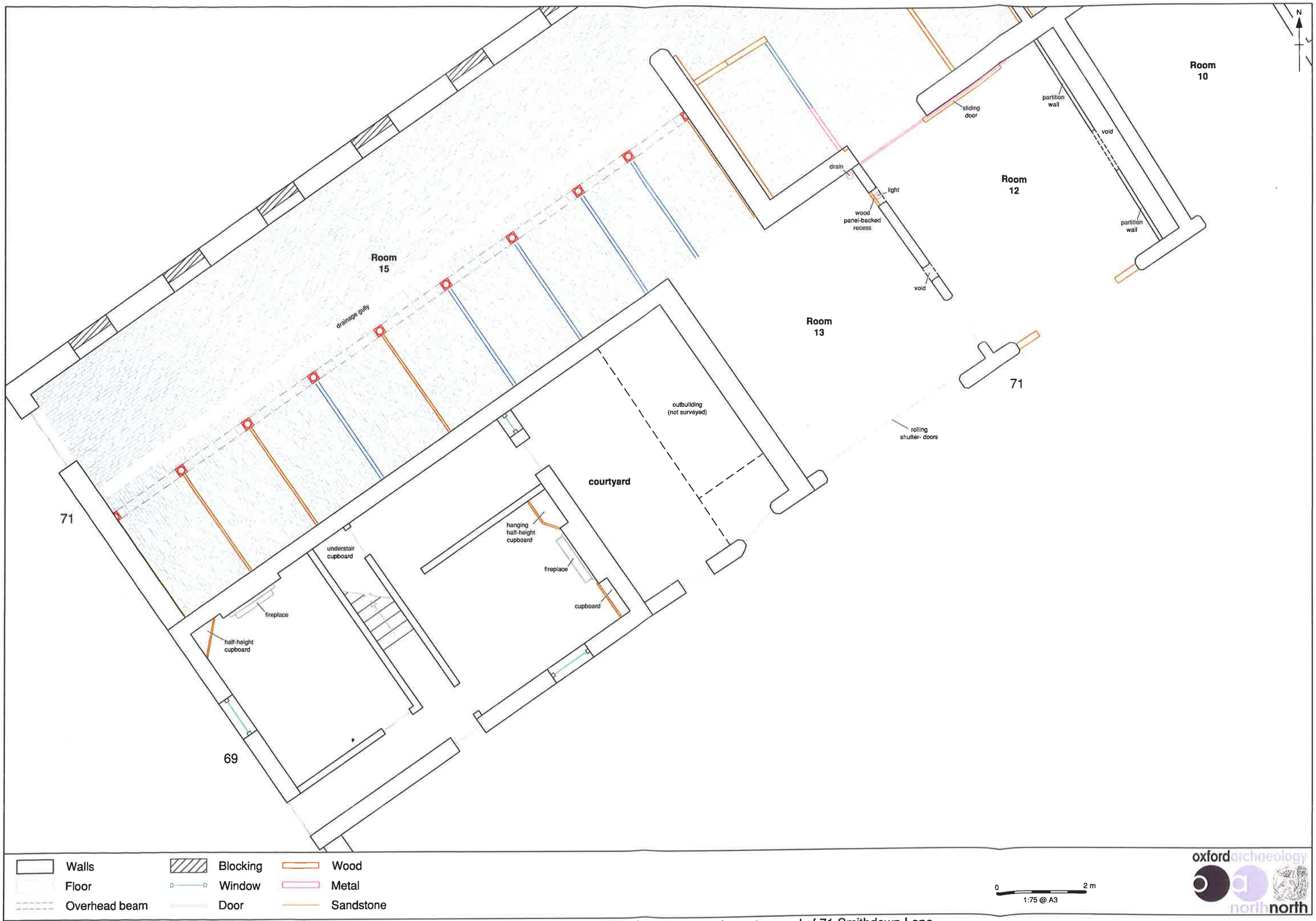
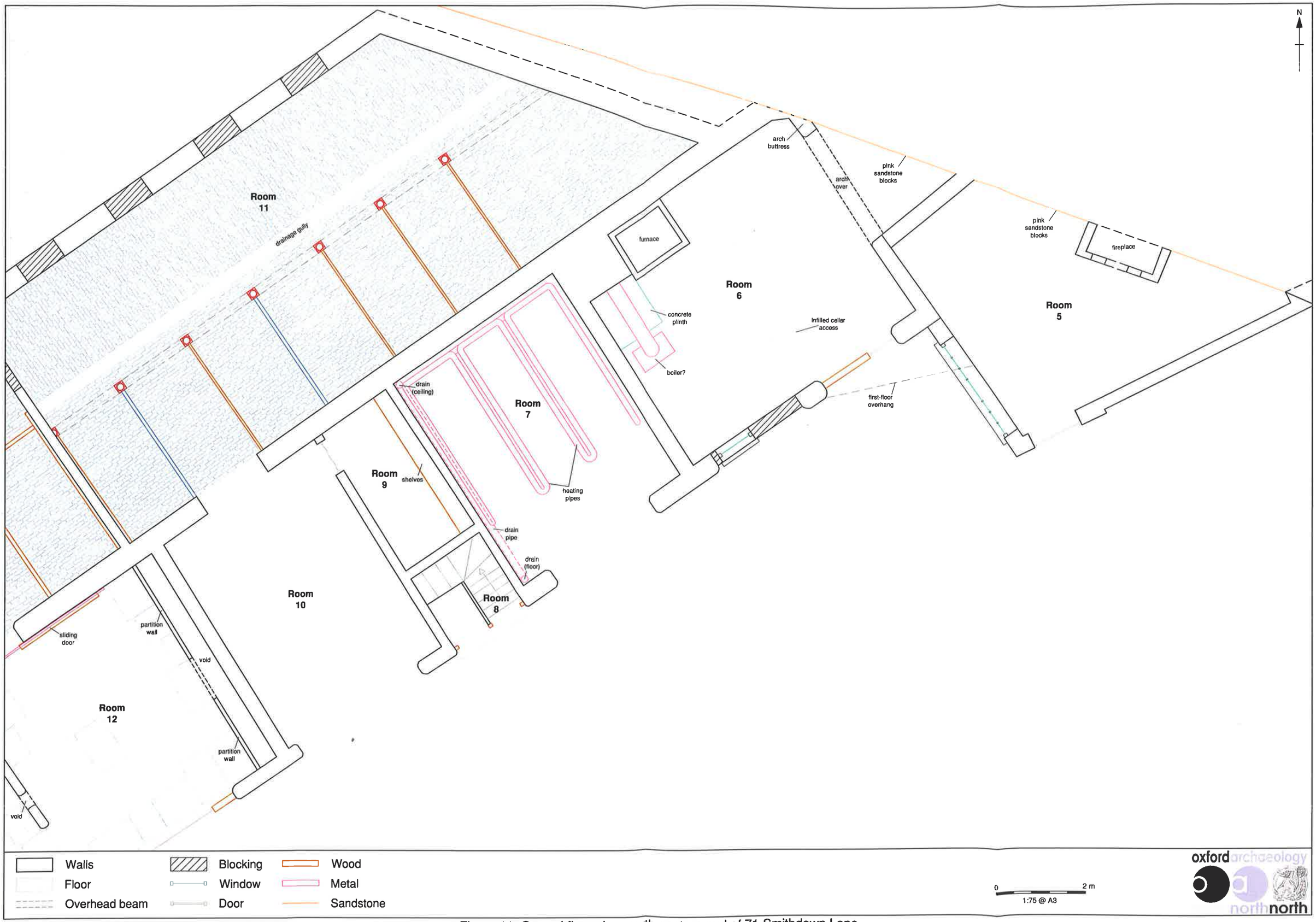


Figure 10: Ground floor plan, 69 Smithdown Lane, and south-western end of 71 Smithdown Lane

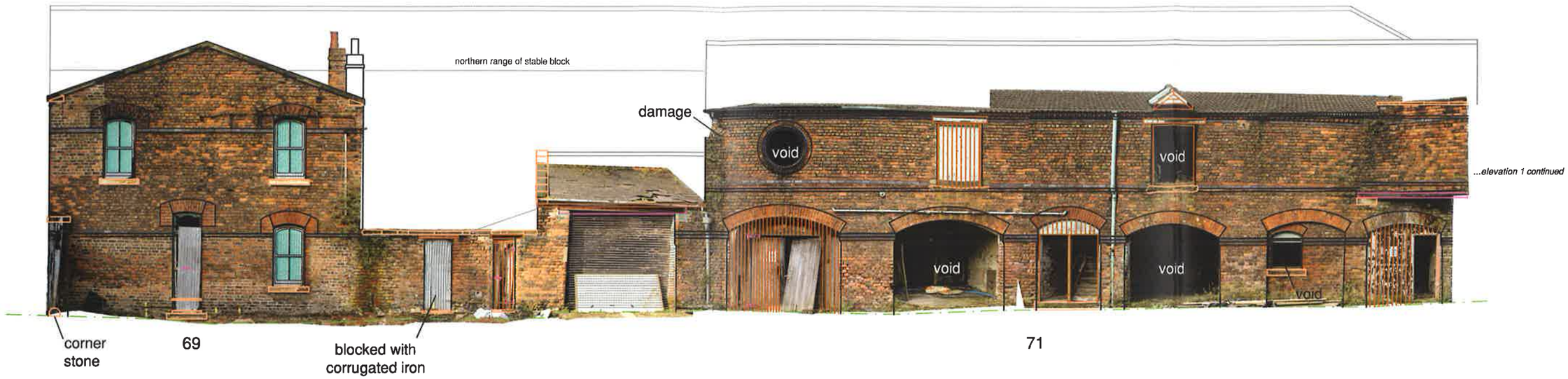


JQ'L10321'AMS'140311

Figure 11: Ground floor plan, north-eastern end of 71 Smithdown Lane

SW

NE



Ground line
Wood
Glass
Metal
Sandstone

0 2.5 m
1:125 @ A3

oxfordarchaeology north

JQ*L10321*AMS*150311

Figure 12: Elevation 1a - south-facing elevations of 69 and 71 Smithdown Lane

SW

NE

elevation 1 continued...

Ground line

Wood

Glass

Sandstone

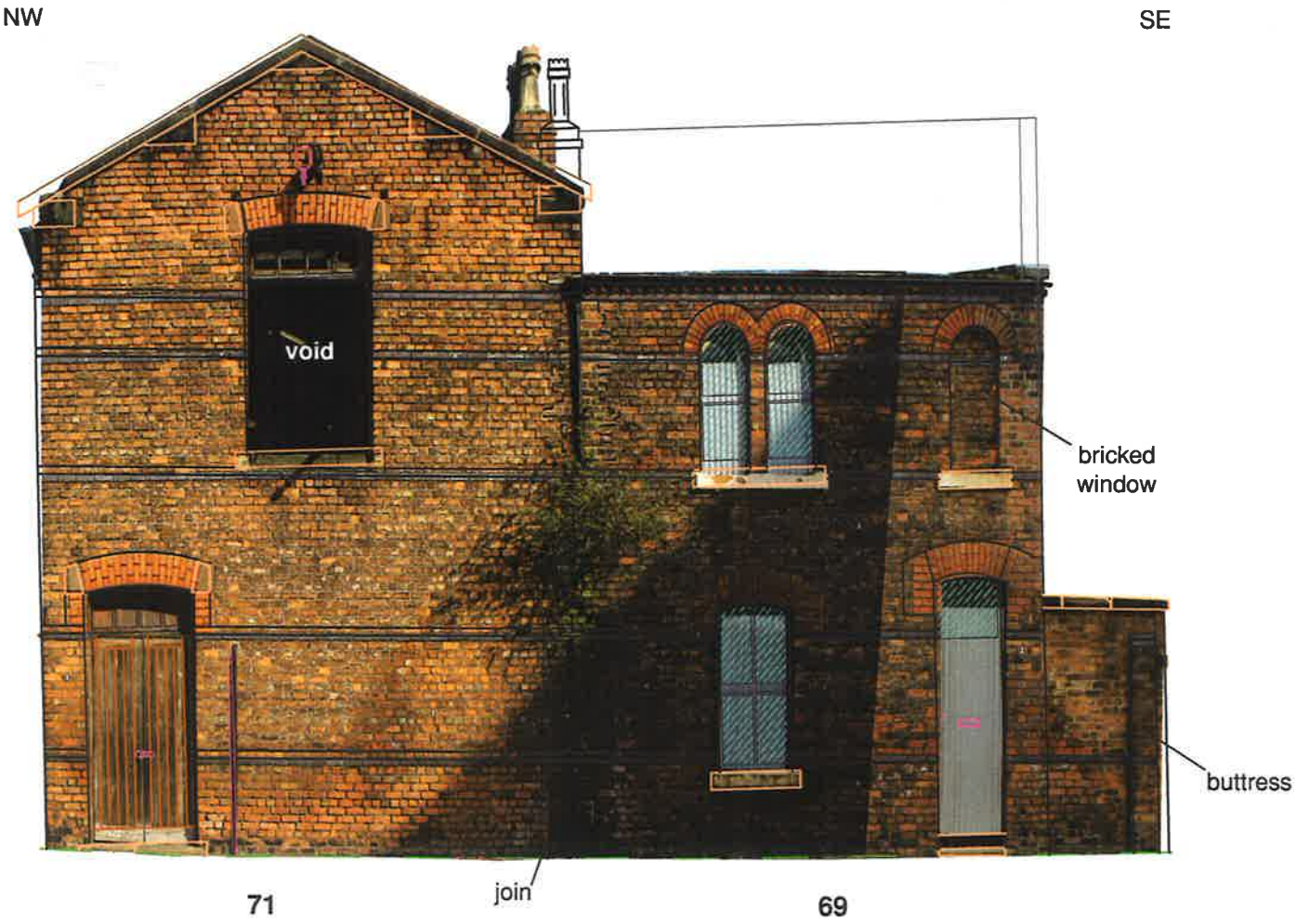
0 1 m

1:50 @ A4

oxford archaeology north

JQ*L10321*AMS*150311

Figure 13: Elevation 1b - North-eastern end of 71 Smithdown Lane



Ground line
Wood
Glass
Metal
Sandstone

0 2 m
1:75 @ A4

oxford archaeology north

Figure 14: Elevation 2, west facing elevation of 69 and 71 Smithdown Lane