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**Archaeological
Evaluation:**

Skelhorne Street,
Liverpool

Client: Nexus-
Heritage

**Technical
Report:**
Sarah
Mottershead

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Summary

Salford Archaeology was commissioned by Nexus-Heritage to undertake an archaeological evaluation on a car park at Skelhorne Street and Bolton Street, Liverpool (centred on NGR 335075 390430) as part of a redevelopment scheme. This report consists of the results from the three evaluation trenches excavated during the course of this work.

An archaeological assessment had demonstrated that the study area had the potential for the survival of remains relating to an 18th century bath house, an 18th century steam powered textile mill and a series of 18th and 19th houses depicted on mapping of 1803 and 1848.

The trenches within the current study area revealed that bedrock was very close to the surface at the southern end of the site. Trench 2 uncovered the edge of a mid 19th century brick built house that had been constructed over a former rock cut well that is likely to have originally served the 18th century bath house. Both trenches 1 and 3 uncovered remains of a 20th century bus station in the form of a ring beam, concrete floor slab, column bases and a tiled floor. Trench 1, in the northern half of the site showed that the area had used compacted rubble from the demolition of the bus station to level the site prior to having tarmac laid down for the car park. The demolition material contained possible ACMs and so progress in this area had to be ceased.

The results obtained from the evaluation trenches have indicated that the ground level, originally a hill sloping downwards from southeast to northwest, had been significantly reduced in the southeast of the site, cutting into the bedrock by over 3m. The ground reduction lessened downslope and the northwest corner of the area had been built up to create a level car park. This meant that any remains in the east, southeast and south of the site had been removed entirely. As the houses ran downslope to the northwest the chance of cellars surviving increases with the floor of a cellar exposed in trench 2. It may be that deeper cellars exist towards the northwest of the site area but the presence of possible ACMs in the overburden precludes further excavation in this area at present.

1. Introduction

1.1 Background

Salford Archaeology was commissioned by Nexus-Heritage to undertake an archaeological evaluation at the Skelhorne Street, Liverpool (centred on NGR 335075 390430) as part of a redevelopment scheme. The work was carried out in order to determine the presence, extent, depth, state of preservation and significance of the archaeological resource, enabling informed recommendations to be made for the future treatment of any surviving remains. The evaluation was undertaken during January 2017.

The work was carried out in accordance with a Written Scheme of Investigation, compiled by Nexus-Heritage in November 2016.

1.2 Location, Topography and Current Land Use

The study area (centred on NGR 335075 390430) lies within a car park in Liverpool city centre, to the immediate south of Liverpool Lime Street Station, and is bounded by Skelhorne Street to the north, Bolton Street to the southwest and Hilbre Street to the northeast (*Fig 1, Plate 1*). To the southeast is a University residential block fronting onto Copperas Hill and Hilbre Street.

The study area lies at a height of 24m AoD. The area was originally sited on a hill slope than descended from the south and east, downwards towards the north and west. This slope has been cut away resulting in a slope running downhill from the south to north ends of Bolton Street. Hilbre Street is now considerably higher than both Bolton Street and the car park and is revetted with a c 3m high wall at the northwest side of the car park. The car park itself has been raised by c 1m at its north side, presumably in order to level the area for the former bus depot and garage.

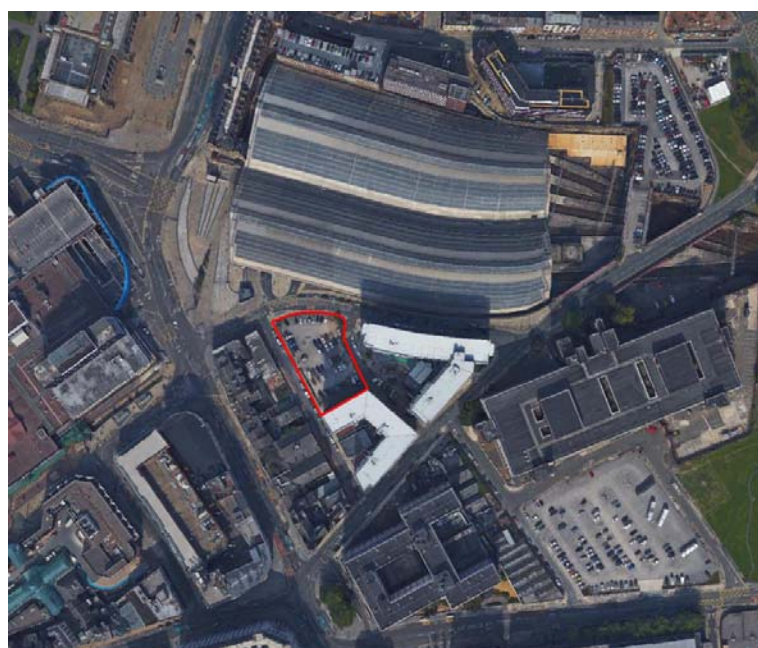


Plate 1: Aerial view of the site (highlighted in red)

The car park surface consists of tarmac across its northwest half and compacted MoT across the southeast. A strip of land along the southeast side, between the car park and the University residential block, is raised by c 0.7m and comprises rough scrub vegetation strewn with fly-tipped refuse.

The underlying solid geology, as mapped by the British Geological Society (www.bgs.ac.uk), consists of outcropping basement beds of the Triassic period.

1.3 Personnel

The project was conducted by professional archaeologists from the Salford Archaeology. On-site excavations were conducted by Graham Mottershead and Mandy Burns. This report was compiled, written and illustrated by Sarah Mottershead. The project was managed by Adam Thompson.

1.4 Monitoring

Doug Moir, the Senior Planning Archaeologist for Merseyside Environmental Advisory Service (MEAS) monitored the archaeological works.

2. Historical Background

2.1 Prehistoric and Roman

No finds of prehistoric date are known from the study area and locality

Approximately 200m to the north of the study area a Roman coin, dating 274-5AD was found at Bridport Street. This is one of several Roman coin that have been uncovered within the town. No finds from the Roman period have been recorded from within the study area itself.

2.2 Medieval to c 1790

The first document referring to Liverpool by name dates from the 1190's. Although it is not named in the Domesday survey of 1086, it is thought to have been one of six berewicks or estates dependant on the manor of West Derby. The name Liverpool itself has an Old English derivation referring to the 'Pool', a tidal creek on the Mersey which in the mid 18th century became the site of Liverpool's first docks. The development of Liverpool as an urban centre began in 1207 when King John made the place a borough. The medieval town was based on an H-shaped layout of streets on the promontory between the Mersey and the Pool.

To the east of the medieval town was a large scale area of uncultivated common land referred to as the Heath, of which the study area was part.

In 1643 Liverpool was captured by the Parliamentarians who constructed defences around the town, which are shown on a plan made after the Royalist recaptured it in May 1644.

When Prince Rupert's Royalist army besieged the in 1644, he is reported to have set up his artillery on the high ground extending from the north of Townsend Mill to Copperas Hill and dug entrenchments on the lower ground for the protection of the besieging troops. The full extent of the Civil War earthworks is unknown, but it is possible they extended into the study area.

During the late 17th and early 18th century the town begins to expand significantly. James Chadwick's map of Liverpool of 1725 shows that from the medieval centre the built-up area of the town had expanded eastwards along Dale Street roughly as far as the junction with Byron Street. Other expansion in this direction occurred along Church Street and Hanover Street up to the point at which the two converged. The study area lies just off this map, but the area of the former Heath lying between it and the encroaching town is shown divided into enclosed fields.

2.3 c 1790-c 1870

As is shown on Gore's map 1790, building had taken place within the southern third of the block between Bolton Street and Hill Street, with the remaining land between the new streets being depicted as vacant.

In 1795, however, Phillips' plan shows that the central third of the block between Bolton Street and Hill Street was also built upon, with the Bolton Street frontage of that third being occupied by 'baths'.

A description of the Bolton Street baths is given in Wallace's published account in which the 1795 plan was included.

'These baths consist of a small really brick building, connected with and supplied by the pumps of a cotton manufactory, the building is divided into two departments; in one of them is the gentlemen's bath, which has a small dressing-room and a fireplace common to all; contiguous to this room are four divisions, in each of which is a small bath, lined with lead, these are called the private baths, and with difficulty will hold one person, these baths are ingeniously supplied with either hot, or cold water, in a few minutes by turning a cock, and emptied with equal facility, adjoining is a large public cold bath, covered by a skylight in the form of a dome or cupola. On the ladies side are also four private baths on the same principle as those already described, and a large public hot bath, there being no public cold bath for the ladies, unless they should be disposed to amuse themselves in that of the gentlemen.

These baths are constructed and filled on a simple principal, by means of a steam engine used for the cotton work, which speedily pumps sufficient water to fill the large cold bath, or supply the smaller, to which it is conveyed by subterraneous pipes, a large boiler is also fixed, which is always filled with warm water, and by means of cocks fixed in the small baths, fills them in a minute to any temperature the bather may require' (Wallace 1795, 175-6).

The baths were also described in Moss's 1796 guide to the town.

'in Bolton Street (dirty and unpaved) are very elegant fresh water Baths; cold, temperate and warm; for Ladies and Gentlemen distinctly. They are supplied from the well of the adjoining cotton manufactory, that is worked by a steam engine' (Moss 1796, 61-2).

Both Wallace and Moss describe the Bolton Street baths as adjacent to, and dependant upon, a steam powered cotton mill which was supplied with water from a local well. according to Picton, this mill was a sizable building, six storeys high, and was purposely built as a cotton mill in around 1790 by Mr Pennington. In 1812 the factory was bought by the firm of Nuttall, Fisher and Dixon, Liverpool printers and publishers who operated from the building under the name of the Caxton Press. In January 1821 the factory was destroyed in a fire, and the firm moved to London. Picton adds that 'the site was ultimately covered with houses and cottages, not a vestige remaining to tell of its old appropriation'.

Cotton mills were rare in Liverpool, which during the Industrial Revolution operated primarily as a port rather than a centre of manufacture. In 1795 there were, according to Wallace, only three 'cotton manufactories' in the town, while in the following year Moss mentions 'several' cotton- spinning mills (Wallace 1795, 179; Moss 1796, 94).

The first map to show the properties of the study area in any detail is Horwood's map of Liverpool of 1803. In the centre of the block between Bolton Street and Hill Street is

shown two large buildings, which are unnamed but can be identified as the baths and the mill. The baths building is shown as a rectangular range fronting Bolton Street with two narrow wings to the rear, one at each end, with a smaller projection placed centrally between them.

Immediately to the rear of the baths, on Hill Street, the 1803 map shows a building which can be identified as the mill. It is shown as a rectangular block, the southern half having two small projecting wings to the rear.

To the north of this block rows of dwellings are also shown running at a right angle to Bolton Street, although in this area there was still some vacant ground.

Gages map of 1836 shows that by this period the study area was mainly occupied by dwellings, which included houses on the site of the late 18th century Bolton Street baths and the cotton mill and printing works on Hill Street.

Some of these houses were double depth dwellings with small rear yards which allowed the luxury of a private privy. Such houses were to be found along the southern half of Bolton Street and Hill Street, where they occupied much of the site of the baths and the mill. There were also a number of one-up one-downs built as either back-to-backs or as blind-backs in single depth rows. These were most common in the northern half of the block between Bolton Street and Hill Street, the one-ups one-downs were accessed by the narrow thoroughfares named as 'places' and 'courts' which also appear on Thornton's map of 1824. Most commonly the rows of one-up one-downs were built at a right angle to Bolton Street and Hill Street, so that they ran down the slope. In the southern half of the block between Bolton Street and Hill Street, the rows of Nuttall Court and Grove Court were constructed parallel to those streets, to the rear of the superior dwelling which occupied the main street frontages.

A trade directory for 1864 lists a number of shops, lodging houses and other small businesses on Bolton Street and Hill Street. The 1848 map and the 1864 directory also show a wine and spirit vault the corner of Bolton Street and Skelhorne Street. Towards the south end of Bolton Street, the 1848 map names one property as London House, which from the directory evidence may have been refreshment rooms.

2.5 c 1870-c 1950

It was in 1836 that the first Lime Street Station was built. A consequence of this change was that Skelhorne Street, which originally ran on a straight line at a right angle to Lime Street, was widened and to the east of Bolton Street was diverted to follow its present curving course on the south side of the station. This alteration of the line of Skelhorne Street in turn had an effect along the northern side of the study area, evident on the OS maps of 1890.

To the west, demolition of one-up one-downs had also taken place along the new Skelhorne Street between Hilbre Street and Bolton Street, but in this case their site had been left as a large open yard providing access to some of the remaining houses. By 1890 the one-up one-downs which had formed Nuttall Street and Grove Court, in the southern half of the block between Hilbre Street and Bolton Street, had also been demolished. This site was left as a vacant space.

In the block between Hilbre Street and Bolton Street, the vacant site of Nuttall Street and Grove Court was now largely infilled with a large U-shaped complex, accessed by a broad passageway from Bolton Street. To the south of a new building had been erected with a frontage on Bolton Street.

2.6 Late 20th Century

Os mapping of the 1950s indicates further clearance and rebuilding in the study area. Part of this development can be attributed to wartime bombing. No buildings were standing on the frontage between Bolton Street and Hilbre Street; to the rear, on Bolton Street, a ruin is depicted on the south side of the electricity substation which is now named as such. butting onto the substation and fronting Hilbre Street a garage is shown (No 34 & 36 Hilbre Street). To the north the double depth houses on Bolton Street and Hilbre Street are still shown, but the two properties at the northern end of Hilbre Street row were ruins. The space to the rear of the houses was now infilled with a wing of a large garage complex which on the north also crossed from Bolton Street to Hilbre Street. This building may have possibly pre-dated the war since in a directory of 1936, as well as a directory of 1955, Lime St Garages (L'pool) Ltd are listed under both streets.

The 1950's mapping also shows that the block between Bolton Street and Hilbre Street was mostly vacant with only a small range at the Hilbre Street side of the plot. Trade directories suggest that this was the Ribble Auto Services Ltd staff canteen. The rest of the plot was in use as a car park.

By 1970 the site area is shown as entirely occupied by a bus station. This is shown on photographs from 1966 and was a brick built depot with entrances on both Bolton Street and Hilbre Street. The northern side comprised the two storey brick built offices of the Ribble Bus Station and had an entrance on Bolton Street.

By 2002 the northern half of the bus station had been demolished and was being used as a car park, while the southern part of the building had been converted into a nightclub. During the early 21st century the nightclub was demolished and the University residential block that currently occupies the southern side of the plot was constructed. The site area was partially tarmaced and in use as a car park.

3. Methodology

3.1 Excavation Methodology

Before excavation, the client provided Salford Archaeology with service plans for the area, and the trenches and surrounding areas were scanned with a cable avoidance tool to ensure that no live cables would be disturbed during the programme of works. Three trenches were excavated using a wheeled mechanical excavator with a 1.60m wide toothless ditching bucket down to archaeological features or natural geology. A breaker was used to initially remove areas of hard standing. The machine excavation was supervised by a professional archaeologist at all times. The locations of the trenches are shown on the trench location plan (*Fig 2*)

The evaluation trenches was placed across the study area in order to determine the presence, extent, depth and state of preservation of the remains identified by the archaeological assessment.

Excavated spoil was placed next to the trenches, at least 1m away from trench edges. Once completed the trenches were initially backfilled with arisings from the excavations and compacted using a vibrating plate. The trenches were then levelled off using imported MoT and again compacted using a vibrating plate.

3.2 Recording Methodology

Separate contexts were recorded individually on Salford Archaeology pro-forma trench sheets. Plans and sections were hand drawn on draughting film with annotated contexts and levels. Levels were established using an Ordnance Datum height taken from a station used for the initial topographic survey of the site area. The locations of the trenches were surveyed using a total station theodolite.

Photography of all relevant phases and features were undertaken in digital format using a digital SLR camera. General working photographs were taken during the archaeological works, to provide illustrative material covering the wider aspects of the archaeological work undertaken.

All fieldwork and recording of archaeological features, deposits and artefacts were carried out to acceptable archaeological standards. All archaeological works carried out by the CfAA are carried out to the standards set out in the Code of Conduct of the Chartered Institute for Archaeologists.

4. Evaluation Results

4.1 Introduction

The evaluation consisted of the excavation of three trenches (*Fig 2*). Trench 1 had to be moved a few metres to the east of its original intended location in order to avoid parked cars.

Natural fragmented yellow to grey sandstone bedrock was encountered across the southern half of the site area (trenches 2 and 3). Natural drift geology was not encountered during the evaluation due to the reduction of ground levels across the site.

4.2 Trench 1

Trench one measured 12m by 3m and was excavated in the northern part of the site area to a maximum of 370mm. It was aligned northwest/southeast and was positioned in order to investigate two ranges of back to back housing, shown on the mapping of 1803 and 1848 respectively (*Fig 3*).

The trench was overlain by 50mm of tarmac (*100*) with 120mm of stone bedding (*101*) below it. This overlay a c 200mm deep levelling layer of compacted demolition rubble (*102*). At the northern end of the trench, below the levelling layer, was a reinforced concrete ring beam (*103*) running northwest/southeast. To the northwest of this, at the northern corner of the trench, a modern concrete column base (*104*) was partially exposed. The western corner of the trench, bounded by column base *104* and ring beam *103* was infilled with a much looser demolition rubble (*105*). To the southeast of the ring beam, below the levelling material, was a modern concrete floor slab (*106*) which was exposed across the northern 4.5m of the trench (*Plate 2*).



Plate 2: Trench 1, northwestern ring beam 103 and floor slab 106, looking north-west

The compact demolition rubble (**102**) used to level the site, presumably after the demolition of the bus station, was seen to contain a number of pieces of white fibrous board across the whole length of the trench. Due to the presence of this material, which may contain asbestos, further excavation had to be abandoned in this area (*Plate 3*).



Plate 3: Example of a piece of fibrous board found within demolition rubble

4.3 Trench 2

This trench measured 10m by 3m and was excavated in the southern part of the site area to a maximum depth of 0.9m. It was aligned northeast/southwest and was positioned in order to investigate a former bath house depicted on the mapping of 1804 and a range of houses built following the demolition of the bath house and shown on the 1848 mapping (*Fig 4, Plate 4*).



Plate 4: Trench 2, looking north-east

The trench was covered with a 200mm levelling layer of mixed sandstone fragments, sand, brick rubble and MoT (200) with a much coarser bedding layer below it consisting of larger fragments of red sandstone with reddy brown sand (201) to a depth of c 200mm. This was bedded onto a layer of fine crushed yellow sandstone (202) of between 2mm and 300mm in thickness (Plate 5).



Plate 5: Part of trench 2 section, looking north

Below this layer was a moderately compacted mixed demolition rubble (206 and 207), both containing late 19th and early 20th century material. The rubble had resulted from the demolition of the houses depicted on the 1848 mapping and filled in the surviving basement floors to a depth of c 210mm. Rubble layer 206 filled in the southwest part of the basement and 207 filled the northeast room. The basement consisted of a handmade brick wall (208) which ran southeast from the northwest trench edge, 3m from the southwest end of the trench. The wall ran for 0.56m and then turned northeast, almost parallel to the edge of the trench, for 5.48m, at which point it was truncated. The wall comprised a single course width of hand made brick set with a white lime mortar. The southwest end of the wall, where it turned into the trench edge, was two courses in width. It was set within a narrow construction cut (214), filled with a mixed sand (213). At 1.9m from the southwest end of the wall, the cellar was divided into two rooms by a single course wide brick dividing wall (211) running northwest. This was also of hand made brick and lime mortar but only a single course in depth with thin laminar sandstone fragments (215) below it, presumably as a rough foundation bedding (Plate 6).



Plate 6: Cellar walls 208 and 211, looking south-west

The northeastern room was partially excavated down to a hand made brick floor surface (212) at 200mm below the surviving top of the wall (Plate 7).



Plate 7: Brick cellar floor 212, looking west

At the southwest side of the smaller south west room was a rough surface consisting of cement (**209**) laid onto a brick surface (**210**). The covered the southwest 0.56m of the room. Beyond this was a second layer of looser rubble infill (**216**) which contained only early 19th century material. Upon excavation of this deposit it was found to be infilling the upper portion of a c 1m diameter circular feature (**217**) cut into the sandstone bedrock, probably a well (*Plate 8*).



Plate 8: Surface 209/210 and well 217, looking west

The feature had been infilled with **216** and then the house built over it. The well was excavated to a depth of 0.56m where it was observed that the fill contained a large amount of sizable sandstone blocks, presumably to stabilise the fill (*Plate 9*).



Plate 9: Large blocks within well fill, note curvature of the well, looking north-east

Partial collapse of the section beside the well allowed it to be seen curving further round beyond the trench and distinct tool marks could be seen where it cut into the bedrock (*Plate 10*).



Plate 10: Curvature of well and tool marks, looking west

The cellar had been cut into natural yellow sandstone bedrock (**218**) (*Plate 11*). This was tested at the southwest end of the trench with 0.9m deep sondage.



Plate 11: Sandstone bedrock 218, looking south-west

At the southwest end of the trench a modern ceramic drain (**204**) was visible in section cut into the bedrock. This was within drain cut (**205**) and within a sand matrix (**204**) (*Plate 12*).



Plate 12: Drain 204, cut into bedrock, looking west

The base of a cut for a second drain (**219**) could be seen running southeast across the bedrock from wall **208**.

4.4 Trench 3

This trench measured 12m by 3m and was excavated in the southern part of the site area to a maximum depth of 0.6m. It was aligned northwest/southeast and was positioned in order to investigate a former textile mill depicted on the 1804 mapping and a range of houses that were built after demolition of the mill and shown on the mapping 1848 (*Fig 5, Plate 13*).



Plate 13: Trench 3, looking north

The trench was overlain at its southeast and centre by between 180mm and 350mm of mixed compacted sand, sandstone fragments, brick rubble and MoT (300) as a car park levelling layer. The northwest end of the trench was overlain with 40mm thick red ceramic tiles (301) with a 100mm thick reinforced concrete slab (302) below it (*Plate 14*).



Plate 14: Tiles 301 and concrete 302 in section above bedrock, looking south-west

These lay directly above natural yellow sandstone bedrock (**306**) into which three modern concrete column bases had been cut (**303**, **304** and **305**). Each base was 1.9m square and 100mm in depth and were spaced 3m apart along the northeast side of the trench aligned northwest/southeast.

The northwestern and central bases each had a 400mm by 300mm steel plate on top of it fixed down with two circular section 20mm diameter holding down bolts with hexagonal nuts. In the centre of each plate was a 140mm diameter circle, presumably for affixing a column. The steel plate was absent from the southeastern base, this showing a 60mm by 25mm rectangular hole with two holding down bolts running through it (*Plate 15*).



Plate 15: Column bases 303, 304 and 305, looking south-east

The natural bedrock was tested at the northwest end of the trench with a 0.6m deep sondage.

5. Discussion

5.1 The Northern Area

Trench 1 across the northern part of the site area proved inconclusive as it could not be excavated deeper than the concrete floor slab and modern levelling material due to the presence of unidentified fibrous board throughout the trench. The concrete surface was clearly from the former bus station, a structure built during the 1920's/1930's therefore making the use of asbestos containing materials in its construction very likely. Due to the original slope of the ground levels it is possible that the basements of some of the housing depicted on the 1803 and 1848 mapping may survive in situ below the floor slab but it is not possible to determine this for sure without expert analysis of the potential ACMs present within the levelling material and, if necessary, professional clearance of any such materials.

5.2 Ground Reduction

Trenches 2 and 3 clearly showed the level to which the ground had been reduced for the construction of the bus station. In the southeast corner of the site Hilbre Street is over 3m higher than the current car park and natural sandstone bedrock was observed within the trenches at a very shallow depth. This suggests that to the east, south-east and south of the remains encountered in trench 2 there is no chance of surviving archaeological remains as they were all removed during the ground reduction works. The chance of surviving remains increases across to the northwest of the site as any basements from earlier houses will have followed the slope downwards towards Skelhorne Street and the north corner of Bolton Street. The site appears to have been raised by c 1m at its very northwest corner, presumably as part of the same levelling works that reduced the ground in the southeast.

5.3 The Housing Remains

The walls and floor encountered in trench 2 appear to represent the southwest side of the bottom of the cellar to one of the houses depicted on the 1848 mapping. The 1848 mapping indicates that this is likely to be one of the house on the northwest side of the alley labelled as 'Caxton Buildings' (*Fig 6*). These buildings were demolished in the early 20th century.

5.4 The Well

The well encountered in trench 2 clearly pre-dated the housing as it had been filled in during or immediately prior to the construction of the houses. The fill contained only early to mid 19th century material, fitting with the date of construction of the houses. The well was not within the former bath house, rather it was on the opposite site of the alley from it although it may have served the bath house. Contemporary records describe the bath house as raising its water using the steam engine and underground pipes from the adjacent textile mill. This is said to have filled both a large and a small cold bath. The descriptions do also say that the bath house itself had a boiler and that there were smaller baths. These could have required another source of water and a nearby well seems likely.

5.5 The Bath House and Textile Mill

No remains of the bath house were encountered with the southeast side of trench 3 and the evident level of ground reduction suggests that no remains from these buildings survive.



6. Archive

The archive comprises of digital drawings, survey data and digital photographs. This archive is currently held by the Centre for Applied Archaeology.

A copy of this report will be deposited with Nexus-Heritage, the MHER held by MEAS and the NMR.



7. Acknowledgments

Salford Archaeology would like to thank Nexus-Heritage for commissioning the archaeological works. In particular Salford Archaeology would like to thank Anthony Martin of Nexus-Heritage and Brendan Conway of McAleer & Rushe for their help and support during the project. Salford Archaeology would also like to thank Doug Moir for providing monitoring support and advice through MEAS. The on-site excavations were conducted by Graham Mottershead and Mandy Burns. This report was written, compiled and illustrated by Sarah Mottershead. The report was edited by Graham Mottershead.

8. Sources

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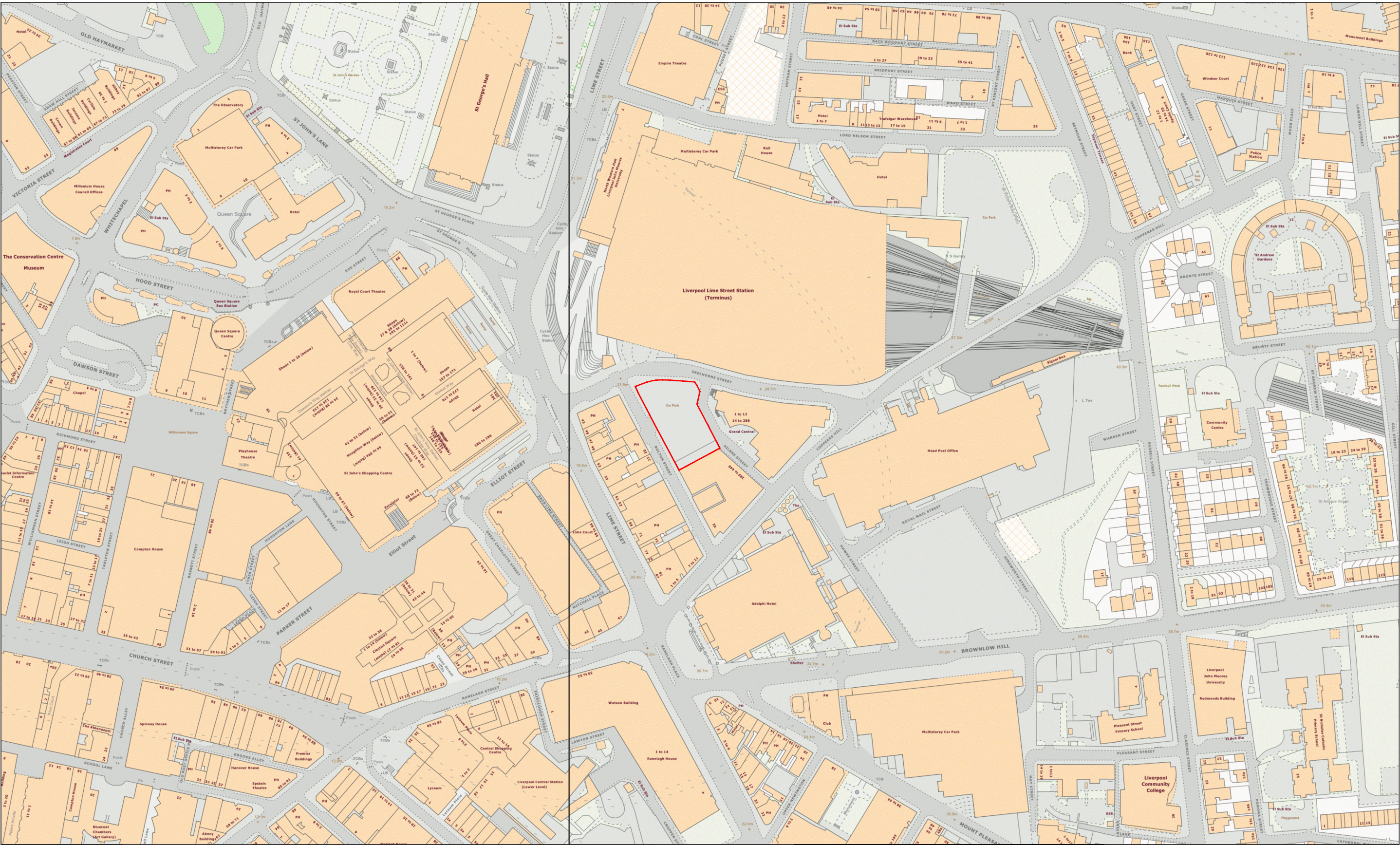
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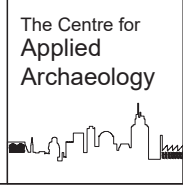
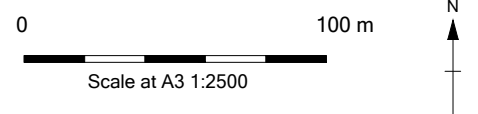
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Appendix 1: Figures

- Figure 1: Site location drawing
- Figure 2: Trench location drawing
- Figure 3: Trench 1 plan
- Figure 4: Trench 2 plan and southeast facing section
- Figure 5: Trench 3 plan and southwest facing section
- Figure 6: Trenches overlaid onto OS mapping of 1848




			<p>Centre for Applied Archaeology Peel Building University of Salford Salford M5 4WT</p>	<p>Figure 1: Site Location Drawing</p>	<p>Site Name: Skelthorne Street Site Code: SS17</p> <p>Survey Data supplied by: GM</p>	<p>0 100 m</p> 	<p>Key: Site boundary marked in red</p>
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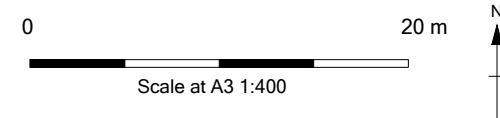
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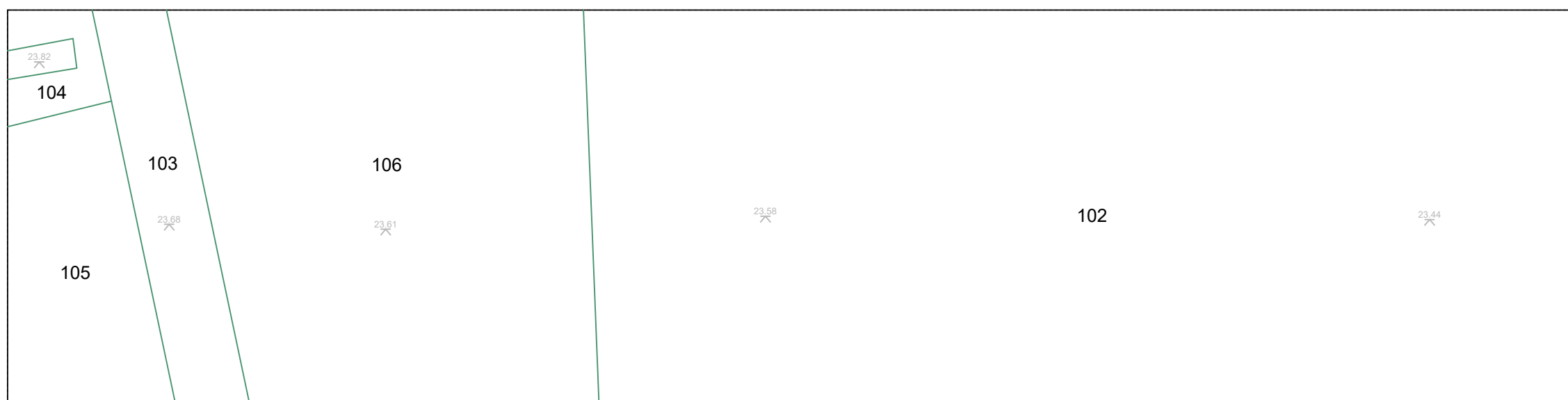
Figure 2:
Trench Location Drawing

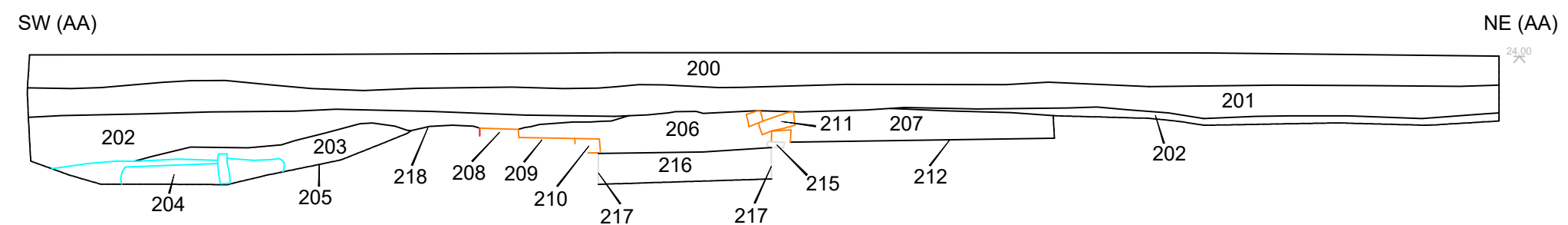
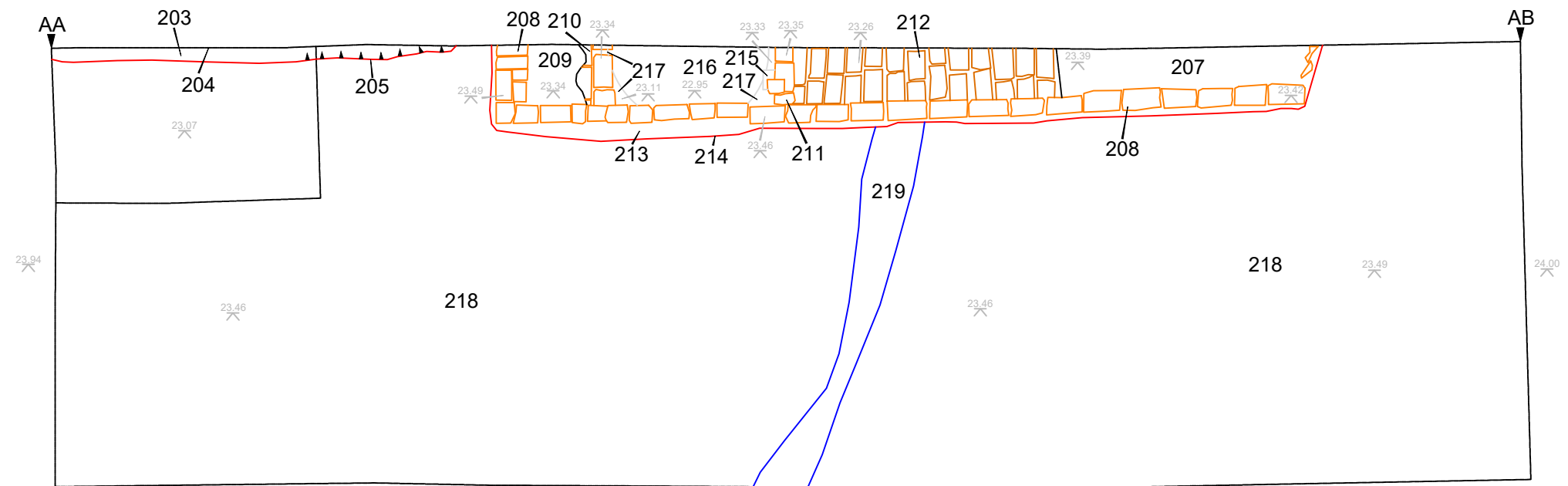
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Site Code: SS17

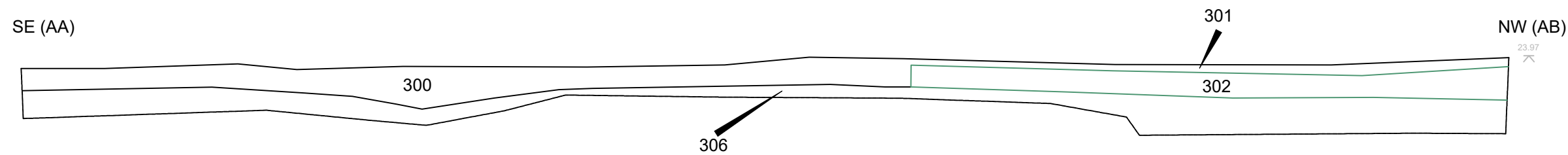
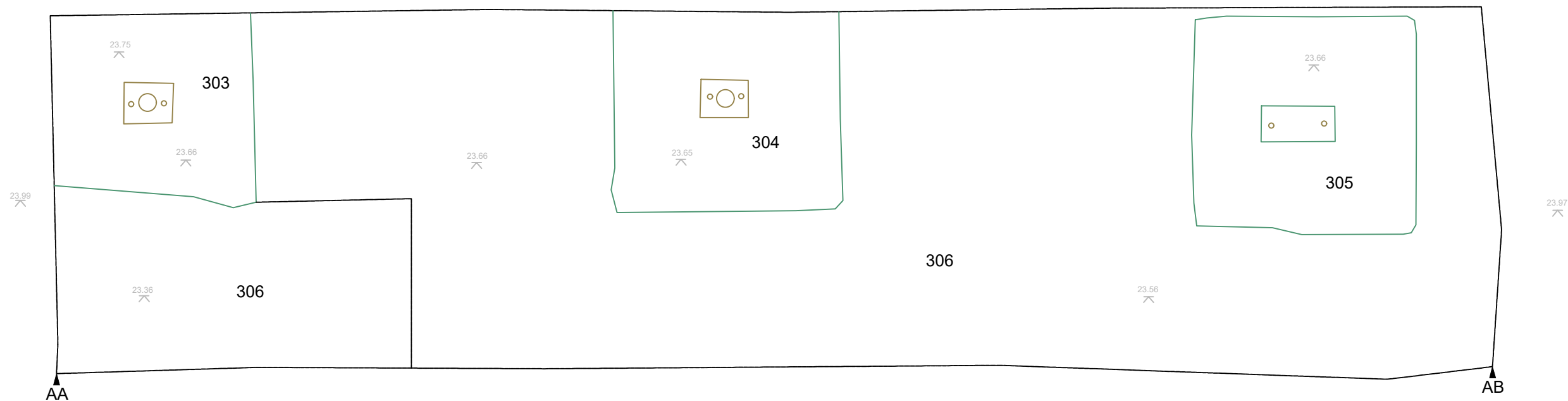
Survey Data supplied by:
GM



Key:
Site boundary marked in red









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Figure 6:
Trenches overlaid onto OS
mapping of 1848

Site Name: Skelthorne Street
Site Code: SS17

Survey Data supplied by:
GM

0 20 m

Scale at A3 1:400



Key:
Site boundary marked in red