

## Building Recording & Analysis at

# 1 - 2 Stanley Street, Holyhead

NGR SH 24660 82601



**Report Number: CR136-2017**



**C.R Archaeology**

Compiled by C. Rees & M. Jones

On Behalf of Isle of Anglesey County Council

## **Acknowledgements**

C.R Archaeology wish to thank the staff at Anglesey, Caernarfon and Bangor University Archives for their all their assistance with our research

## **Results of Building Recording & Analysis at 1 – 2 Stanley Street, Holyhead**

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<b>Report Authors:</b>	Catherine Rees & Matthew Jones
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## **1.0 Introduction**

1.0.1 C.R Archaeology were instructed by Isle of Anglesey County Council to conduct an Archaeological Building Recording and Analysis at the above properties prior to the commencement of renovation works. The ground floor of the building was in use as an off licence and the first floor was a vacant flat. Although the building is of Georgian origin there was very little of the original character maintained and most of the original features had been removed.

1.0.2 The site is situated in an urban setting and is located at 1 – 2 Stanley Street (SH 24660 82601) in the centre of Holyhead, Anglesey (figure 1). It is one of a pair of contemporary buildings which archive research has revealed were built in the later Eighteenth Century and are shown on a document dating from 1769.

1.0.3 The buildings are not listed but they are located within the towns designated Conservation Area. Although 1-2 Stanley Street is briefly recorded on the RCAHMS database under the NPRN 416154 the location and photograph of the property do not match with the site and it appears to be an error.

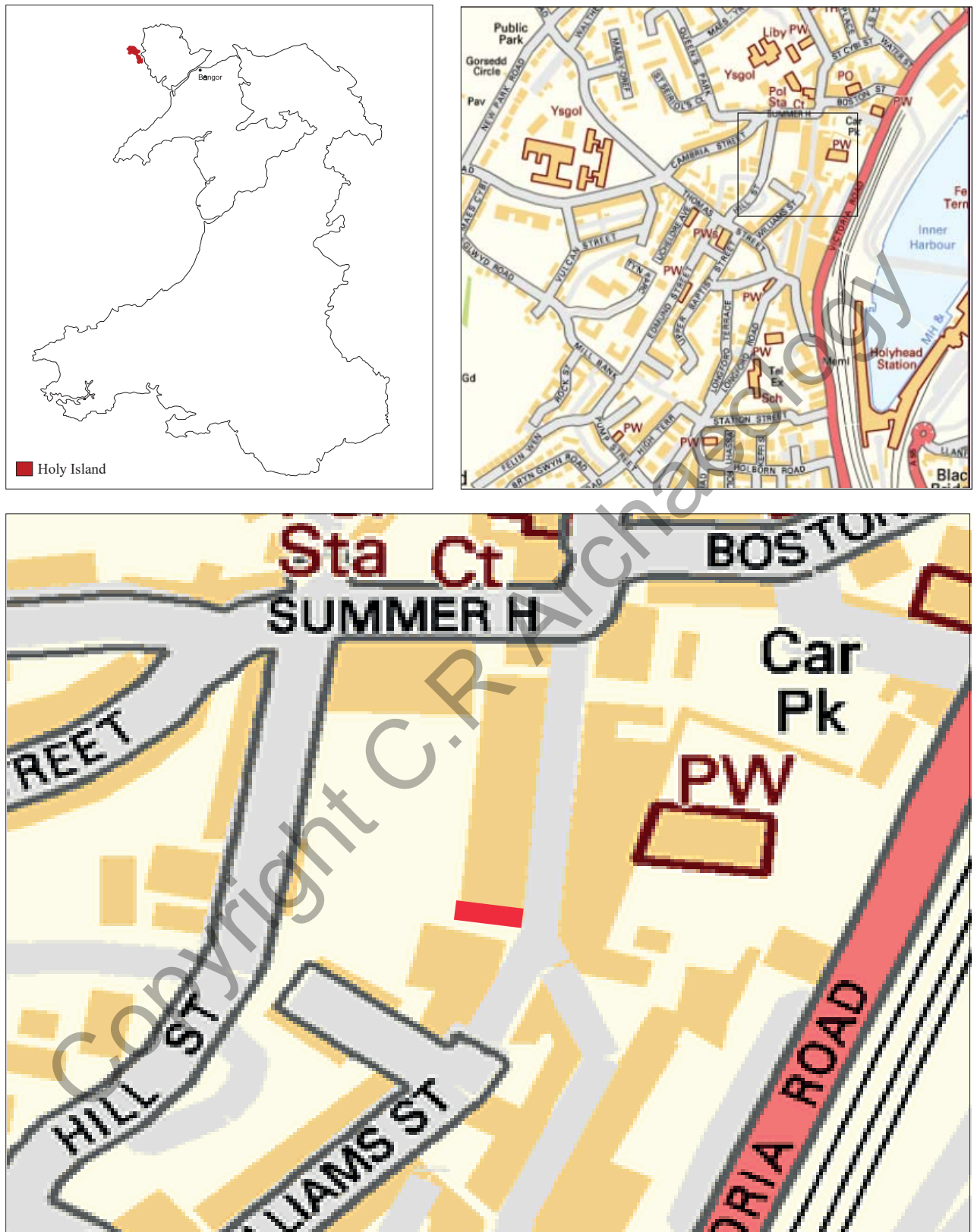
1.0.4 The archaeological works conducted at 1 – 2 Stanley Street created a Level 3 Building Record. This included the collection of archive material which forms the historical background section of this report and the compilation of a photographic record of the accessible areas of the site. The ground floor, cellar and attic was not accessible during the works and it was not possible to access the yard at the rear of the building. Architects drawings of the properties were produced by and are copyright Purcell.

## **2.0 Project Aims**

2.0.1 The programme of works undertaken at the site aimed to create a Level 3 Historic Building Record of the buildings.

2.0.2 The first aim of the scheme of works was to undertake a desk based historical research to examine the history of the property. This information included a map progression, photographic illustrations, archival research, an examination of tithe and census records and a search for entries in historic trade directories. These sources were utilised to compile a coherent narrative history of the site.

2.0.3 The second aim of this archaeological investigation was to create a comprehensive level 3 photographic and drawn record of the site. The photographic record was however limited to accessible areas and it was not possible to examine the ground floor, cellar or attic spaces, or the rear of the building. The drawn record was produced by Purcell.



**Figure 1.** Site Location Map - Source: OS Open Data  
(Contains Ordnance Survey data © Crown copyright and database right 2017)

### **3.0 Scheme of Works - Methodology**

3.0.1 The archaeological works were conducted in three sections, each of which is detailed separately below. The methodology employed conformed to the requirements of a level 3 analytical building record as specified in *Understanding Historic Buildings: A Guide to Good Recording Practice* (Historic England 2016) and The Institute for Archaeologists: *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (Revised 2008).

3.0.2 The following points are detailed in *Understanding Historic Buildings: A Guide to Good Recording Practice* (Historic England 2016).

3.0.3 The record created for 1 – 2 Stanley Street consists of:

Written Account	Points 1-3, 5-13, 22
Drawings	Points 2-9
Photography	Points 1-9

### **3.1 Desk Based Research**

3.1.1 A complete and coherent history of the site was compiled utilising information sourced from Anglesey Archives, Bangor University Archives, Gwynedd Archives and local libraries. A full map progression was undertaken along with a search of tithe records, tax records, trade directories and census returns. Web resources were also utilised.

3.1.2 The works were carried in accordance with the ClifA Standards and Guidance for Historic Environment Desk-based Assessment (ClifA 2014) and will include the information required to fulfil points 1-3, 5-9, 11-13 & 22 as specified in *Understanding Historic Buildings: A Guide to Good Recording Practice* (Historic England 2016).

3.1.3 This material forms the historical background for this archaeological report. The report also includes the results of the photographic survey and an additional compact disc containing all site images in Tiff format.

### **3.2 Drawn Survey**

3.2.1 Plans the properties were produced by Purcell. These drawings were taken to site when C.R Archaeology visited to compile a photographic record and were annotated to show the location/direction of photographs taken and to record the position of architectural features.

3.2.2 These drawings fulfil points 2-7 as specified in “*Understanding Historic Buildings: A Guide to Good Recording Practice*” (English Heritage 2006). Location plans and historical material have been produced/sourced by C.R Archaeology to fulfil criteria 8-9 in the aforementioned document.

### **3.3 Photographic Survey**

3.3.1 A photographic survey of the properties was undertaken by Catherine Rees and Matthew Jones of C.R Archaeology on the 15/09/2016. Additional photographs were taken on the 10/02/2017.



3.3.2 This work consisted of:

- 1) A basic photographic survey of the building exterior (access to the building rear was not possible and the lower rear level is obscured by the boundary wall)
- 2) A photographic survey of first floor of the building interior

### **3.3.1 Equipment**

3.3.1.1 A photographic survey of the building was undertaken using a 14.2 mega-pixel Sony A350 digital camera with a variety of standard and other lenses. Images were captured in RAW format for processing into high resolution JPG and TIF files.

3.3.1.2 Where possible all exterior and interior elevations of the building were photographed with scales from ground level. Additional photographs were taken detailing important architectural features.

3.3.1.3 The methodology employed conforms to the requirements of photographic recording to the equivalent of a level 3 survey, as specified in *Understanding Historic Buildings: A Guide to Good Recording Practice* (Historic England 2016) and will include works specified in points 1-9.

### **3.3.2 Timetable for Proposed Works**

3.3.2.1 Site works at 1 – 2 Stanley Street were conducted on the 15/09/2016 and the 10/02/2017. A further 4 days were utilised for archive research, report compilation and site archiving.

### **3.4 Staffing**

3.4.1 The project was managed by Catherine Rees (MCIfA, BA (Archaeology), MA (Archaeology), PgDip (Historic Environment Conservation). Site works were conducted by Catherine Rees and Matthew Jones. All projects are carried out in accordance with CIfA *Standard and Guidance* documents.

### **3.5 Monitoring**

3.5.1 The project was not subject to monitoring by Gwynedd Archaeological Planning Services. A draft copy of the report will be submitted to Anglesey County Council prior to submission of the final report. Hard copies of the report will be lodged with the Gwynedd Historic Environment Record and at Anglesey Archives, Llangefni. A CD containing the photographic archive and a PDF version of the report will also be submitted to the RCAHMS, Aberystwyth.

### **3.6 Health and Safety**

3.6.1 A risk assessment was conducted prior to the commencement of works and site staff were familiarised with its contents. A first aid kit was located in the site vehicle.

3.6.2 All staff were issued with appropriate Personal Protective Equipment (PPE) for the site work.

3.6.3 This consisted of:

- Safety Helmets (EN397)
- Hi-visibility vests (EN471)
- Safety footwear – steel toecap and mid-sole boots and Wellingtons (EN345-47)



3.6.4 All staff have passed at least a CITB health and safety test at least operative level and carry a Construction Related Organisation (CRO) White Card for Archaeological Technician (Code 5363).

### **3.7 The Report**

3.7.1 The report clearly and accurately incorporates information gained from the programme of archaeological works. It presents the documentary evidence gathered in such a way as to create a clear and coherent record. The report contains a site plan showing the locations of photographs taken.

3.7.2 The report includes:

- A location plan,
- A plan illustrating the location and direction of any photographs or drawings in the text
- Full dimensional and descriptive detail
- A full bibliography of sources consulted
- An archive compact disc

3.7.3 A digital Adobe PDF version and a bound paper copy of the final report and will be lodged with Anglesey County Council, Gwynedd Historic Environment Record, RCHMW Aberystwyth and Anglesey Archives on completion of the project. The site archive including copies of all photographs in RAW and Tiff format will be deposited at Anglesey Archives.

#### **3.7.1 Copyright**

3.7.1.1 C.R Archaeology and sub-contractors shall retain full copyright of any commissioned reports, tender documents or other project documents, under the Copyright, Designs and Patents Act 1988 with all rights reserved; excepting that it hereby provides a licence to the client and the local authority for the use of the report by the client and the local authority in all matters directly relating to the project as described in the Project Specification.

3.7.1.2 The copyright for the architects plans and elevations is retained by Purcell.

## **4.0 Geographical and Geological Context**

### **4.1 Topography**

4.1.1 The property which was recorded is located on Stanley Street in the commercial centre of Holyhead, a sea port in the north-western part of the Isle of Anglesey.

4.1.2 The site falls within the designated conservation area for the town. The town is characterised as dating predominately from the nineteenth century with “the terraces, chapels and other buildings mostly of the modest sub-classical type found throughout the industrial expansion in NW Wales” (Haslam, Orbach & Voelcker 2009:127).

4.1.3 The town of Holyhead is situated in a key location along the route from London to Dublin and is the shortest crossing point between the two land masses.

## **4.2 Geology**

4.2.1 The superficial geology of the site is described as “Till, Devensian - Diamicton. Superficial Deposits formed up to 2 million years ago in the Quaternary Period. Local environment previously dominated by ice age conditions. These rocks were formed in cold periods with Ice Age glaciers scouring the landscape and depositing moraines of till with outwash sand and gravel deposits from seasonal and post glacial meltwaters” (www.bgs.ac.uk).

4.2.2 The bedrock is detailed as “New Harbour Group - Mica Schist and Psammite. Metamorphic Bedrock formed approximately 545 to 650 million years ago in the Neoproterozoic Iii Period. Originally sedimentary rocks formed in deep seas. Later altered by low-grade metamorphism. These rocks were first deposited as graded clastic sediments or turbidites in the deep sea, and then later metamorphosed, though there is evidence of their sedimentary origin.” (www.bgs.ac.uk).

## **5.0 Historical Background**

5.1 The following section is intended to place the site in its historical context. In order to achieve this a brief history of the town of Holyhead has been compiled. Specific reference will be made to the significance of the links with Ireland, the port/harbour, the London - Dublin road and the coming of the railway.

### **5.1 Early Development – Prehistory to Medieval Holyhead and Parish**

5.1.1 The town and port of Holyhead lie in the area of the parish defined as Holyhead Urban. This area is described in the 1937 Royal Commission of Ancient and Historical Monuments as containing only limited structures of historic interest, namely the Roman Fort of Caer Gybi, the Parish Church of St Gybi, and the Chapel known as Eglwys-y-Bedd (RCAHMW 1937:28). The town of Holyhead originally clustered around the aforementioned fort of Caer Gybi and the sixth century church of St Cybi was founded within the fort walls. The current church was built during the thirteenth century and it is believed that Edward I stayed at the fort in 1283 (www.anglesey.gov.uk).

5.1.2 Within the wider area of the Holyhead Parish, defined as Holyhead Rural, there are a number of monuments of much greater antiquity and important sites from a variety of periods. The earliest of these sites is the Neolithic burial chamber at Trefignath, approximately a mile to the south-east of Holyhead town. Other prehistoric monuments include a number of cairns on Holyhead Mountain and there is a concentration of Iron Age activity in the parish which includes the hut circles at Ty Mawr, Holyhead Mountain and the hillfort at Cae Y Twr. An important early medieval chapel dedicated to St. Bride with associated cemetery is located at Towyn-Y-Capel (RCAHMW 1937:22-28).

5.1.3 The aforementioned site list is by no means exhaustive and the sites are not discussed in any great detail. They have been included merely to provide a context for the urban area whose earlier remains are likely to have been destroyed by later development.

## 5.2 The Development of the town of Holyhead – Sixteenth to Late Eighteenth Century

5.2.1 The fortunes of the town of Holyhead are closely interwoven with those of the harbour and the route to Ireland. As the shortest sea crossing Holyhead was of key strategic importance in the governance of Ireland and in 1561 John ap Pierce of Holyhead was contracted by the Vice Treasurer of Ireland to supply a vessel for the conveyance of Government Messages ([www.anglesey.gov.uk](http://www.anglesey.gov.uk)).

5.2.2 Holyhead continued as a centre of trade and transport, albeit on a relatively modest scale as is attested in a number of late seventeenth and eighteenth-century sources. The earliest of these is a strip map produced by John Olilby in 1675 detailing the route from London to Holyhead (figure 2). Although schematic this source shows the church at Holyhead and two rows of houses lining the main street. Other than the church it is not possible to identify individual properties but two rows of houses are shown behind the church occupying the approximate position of Stanley Street.

5.2.3 A similar level of development is shown in a sketch of the town by Francis Place produced in 1699 (figure 3), which also shows some outlying properties. A Sea Chart of 1748, both drawn by Lewis Morris (figure 4) further enforces this idea of a much-reduced centre of the town developing in a strip between the church and the port. None of these sources show buildings which can be definitively identified as occupying the site of 1 – 2 Stanley Street.

5.2.4 There are a number of interesting descriptions of Holyhead written around this time which emphasise the vernacular nature of the housing. In a discussion of this period the work of Williams (Williams 1950: 53) draws on the work of Defoe in which he describes Holyhead as unpretentious and straw thatched but with “*good accommodation in lodgings and diet within*”. Rowlands work of 1989 also describes much of mid eighteenth century Holyhead as undeveloped with many greenfield areas and few houses and cottages. He includes a contemporary description which details the lack of capacity of the town to house its increasing volume of visitors and states “*there were so many Lords and Ladies in the town that the inns were full and they are compelled to put up at houses with thatched roofs*” (Rowland 1989: 11).

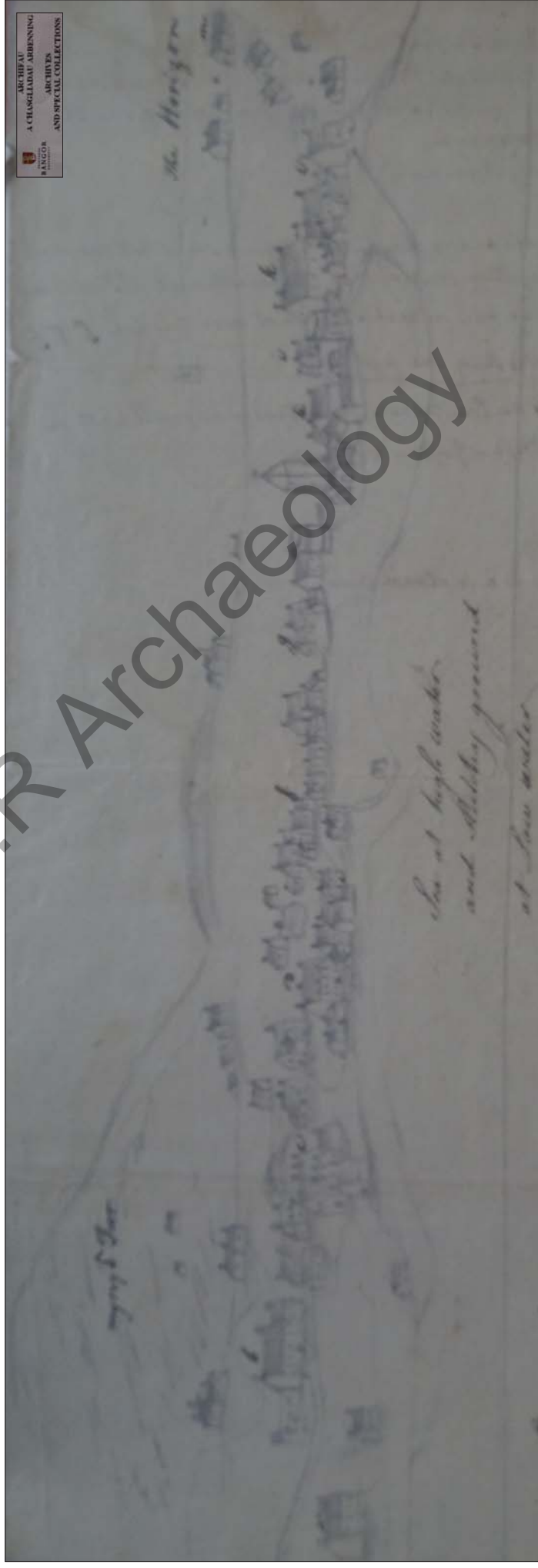
5.2.5 A watercolour of the market place produced in 1769 (figure 5) graphically illustrates this and the area of the town shown is characterised by traditional stone built houses with small windows and thatched roofs. The caption describes the town as “*small, but being the station of the Irish packet-boats is much resorted to by passengers; five of these boats, stout vessels, well found and manned, ply backwards and forwards between this port and Dublin*”. A slightly later source of 1770 records Holyhead as “*little more than a fishing town, rendered considerable by being the place of general passage to Ireland*” (Unknown 1783: 18). The volume of this traffic is shown in the letters of William Morris and writing in 1753 he notes that “*we had eight coaches, chariots and post chaises in the compass of 48 hours from Chester*” (Rowland 1989: 11).

5.2.6 In the years leading up to the Act of Union with Ireland in 1801 Holyhead was to undergo rapid development, spurred on by improvements in transport networks notably the turnpike roads of the mid-late nineteenth century. These improvements were begun between Oswestry and Froncysyllte in 1756 and in 1765 the road across Anglesey from Porthaethwy to Holyhead was turnpiked (Quartermaine, Trinder & Turner 2003: 10). The success of these roads was however called into question in an account of the town written in 1770 which states that “*the turnpike road from Porthaethwy to Holyhead, 26 miles, is very ill kept for the first five miles, being pitched with great stones, but suffered to lie in great holes. The best part is that between*

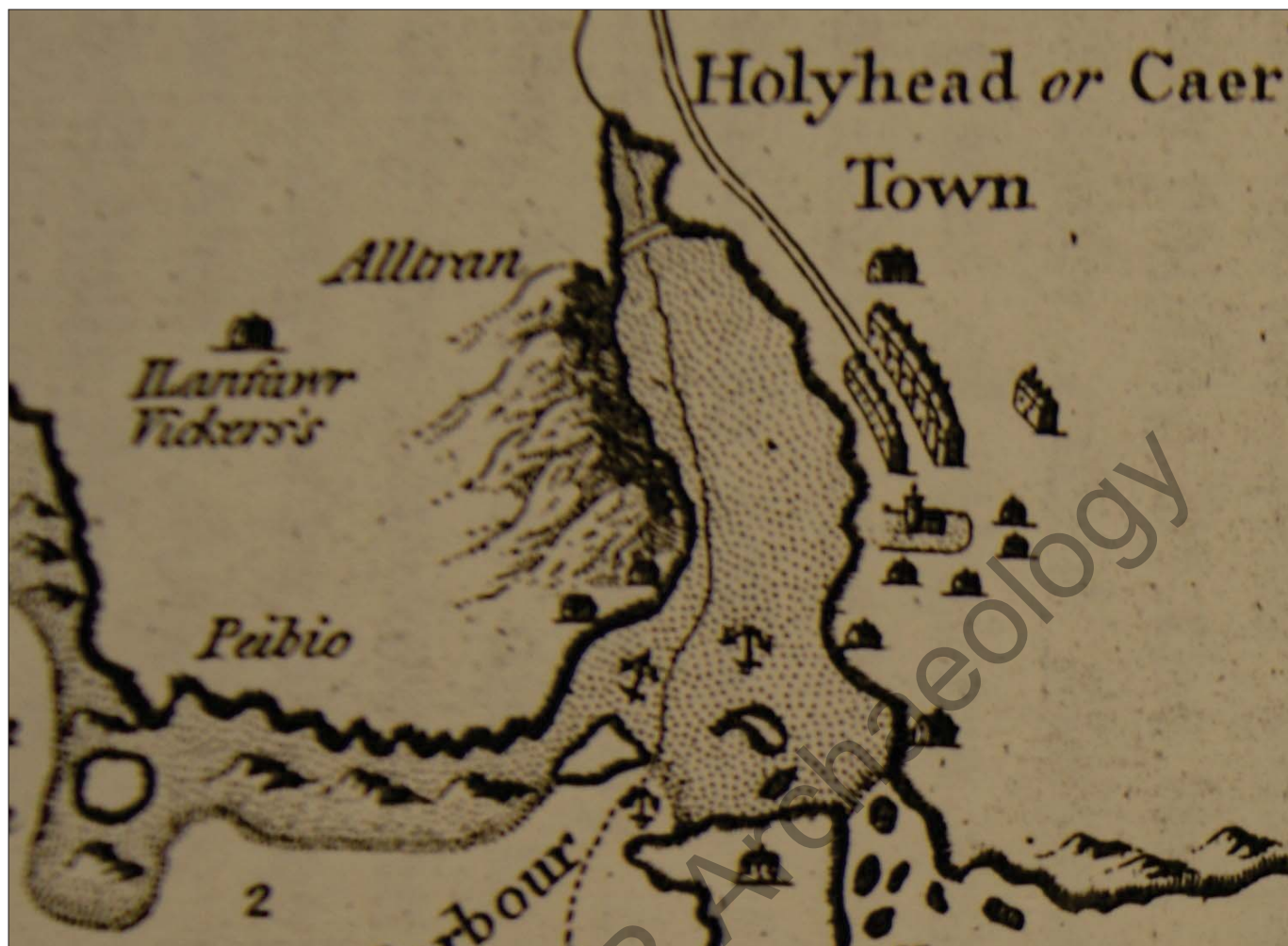


**Figure 2.** (Left) Section of John Ogilby's 1675 Strip Map of the Route from London to Holyhead  
(Source: [www.anglesey-history.co.uk](http://www.anglesey-history.co.uk))

**Figure 3.** 1699 Sketch of Holyhead From Alltran Rock  
(Source: Bangor University Archives BMSS 17670)







**Figure 4.** Lewis Morris Sea Chart 1748 (Source: [www.anglesey.gov.uk](http://www.anglesey.gov.uk))



**Figure 5.** 1769 Print of the Market Place, Holyhead (Source: Anglesey Archives WSD/421)

*Gwinde and Holyhead, 13 miles. The descent to the ferry-house is execrably rough and dirty; yet here are two toll-gates on this road and one would think traffic sufficient”* (Unknown 1783:19).

5.2.7 A number of prominent landowning families in the area had foreseen the rising market for land in the parish and they seized upon the opportunities to add to their wealth through the increased number of visitors and residents the improved road links brought into the town.

5.2.8 An estate map of Penrhos lands commissioned by Sir John Thomas Stanley in 1769 (figure 6) shows a number of properties have been erected along the western side of Stanley Street, including the site of 1 – 2 Stanley Street. The thickness of the wall in the rear of the main elevation of the first floor would support a construction date in this era although the building has been heavily modified. The building is shown that in addition to the Stanley Street frontage it was built extending up Hill Lane to take full advantage of this additional street frontage.

5.2.9 It would therefore appear that the properties discussed in this report belong to the earlier phase of Holyhead's development before the main influx of workers and traders are attracted by the coming of Telford's Road and the harbour improvements of John Rennie.

### **5.3 The Act of Union and Thomas Telford's Holyhead Road – 1801 to 1840**

5.3.1 The Act of Union between the Irish and British parliaments was passed on the 1<sup>st</sup> January 1801 and from this point Irish MPs and peers sat in the parliament of the United Kingdom. It was therefore necessary that there was a fast and reliable communication route between London and Dublin for the transportation of mail, members of parliament, officials and when necessary troops. The current turnpike system, although much improved, was not sufficient to allow this particularly around the dangerous crossings of the Afon Conwy and Menai Straits (Quartermaine, Trinder & Turner 2003: 1-2). The first elements along this route to be improved were the two ports of Dublin and Holyhead and works were begun on John Rennie's massive Admiralty Pier which protected the ports inner harbour. Works on this ambitious project were completed in 1821 (ibid: 3).

5.3.2 A number of maps and plans from this development survive and although most do not detail the town as a whole they do show the seaward side of the town. A map dated 1802 (figure 7) shows a shaded block in the location of properties 1 – 2.

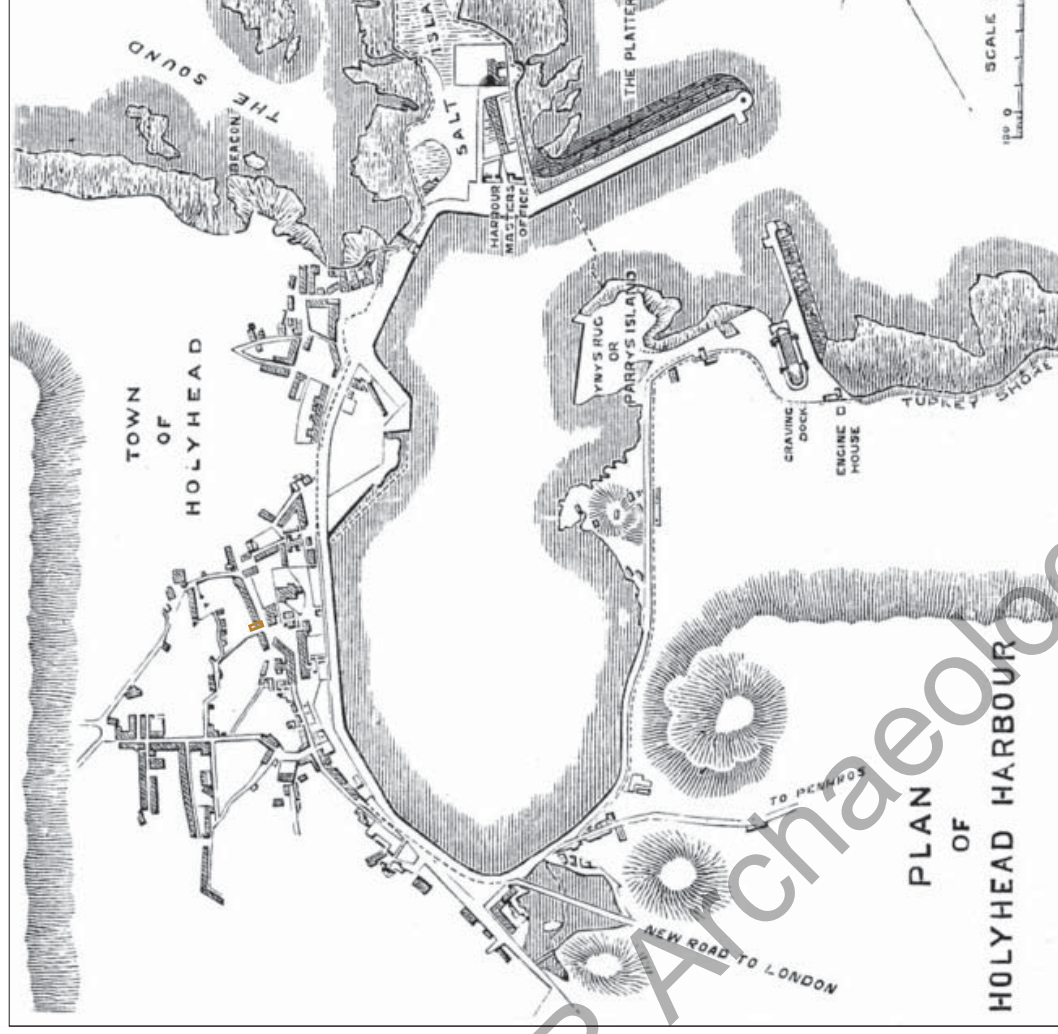
5.3.3 Between 1810 and 1824 the government spent £150,000 improving harbour facilities. This included the building of a pier at Salt Island and the creation of a “graving dock” which allowed ships to be floated for cleaning and repair. The improvements allowed the Post Office to use paddle steamers rather than the traditional sailing packets to take mail between Holyhead and Dublin. The early nineteenth century was a time of great hardship for the working classes of the United Kingdom with unemployment, social unrest and rising food prices and these works provided employment for local people and the prospect of work attracted a large number of incomers to the area. (Rowlands 1989: 15-16).

5.3.4 The employment and trading opportunities offered by the harbour development in Holyhead were very attractive and the town was to benefit from the influx of money and, perhaps of greater importance, an optimism in the assured future of the town. The increase in the status of the town was exemplified in 1821 when George IV visited Holyhead. The new-found confidence in the town is reflected in the population numbers and between 1801 and





**Figure 6.** Penrhos Estate Map of Holyhead 1769 - Black Bridge is Marked in Orange  
(Source: Bangor University Archives Penrhos Manuscripts 772-3)



**Figure 7.** 1802 Harbour Plans (Source: [www.gerald-massey.org.uk](http://www.gerald-massey.org.uk))



1841 the number of inhabitants increased from 2,132 to 3,869 (Rowlands 1989: 15-16). 1801 was a key year for the population of Holyhead as, for the first time, it overtakes that of the Island's previous principle town of Beumaris ([www.anglesey.gov.uk](http://www.anglesey.gov.uk)).

5.3.5 An estate map produced for the Stanley family in 1820 (figure 8) shows a continued increase in housing density and the western side of Stanley Street is shown as fully developed and in the ownership of Lord Stanley.

5.3.6 Telford's Holyhead road was completed in 1826 with the opening of the Menai Suspension Bridge (Quartermaine, Trinder & Turner 2003: 3) and by 1828 the coach journey from London to Holyhead had shortened to 29 hours and 17 minutes (Rowlands 1989: 24). This road, although intended primarily to take mail coaches and their passengers, generated a considerable volume of stage coach, posting and private travel along with a more limited amount of freight transport (Quartermaine, Trinder & Turner 2003: 5).

5.3.7 This was the first period from which trade directory entries for Stanley Street could be sourced and, in contrast to the eighteenth-century document where permission was granted for dwelling houses, there is a definite commercial character to the area. The Pigot & Co Trade Directory of 1835 lists four public houses on Stanley Street along with a boot maker, leather cutter, book binder, shop keeper, tailor, hairdressers and a beer seller. There were no house numbers listed in this directory and it is therefore unclear if any of these businesses apply to 1 – 2 Stanley Street.

5.3.8 Despite being the first major civilian, state-funded infrastructure scheme of modern times the heyday of Telford's route was limited to a relatively short period between the late 1820's and 1830's. Technological advances of the era were to rapidly supersede this great achievement and between 1837 and 1850 the successive opening of railways between London and Holyhead caused a steep decline in the traffic using the road. In 1851 Parliamentary funding for the maintenance of the road was stopped (Quartermaine, Trinder & Turner 2003: 3-4). A plan of the harbour and town produced as part of Telford's scheme in 1838 (figure 9) shows no change in the Stanley Street area from the 1820 Estate Map.

#### **5.4 The Arrival of the Railway in Holyhead 1841 - 1900**

5.4.1 The next great phase of development in the history of Holyhead was to be heralded by the advent of the railway. Throughout the 1840's there was a programme to construct a railway across Anglesey and in 1848 the first train arrived in Holyhead (Rowlands 1989: 24).

5.4.2 The momentum of the preceding period was continued and further port improvements, in particular the building of the breakwater, attracted national attention due to the sheer magnitude of the operation (Rowlands 1989: 24). The population increase between 1801 and 1841 was eclipsed by that which occurred between 1841 and 1851 when it increased by a further 4,994 to reach 8,863 – a figure which shows a more than doubling of the population in ten years (Rowlands 1989: 16).





**Figure 8.** 1820 Estate Map Showing  
Property Belonging to Sir John Stanley  
(Source: Anglesey Archives WMaps/52/1)



**Figure 9.** The Plan of Holyhead Harbour from Telford's Atlas 1838  
(Source: Quartermaine, Trinder & Turner 2003: 111)



5.4.3 These new inhabitants had to be accommodated and the remaining rural characteristics of the town which had survived the earlier part of the century were rapidly lost and by the time of the production of the Tithe Map in the 1840's (figure 10) and the main street outline as surviving today is largely established, although there was continued infilling within the street layout into the early twentieth century (Rowlands 1989: 16). Individual properties are not listed but the block is described as various tenants on Stanley Lane and Old Cross Keys. Figures 11 & 12 dated 1846 & 1868 show Stanley Street and there is little change in this area during this time.

5.4.4 The period from the 1840's through to the 1860's was a boom time for Holyhead and this prosperity continued throughout the late nineteenth century. The focus of the towns wealth was still largely reliant on the crossing to Ireland and the associated rail and harbour industries, both of which continued to develop apace during this period (Haslam, Orbach & Voelecker 2009: 132-134).

5.4.5 The 1841 census does not list Stanley Street in its records but rather refers to properties on Stanley Lane. This name appears to be somewhat interchangeable with Stanley Street and appears in rent books of the period. No building numbers were recorded on the census or rent books and, as with the trade directories, it was not possible to assign with certainty specific occupants to the property. There is a Mary Rowlands (age 40), a baker, at the first Stanley Lane property after the Market Street entries. She occupies the property along with her 6 children aged between 1 and 20. The identification of the property is not conclusive but it would demonstrate the use of 1 Stanley Street as a bakery over a period of at least 30 years. It is possible that a bake house was situated at the rear of the property but this area could not be examined in detail.

5.4.6 Alternative sources of information to examine the character of Stanley Street were sought and Pigot's Trade Directory of 1844 was consulted. This document listed a range of commercial properties operating on Stanley Street which were similar to those trading in the 1835 directory. Slater's Trade Directories of 1849 and 1850 list twenty businesses on Stanley Street, and again these listings are similar to those recorded on the 1835 directory.

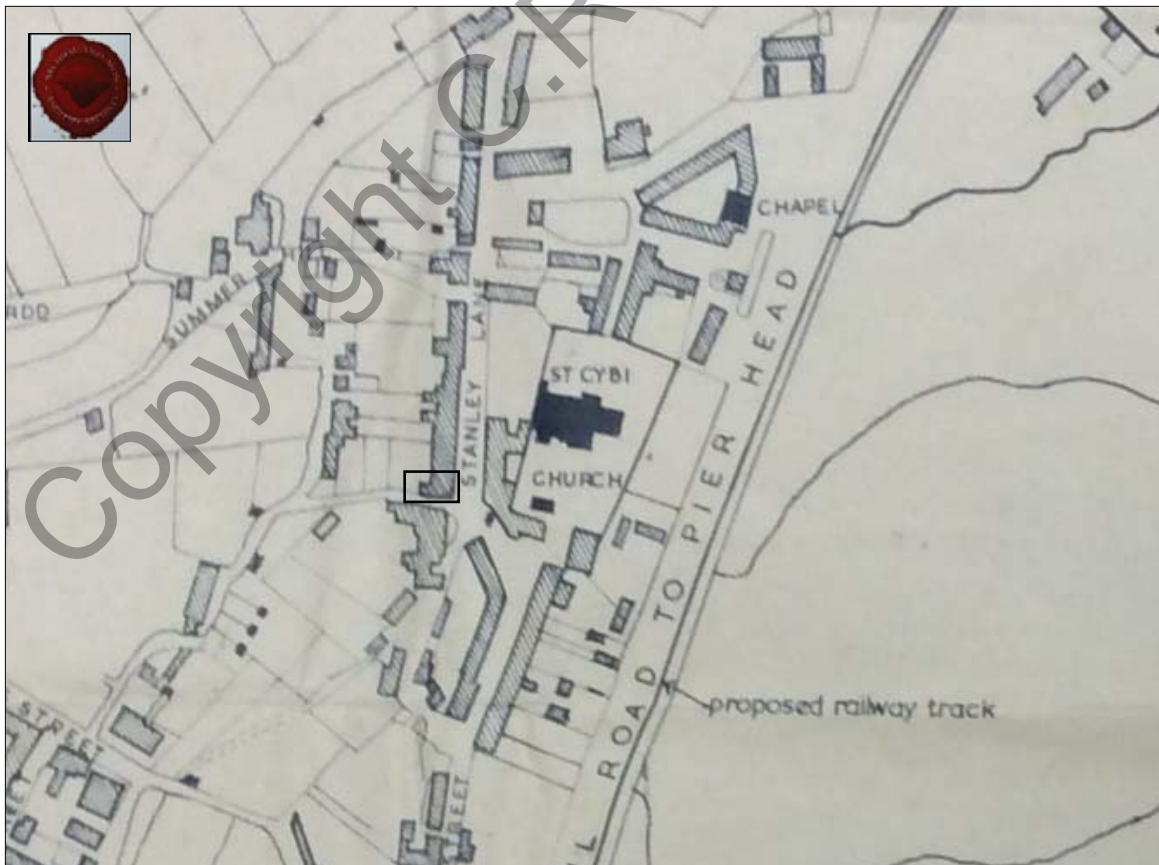
5.4.7 Rate books for Stanley Street dated 1846 do not list specific properties, but the documents once more provide a general overview of the area. They state that Lord Stanley owns fifteen houses and four shops. There was a single named house '*Parlor House*' and there was a note against Edward & Owen Hughes and the '*The Bull*' public house. Lord Boston is listed as receiving rates from three shops and two public houses – '*The Union*' and '*The Skerries*'.

5.4.8 The rate books and census of 1851 once again do not list property numbers for Stanley Street. The rate books record that Lord Stanley held thirteen houses. *The Bull* public house is now listed as the '*Old Bull*' and the '*Parlor House*' is now being used as a '*smithy*' and accommodation. Lord Boston is receiving rates from nine houses, the '*Harp*' public house and the building which houses the '*North and South Wales Bank*'. The 1858-9 Slater's Trade Directory lists fourteen businesses on Stanley Street all similar to the original listings with the addition of some more specialised traders in flour and tea.

5.4.9 The 1861 rate books do not list the street numbers for Stanley Street. They record that Lord Stanley held thirteen houses and premises. There are an increasing number of independent owners listed and although these owners are predominantly male, one house is held by a Miss Lewis.



**Figure 10.** Early 1840's Tithe Map of Holyhead (Source: Anglesey Archives)



**Figure 11.** 1846 Holyhead Harbour Plan (Source: Anglesey Archives)

5.4.10 The 1861 census was the first document to start using house numbers. William (age 53) and Alice (age 41) Henry, Fancy Bread Maker, together with their three sons aged 6 – 11 are recorded as living at Number 1 Stanley Street. It is unclear as to when the family took over the premises but it post-dates 1851 when the census records them living in Well Street, Holyhead. The 1871 Census records a change in the occupants of the property and the shop is now a grocer rather than a bakery. It is occupied by William (age 50) and Jane Roberts (age 51).

5.4.11 A description of the town of Holyhead written in 1878 conveys the spirit of the time and reflects on general and population trends during this period. *“Holyhead, on the islet of Holyhead, which is separated from Anglesey by fordable sandy strait, is the most important town in the county. From the large amount of trade carried on with the sister island, Ireland it has become a port of great importance. It places London and Dublin in direct and ready communication; the principle railway, the road, and the telegraph having each their terminus here. Great improvements have been effected during the last twenty years, and a fine harbour made, which affords a safe retreat for distressed ships sailing from Liverpool, Dublin, Whitehaven, and other ports, to all parts of the world. There is a fine breakwater, constructed at the expense of the Government, the pier extending outwards 900 feet, and having a depth of 14 feet at the pier head during low water. Upon its extremity is a monster lighthouse, exhibiting a powerful light 200 feet above the level of the sea; a marble arch commemorating the visit of George IV in 1821, on his visit to Ireland, stands upon the pier. The mail steamers plying between Holyhead and Dublin are some of the finest built boats in the world, and run in all weathers. Passengers may be now conveyed from London to Dublin, a distance of 260 miles, in 11 and a quarter hours. The inhabitants are principally employed in the coasting trade, ship building and repairing, improving of the harbour, fishing, and assisting in the transport of cattle and goods from Ireland (The Wales Register & Guide 1878: 9-10).*

5.4.12 The register describes further features of Holyhead in a later passage where it details the building of a new harbour in 1873 at a cost of almost two million sterling, and a town hall in 1875. The population figures given for Holyhead show a slight trend towards a decline in numbers to 8,773 in 1861 and 8,131 in 1871 (*ibid*: 106).

5.4.13 The 1880 edition of Slater's Directory reinforces the optimism and praise for the town's railway and harbour of the previous account and further details the recreational opportunities open to visitors to Holyhead. *“The town also has visitors during the bathing season, during which period many families make it their residence. Bathing machines are established, which contribute materially to the comfort of visitors. There are several objects of interest; among these are, the venerable remains of a hermitage, two chapels, and the remains of a Roman wall, or as some antiquaries assert, built by the British prince Cassibelaunus; these with the lighthouse, and the suspension bridge, at the South Stack, and the storm guns at the North Stack, attract the attention of the stranger. There are several good inns in the town, the principle of which are the Marine, The Royal and the King's Head” (Slater's Directory 1880: 87).*

5.4.14 The 1881 census records that 1 Stanley Street is occupied by Robert & Mary Hughes, and is a Grocer and Provisions Dealer. Also living at the property are their son Robert (age 4) and niece Mary Roberts (age 12) who is a scholar. The family remain at the property for at least a further decade and Robert, Mary and Robert Jnr are listed there in the 1891 census along with Catherine Hughes (age 55), a boarder. The occupation of Robert Snr is recorded as grocer and flour dealer.



5.4.15 The late nineteenth and early twentieth centuries provide a wealth of visual sources which greatly enhance the record of Stanley Street at this time. Ordnance Survey produced their first map of the area in 1888 (figure 13) which shows the properties in detail. This map is of particular interest as it details the rear of the property. It shows the rear extension is standing in the earliest edition, and a series of outbuildings which presumably functioned as stock rooms.

5.4.16 Anglesey Archives hold two further Ordnance Survey editions from this period – an edition dated 1890 (figure 14), a one in 1900. These maps show the urban density reached in the centre of Holyhead by this time remains largely unchanged. There is no change to 1-2 Stanley Street between these dates and there are no changes shown on the later Ordnance survey editions which were sourced until 1967.

## 5.5 Twentieth Century Holyhead

5.5.1 Following this date there were two further census' produced – the first in 1901 and the second in 1911. The 1911 census is the most recent census document which is publicly accessible.

5.5.2 The 1901 census for the property could not be sourced but by the time of the 1911 census the property has become a butcher's shop. It is run by Margaret Magee, a 49-year-old widow. From the additional census information, we must assume that Margaret's widowhood is fairly recent as she is recorded as having been married for 28 years. She gave birth to 9 children, 8 of whom survived and 5 of her children were living at the property. These children were Patrick (age 23, cattle dealer), Joseph (age 22, cattle dealer), Mary Ann (age 21, helping at home), Daniel (name a little unclear, age 19, butcher) and Nat (age 12, attending school. Also residing at the property is Winnie Flanagan (age 18) who is working as a servant.

5.5.3 The twentieth century was less kind to Holyhead than the nineteenth and following the First World War it must be seen as a time of great decline and hardship for Holyhead and its inhabitants. This decline was to begin in the 1920's when a number of episodes which were to prove disastrous for the town occurred. The first came in 1920 when the City of Dublin Steam Packet Company withdrew from the port ending 70 years of unbroken service and resulting in the loss of 350 jobs. This loss was compounded by the loss of the Royal Mail service contract to the London and North-Western Railway Company which led to the town's reliance on a single company. The dangers of this became evident when the LNWR merged with a number of other rail companies to form the much larger London, Midland and Scottish Railway Company and introduced scathing economies resulting in further job loss.

5.5.4 At this time relations with Ireland were changing and in 1922 Southern Ireland achieved home rule. Following this separation, the diplomatic links between Britain and Ireland became strained and in 1932 a six-year tariff war began which was to further feed into the precarious position of the town. In his work on the period John Rowlands records that "*The Trade War with Ireland was disastrous for Holyhead, because had it not happened the town's dependence on the LMS and the railway company's monopoly of the trade with Ireland, would have made them both relatively immune to the economic recession of the 1930's. Without those six long years of the Tariff War, Holyhead's limitations as a one company town could have been its greatest strength. In fact, as events turned out the fact that Holyhead was a one company town was its greatest weakness in the 1930's*" (1989: 29-30).



**Figure 12.** 1868 Map of Holyhead (Source: Anglesey Archives W/CD/373)



**Figure 13.** 1888 Ordnance Survey Map of Holyhead (Source: Anglesey Archives)



**Figure 14.** 1890 Ordnance Survey Map of Holyhead (Source: Anglesey Archives)

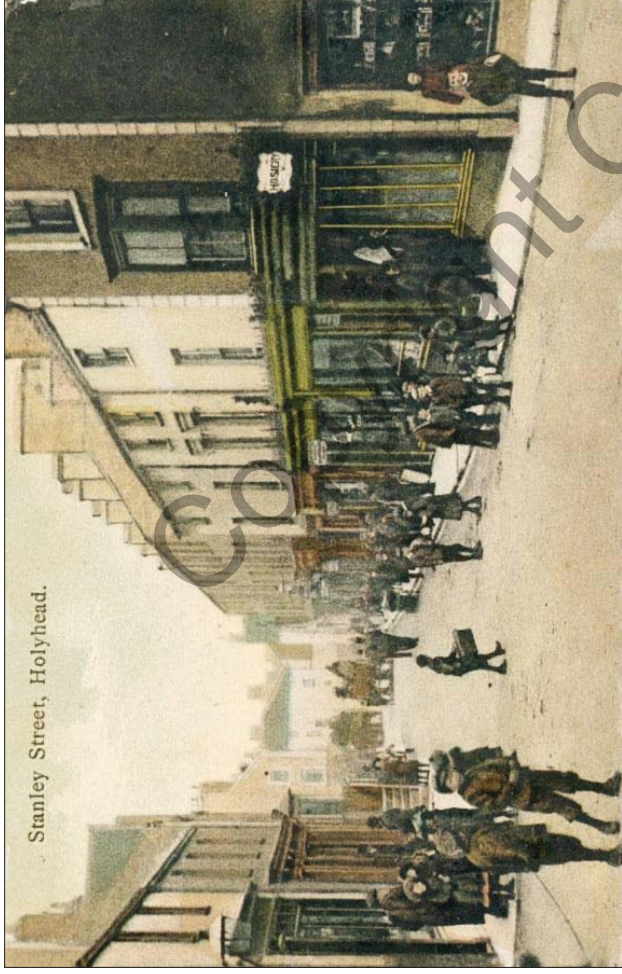


5.5.5 The recession of the 1930's was on a global scale and unemployment was high throughout the country but for reasons detailed above Holyhead was particularly harshly hit leading Megan Lloyd George (MP for Anglesey) to claim in 1937 that Holyhead was suffering higher unemployment than all but the very worst areas of South Wales and Durham. Statistics record that unemployment in Holyhead was only to fall below 30% once during the 1930's and in December 1936 it hit the record level of 47.7%. Many families left the town in search of work elsewhere and during the 1930's the population fell by over one thousand. Contemporary observer accounts paint a bleak picture and stated that "*the town is in crisis – the most serious in its history*" (1931), "*there are hundreds of men, women and children practically destitute*" (1933), "*anyone walking through the town would at once notice that Holyhead was a dead town; there was nothing there at all*" (1938) and "*we are worse off in Holyhead today than we have been in the whole history of the town. The town is poverty stricken*" (1939). It was only with the advent of the Second World War in 1939 that there was any improvement in the towns fortune – a fact that was bitterly noted at the time by the town clerk who remarked that "apparently you cannot get anything for Holyhead unless you get a war". The war did however bring employment and government contracts to the area although Holyhead was never to return to its late nineteenth century heyday (Rowlands 1989: 25 – 34).

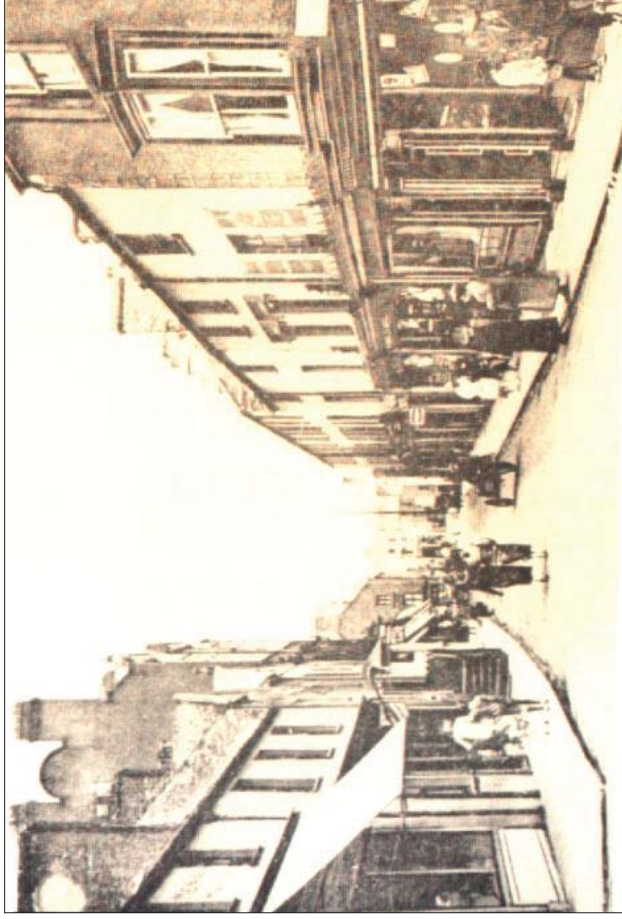
5.5.6 There are a number of photographic sources which show the property in the early twentieth century under the tenure of the Magee family. They are included as figures 15 - 18. These pictures show the Victorian shopfront and sash windows before the modern works. Figure 19 was taken in the mid twentieth century and shows that the earlier shopfront was still evident in this period. Looking at the current frontage and windows the change is likely to have come in the 1960's or 1970's.

5.5.7 The post-war uses of 1 - 2 Stanley Street are less well documented than the earlier period and the point at which the butches becomes a grocer's shop, and when the Magee family leave the property is unknown. From photographic evidence, they remain as the shop owners into the 1930's.

At the time of the visit number 1 – the first-floor flat was unoccupied and the ground floor was in use as an off-licence.



**Figure 15.** Late Nineteenth or Early Twentieth Century View Along Stanley Street (Source: [www.postcards-of-the-past.co.uk/wales-towns.htm](http://www.postcards-of-the-past.co.uk/wales-towns.htm))



**Figure 16.** Early Twentieth Century View Along Stanley Street (Source: [www.anglesey.info/images/holyheadoldphotos](http://www.anglesey.info/images/holyheadoldphotos))



**Figure 17.** Early Twentieth Century View Along Stanley Street (Source: Anglesey Archives)



**Figure 18.** Early Twentieth Century View Along Stanley Street (Source: [www.anglesey.info/holyhead\\_past\\_page\\_5.htm](http://www.anglesey.info/holyhead_past_page_5.htm))





**Figure 19.** Mid Twentieth Century View Along Stanley Street  
(Source: Purcell 2015)

## **6.0 Results of Archaeological Works**

6.0.1 A site visit to 1-2 Stanley Street was conducted on 15<sup>th</sup> September 2016. A second visit was made on 10<sup>th</sup> February 2017 when additional exterior images were taken.

6.0.2 The property has undergone a number of changes since it was built as one of a pair of buildings in the late eighteenth century. The flat above the shop was empty at the time of the visit but was due to be renovated in the near future. There are no original/ historic features of interest surviving in the building area examined. A photographic survey was made of all accessible interior and exterior spaces.

### **6.1 Drawn Record**

6.1.1 Floor plans and elevations of the site were produced by Purcell. Copies of these drawings were taken to site when C.R Archaeology visited to compile a photographic record and were annotated to show the location/direction of photographs taken and to record the position of architectural features. These drawings are included as Appendix A.

### **6.2 Results of Photographic Survey (Plates 1 - 30)**

6.2.0 A comprehensive photographic survey was conducted and the full photographic archive has been included in TIFF format on an accompanying disc at the back of this report. These photographs are subdivided by interior and exterior and internally by floor. Relevant photographs are incorporated into the main text as numbered plates and the positions of these are marked in Appendix B.

6.2.1 Due to the shop being open and busy at the time of the survey the front elevation of the buildings was photographed without scales from a variety of positions to create a comprehensive record of the structure and to place the building in its local setting.

6.2.2 The building is numbered 1 & 2 Stanley Street, with the first-floor flat accessed via a side door in the south facing elevation. This elevation runs along Hill Lane, which as its name suggests is a steeply sloping lane. The front elevation is to the east of the building and faces onto Stanley Street.

6.2.3 A full description of the building was produced by Purcell in 2015 and it was not felt necessary to duplicate this undertaking. The descriptive text is therefore reproduced below:

6.2.4 *"The building is located at the end of a terrace on a corner plot. The side elevation is on a steeply sloping lane. The main part of the two-storey building has an L shaped plan with a pitched roof that turns the corner with a hip. A small outrigger abuts the western side of the main building and the south facing slope of the roof continues to the end of the outrigger and terminates in a west facing gable. The northern slope of the pitched roof of the outrigger abuts the west gable of the main building. There is a single storey flat roofed building on the west side of the main building that appears to have been formed by roofing over a yard at the back of the building.*

6.2.5 *The front of the building faces east. There are two steel frame windows at first floor. The left window is square and is divided centrally with a narrow mullion. The window on the right-hand side is rectangular and divided vertically into three equal sections. Archive photographs of the front elevation show that the window openings have been altered. The windows were originally the same size and were fitted with timber sliding sashes. There is a modern shop front at ground level with a large sign and external shutter box and guides.*

6.2.6 *The south elevation contains a door half way along the elevation with a timber pediment above. This leads to the first-floor flat. There is a narrow slot window at first floor level just below the eave to the right of the door. There is a plastic soil and vent pipe to the left of the door with plastic waste pipes from the bathroom and kitchen connected into the side. The pipe also doubles up as a rainwater pipe. There is a timber sliding sash window at first floor level in the outrigger at the west end of the elevation. A low door immediately below this window provides access to the store room at the back of the shop. There is a further door in the wall to the single storey building near the gable wall of the outrigger.*

6.2.7 *The west gable of the outrigger has a window at first floor fitted with a steel framed casement window. It is currently boarded up. There is an air conditioning chiller unit fixed to the gable wall in front of the window. The north elevation of the outrigger contains a door that leads from the kitchen to a small roof terrace area. This door opening appears to have been created when the shop unit was extended westwards. There is a dormer detail at the head of the door to allow a full height opening to be formed through the low eaves of the outrigger. The west elevation of the main building contains a square steel framed window.*

6.2.8 *There is a brick chimney centred on the ridge line and the party wall between 2 Stanley Street and the neighbouring building. The roofs of the main building and outrigger are covered with slate, with dark grey capped ridge and hip tiles. There is a laced valley detail in the north-west corner of the roof on the rear slope. There are timber fascias on the south and east eaves with PVC gutters and rainwater pipes. The flat roof at the rear is covered in bituminous felt*

*with a timber fascia fixed to the outside of the wall. The roof terrace on the northern side of the kitchen outrigger consists of precast concrete paving flags on mastic asphalt on a concrete deck.*

*6.2.9 All the walls are painted and rendered. The render generally appears to be cement based. There are rusticated details to the sides of the windows and doors. These seem to be recent additions and do not appear on archive photographs taken during the 1960s.*

*6.2.10 The shop unit consists of a relatively small retail area in the ground floor of the main building. There are two large store areas at the rear of the ground floor: one located below the outrigger and the roof terrace and another below the flat roofed area to the west of the outrigger. The floor steps up between each room following the steep gradient of the site. The timber stair up to the first floor appears to be original. There are winders at the top of the stair followed by a landing with steps on both sides up to the kitchen in the outrigger and the landing. There is a cupboard containing a balanced flue boiler recessed into the external wall half way up the stair. The size of the recess and details to the sides indicate that it was originally a window over the stair that has been blocked up. Although the internal alterations to the first floor have been relatively modest, no original interior features remain. All the doors are modern with chamfered architrave details. It seems likely that the internal alterations and details date from the same period when the window openings were altered and fitted with steel framed windows.*

*6.2.11 There are two rooms at the front of the building overlooking Stanley Street. The partition between the rooms appears to be a later addition that has subdivided an area that was originally a single space. There is a small bathroom over the entrance stair with a slot window above the washbasin. This is also a later addition. The outrigger at the back of the building contains kitchen base units and a sink. The roof structure in the kitchen is exposed and has been painted black. Plasterboard has been fixed between the rafters to the underside of the roofing battens. There is a small cast iron roof light in the north facing slope of the roof" (Purcell 2015: 3.3 - 3.4).*

## **7.0 Conclusion**

**7.0.1** Documentary research has shown that 1 – 2 Stanley Street was an early addition to the town and can first be identified on an estate map of 1769. The footprint of the building on this early source show that the building was designed to maximise the use of two elevations being street facing.

**7.0.2** Unfortunately, the building has been heavily modified in the later part of the twentieth century and very few of the original features have survived. The shop frontage is a modern alteration, as are the first-floor windows. The exception to this is the doorway on the Hill Lane elevation which has a surviving timber pediment which appears to be Victorian in date. The internal layout has also been altered and it is believed that the first-floor room at the front of the property (overlooking Stanley Street) was once a single room. The divisions to create the bathroom are also not believed to be original. There were no surviving interior features of note.





**Plate 1.1 - 2 Stanley Street Front and South Facing Elevations**



**Plate 2.1 - 2 Stanley Street and Neighbouring Building**



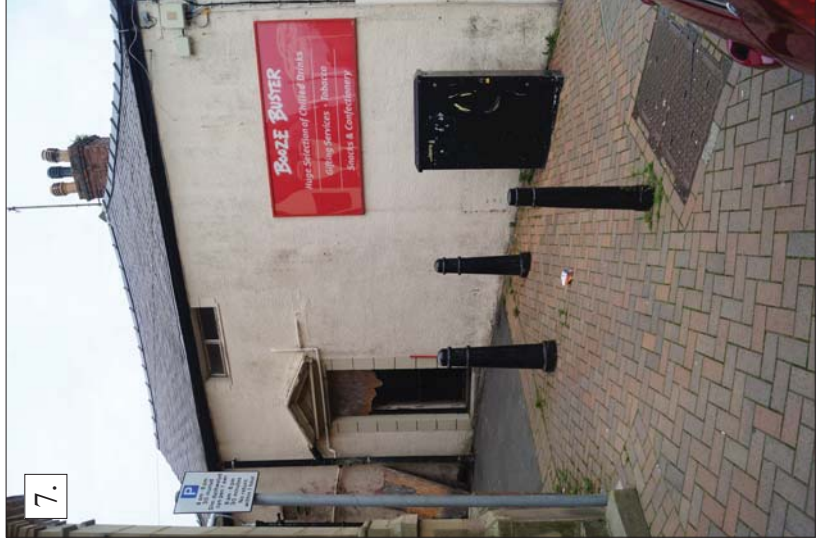
**Plate 3. Stanley Street Facing North**



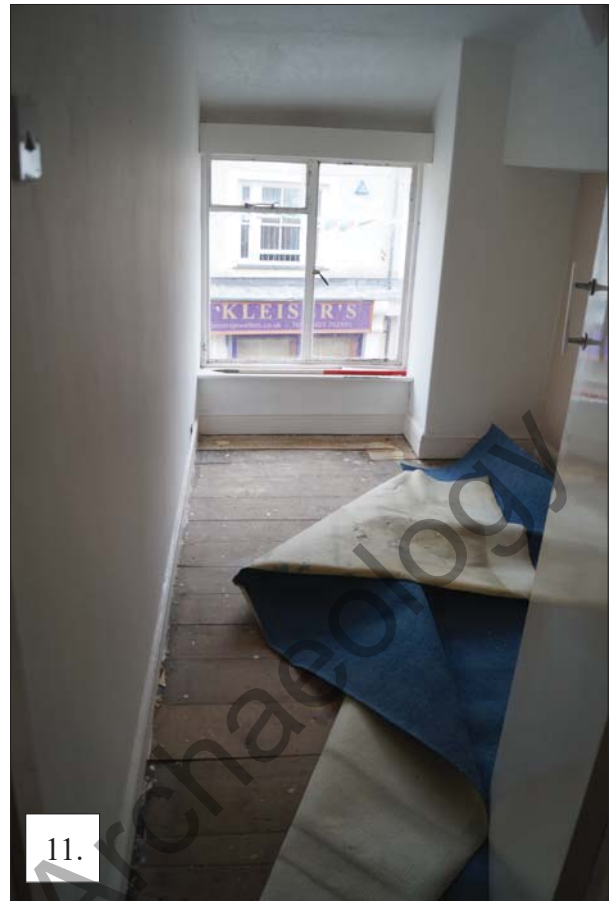
**Plate 4. Stanley Street Facing South**



**Plates 5 - 9. 1 - 2**  
Stanley Street South  
Facing Elevation



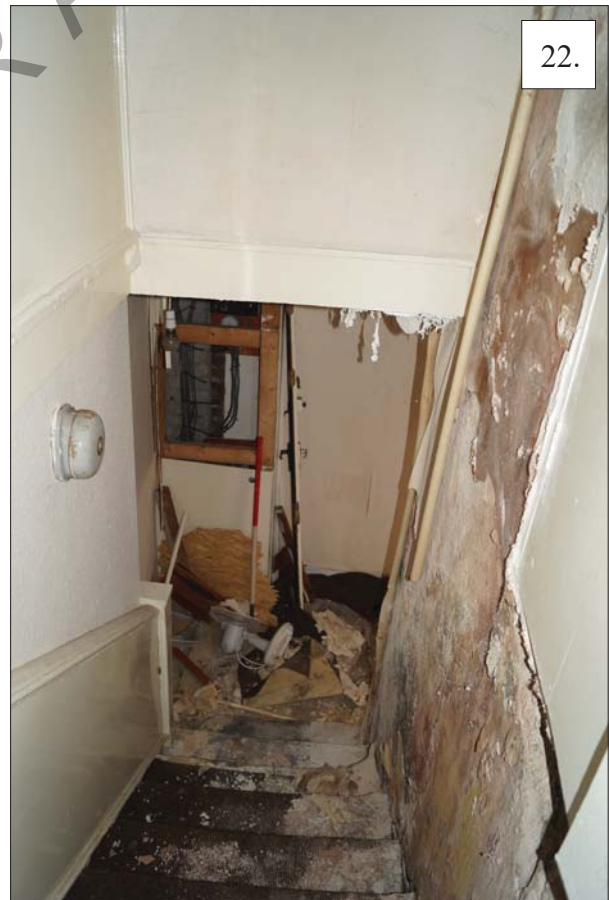




Plates 10 -14. First Floor Room 1



Plates 15 -18. First Floor Room 2

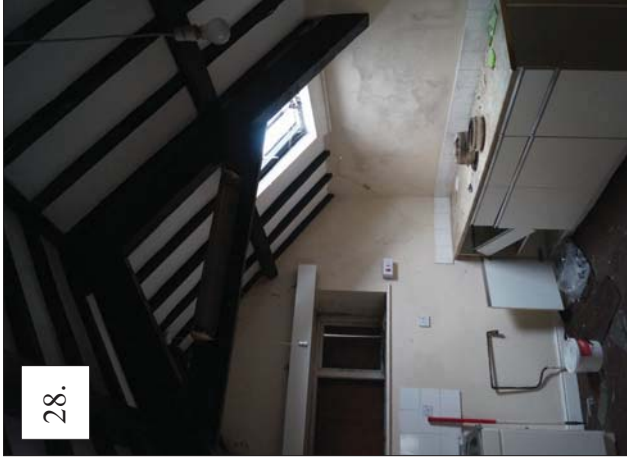


**Plate 19. First Floor Room 3**  
**Plates 20 - 22. First Floor Hallway and Stairs**

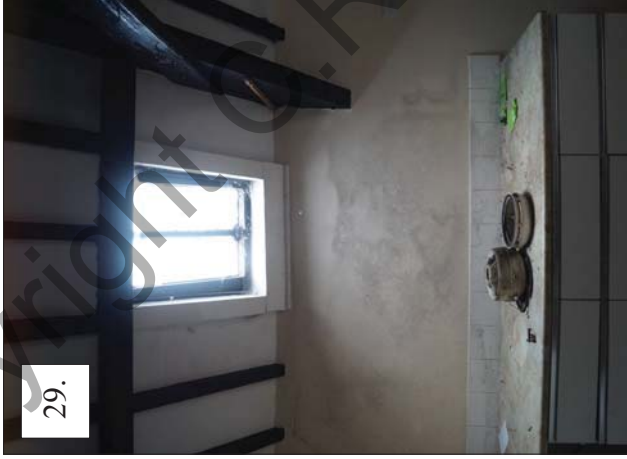




**Plates 23 - 25. First Floor Room 4**  
**Plates 26 - 27. First Floor Room 5**



28.



29.



30.

Plates 28 - 30. First Floor Room 5

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Wmaps/52/1 1820 Estate Map  
WMaps53 Sketch Map of the Town Drawn by Lewis Morris in 1737  
1841 Tithe Map and Returns for Holyhead  
1888 First Edition Large Scale Ordnance Survey Map  
1890 First Edition Ordnance Survey Map  
1900 Second Edition Ordnance Survey Map  
1924 Third Edition Ordnance Survey Map  
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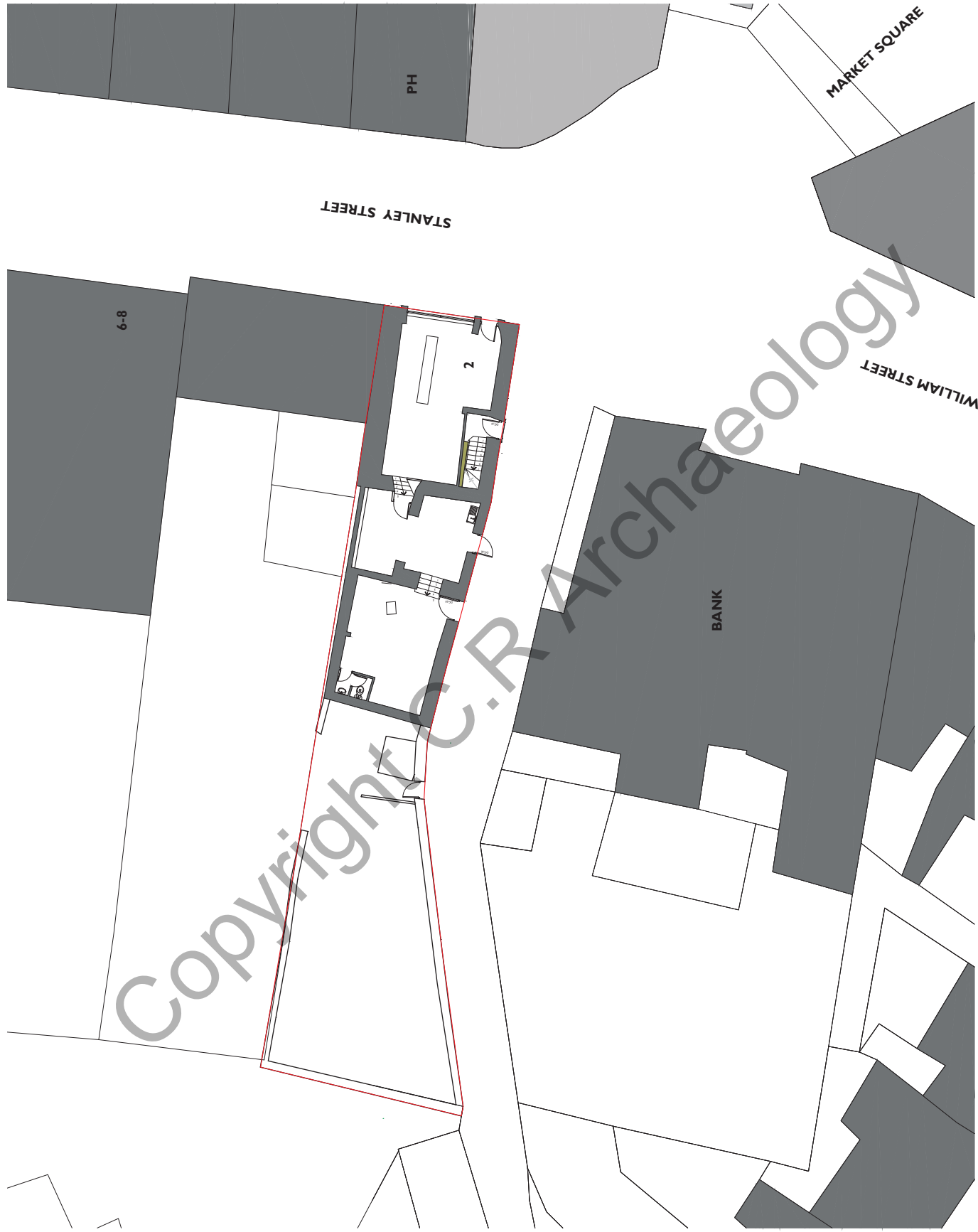
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[www.tewkesbury.gov.uk/CHttpHandler.ashx?id=872&p=0](http://www.tewkesbury.gov.uk/CHttpHandler.ashx?id=872&p=0)

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## **Appendix A. Site Plans and Elevations**

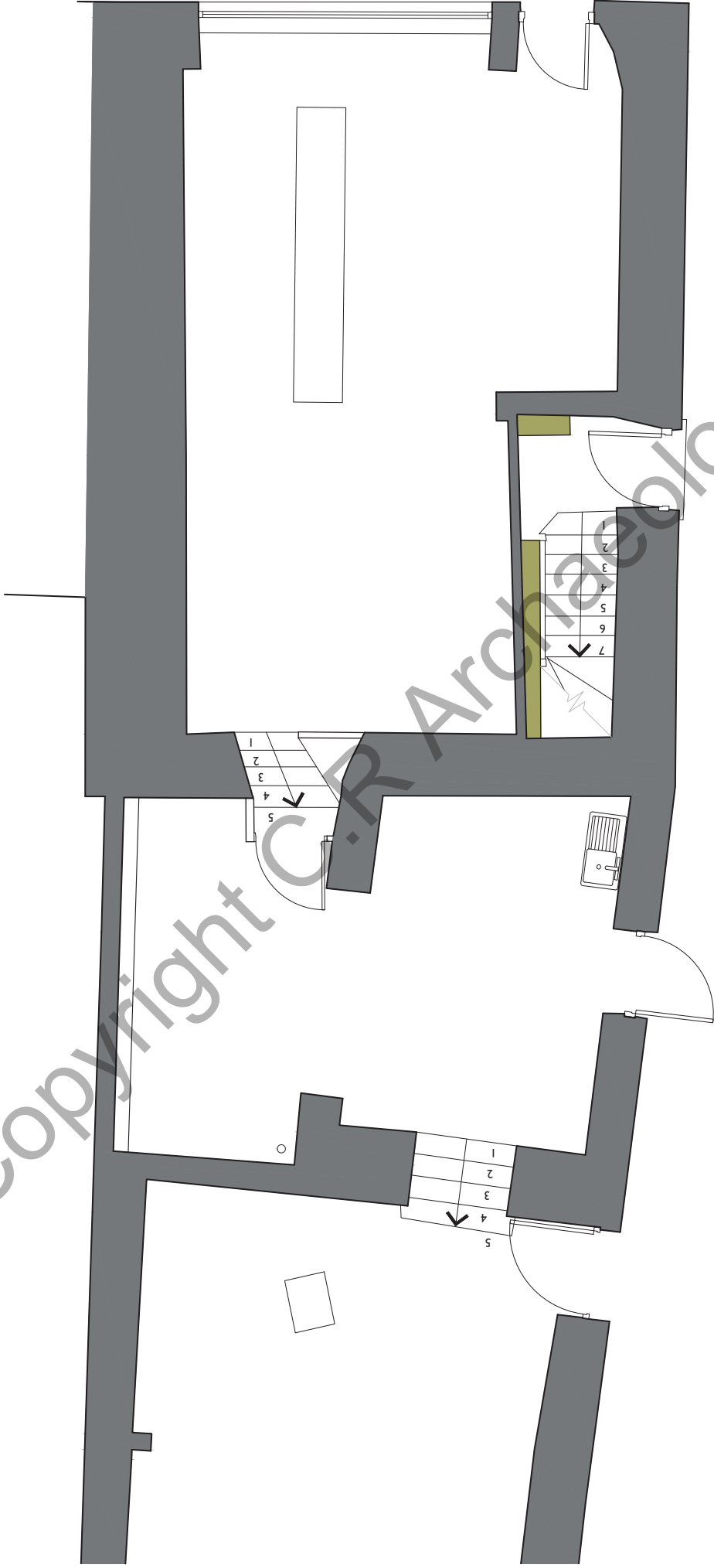
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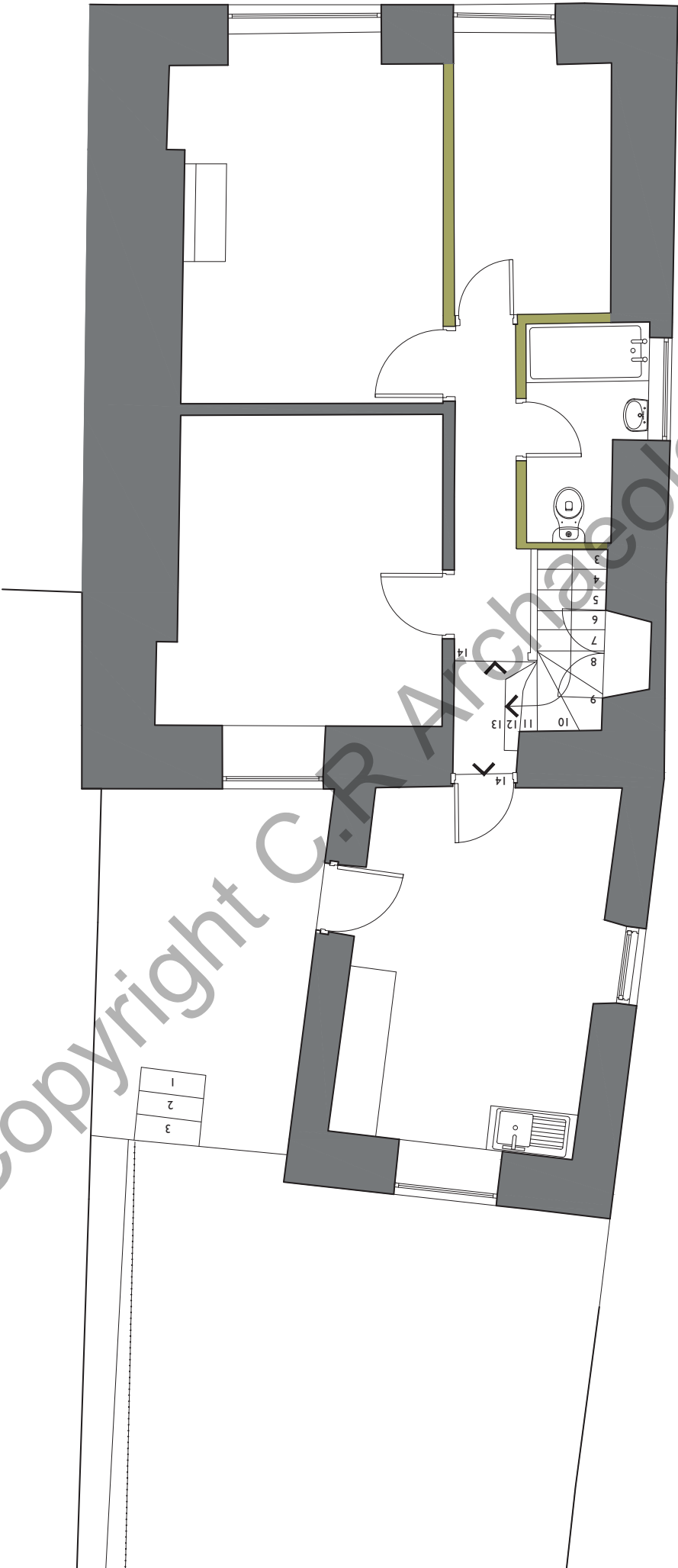


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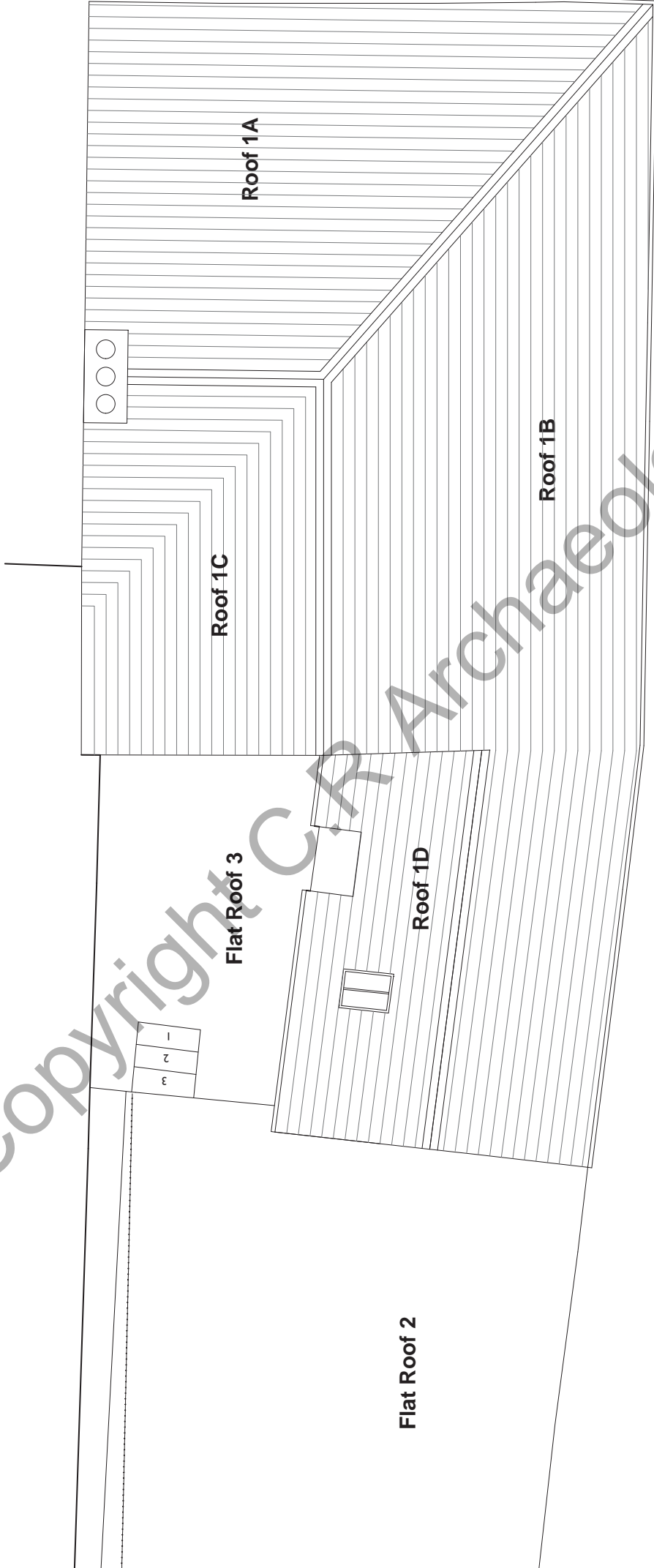


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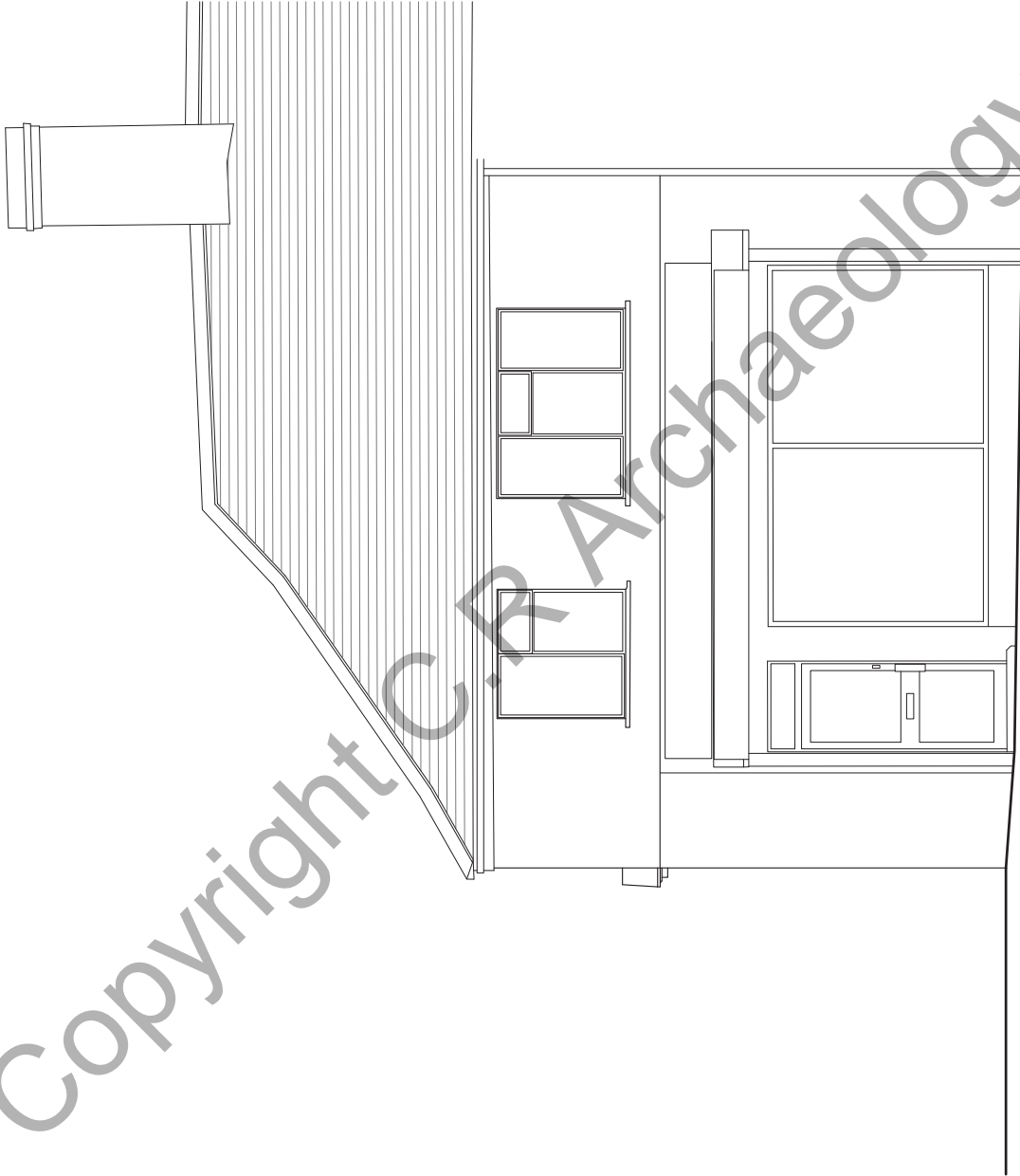
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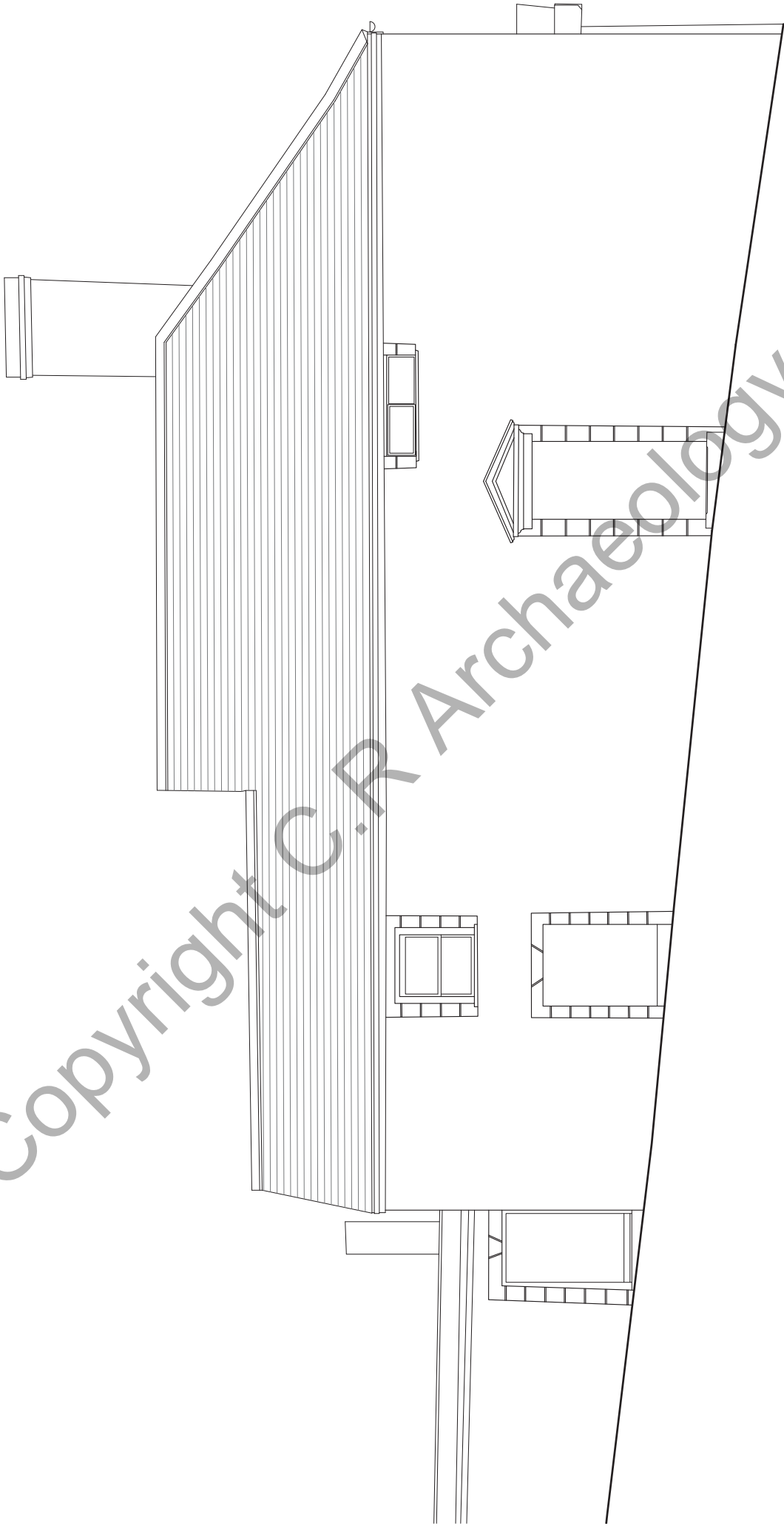






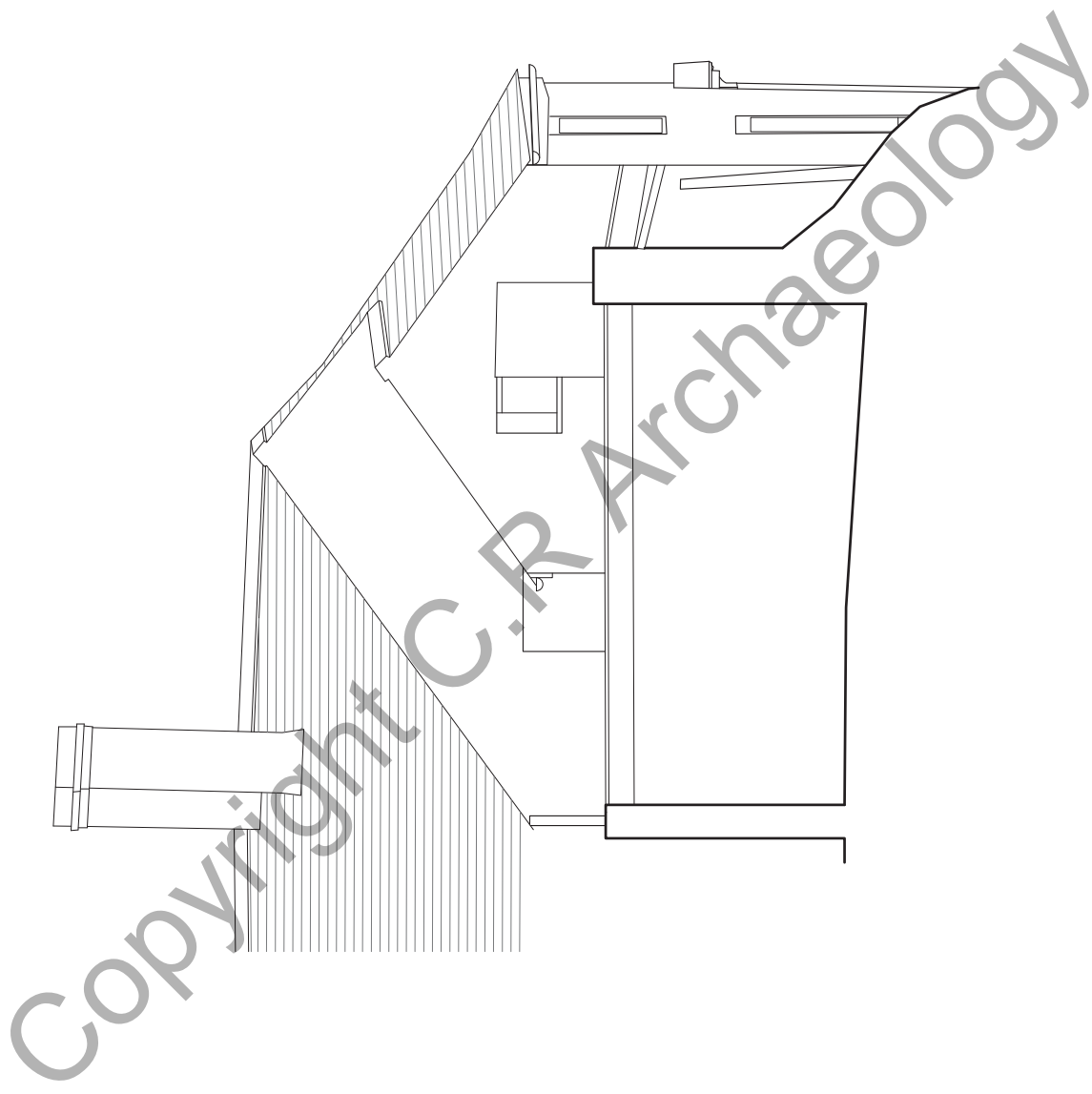


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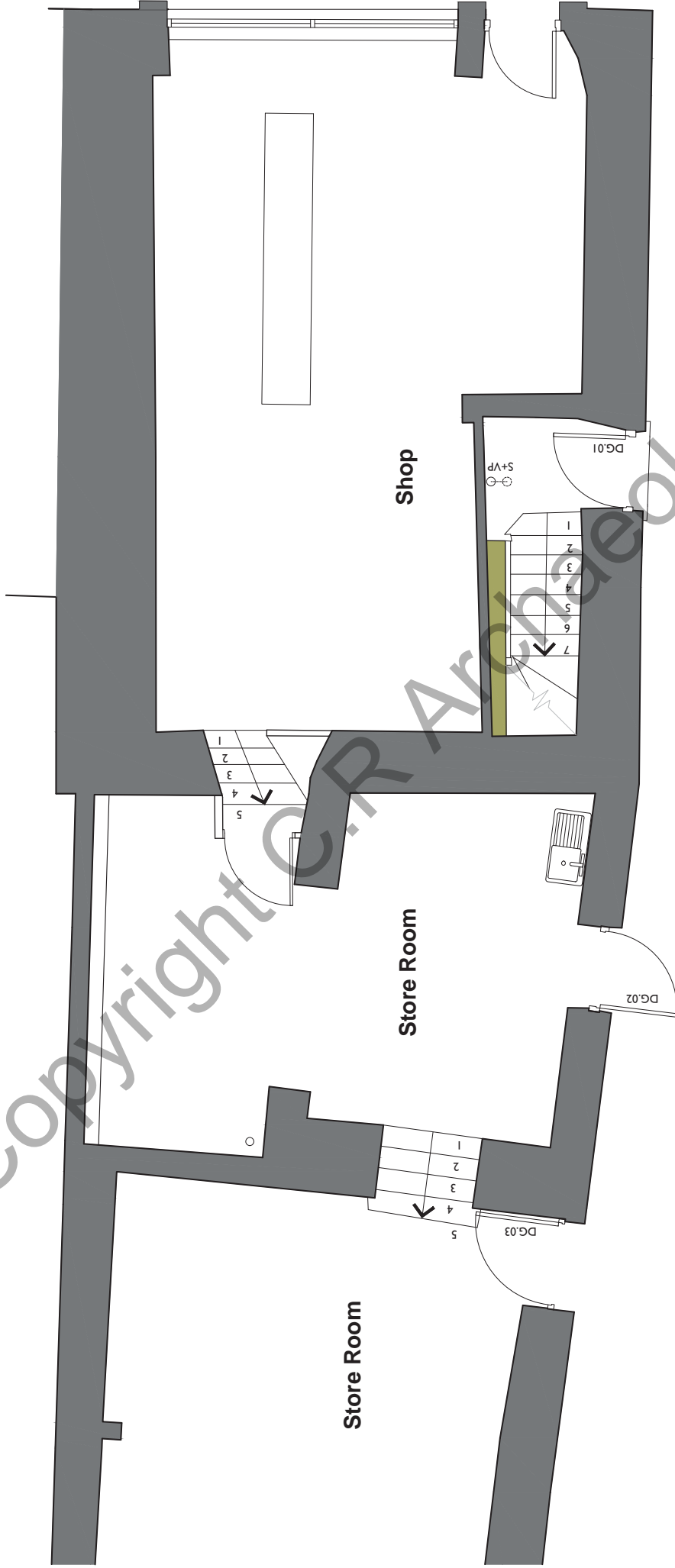
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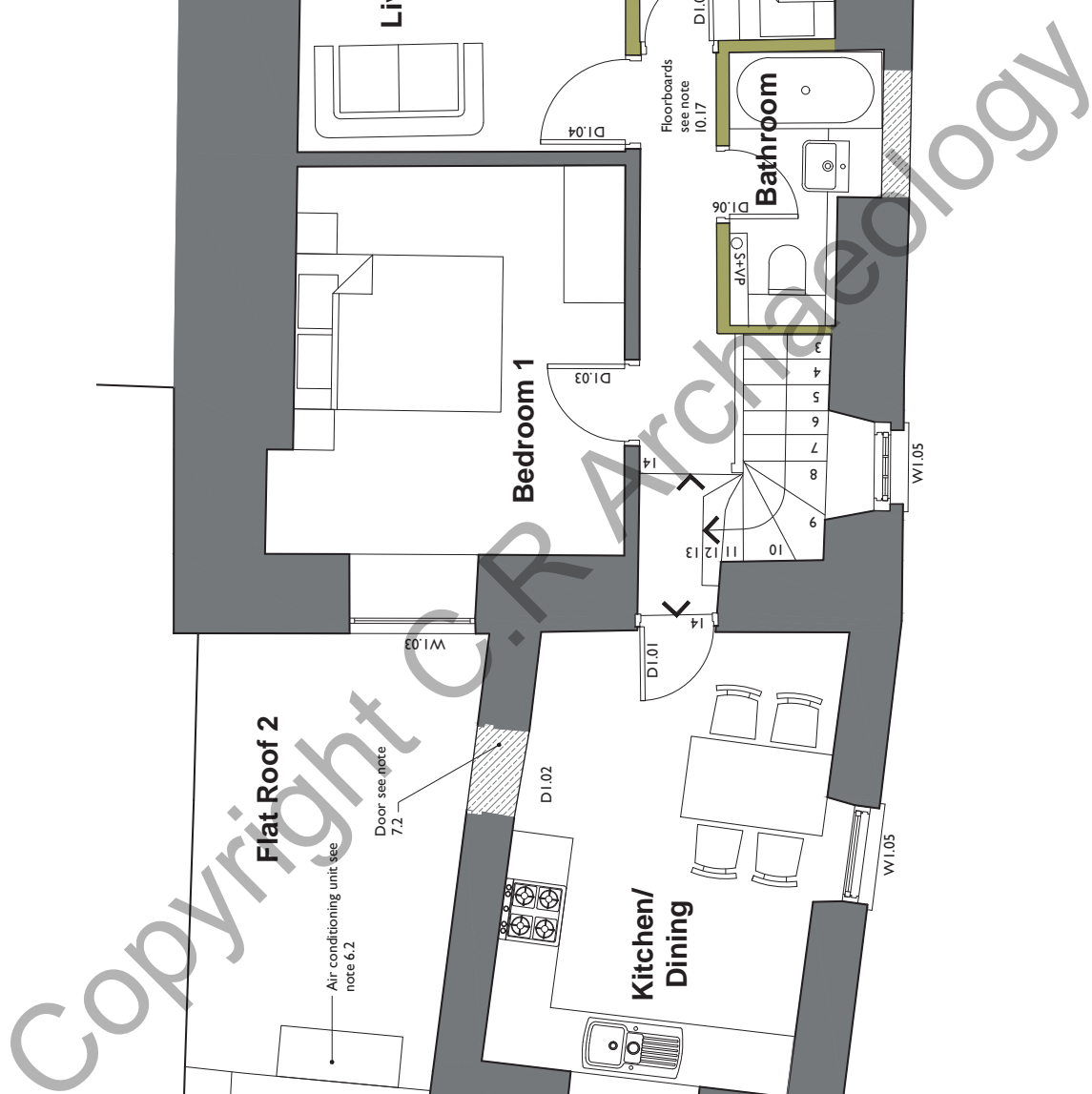


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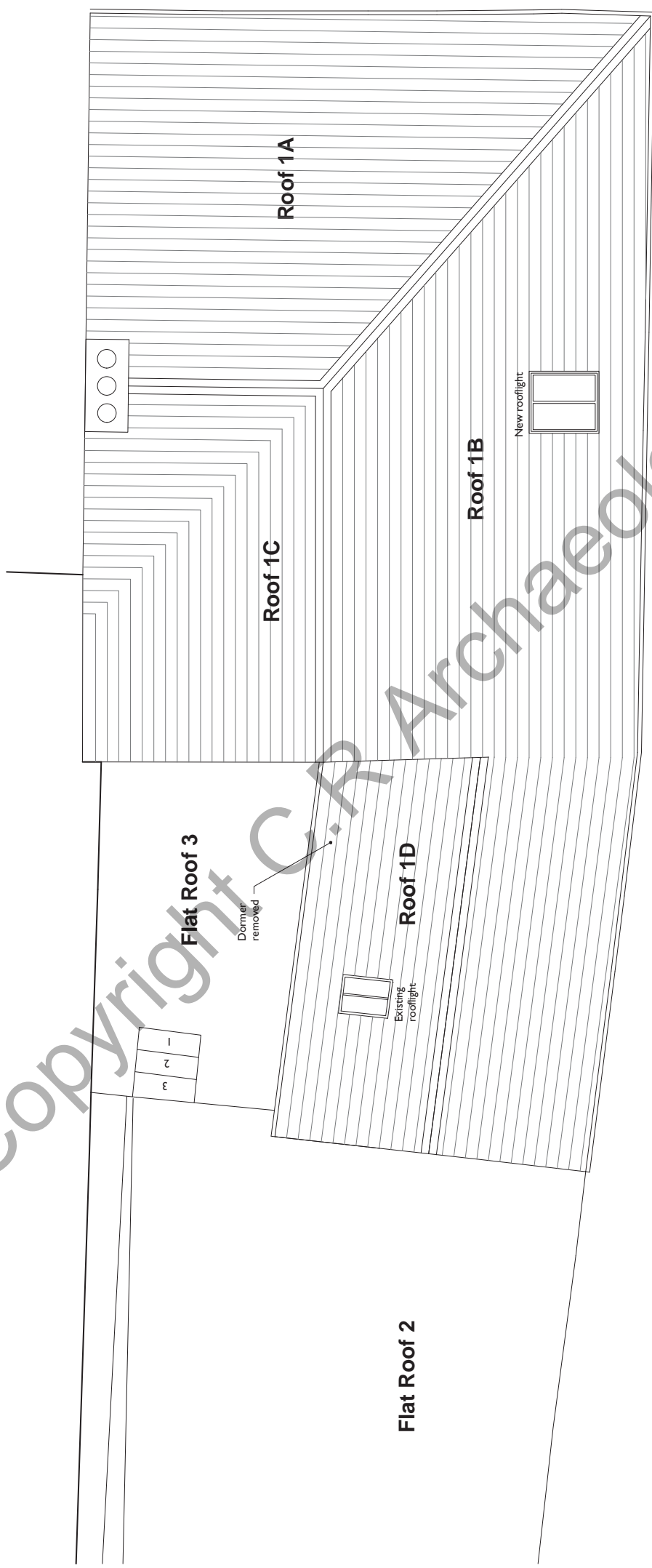


## 2 STANLEY STREET 'BOOZE BUSTER' FIRST FLOOR AS PROPOSED

### 3.22



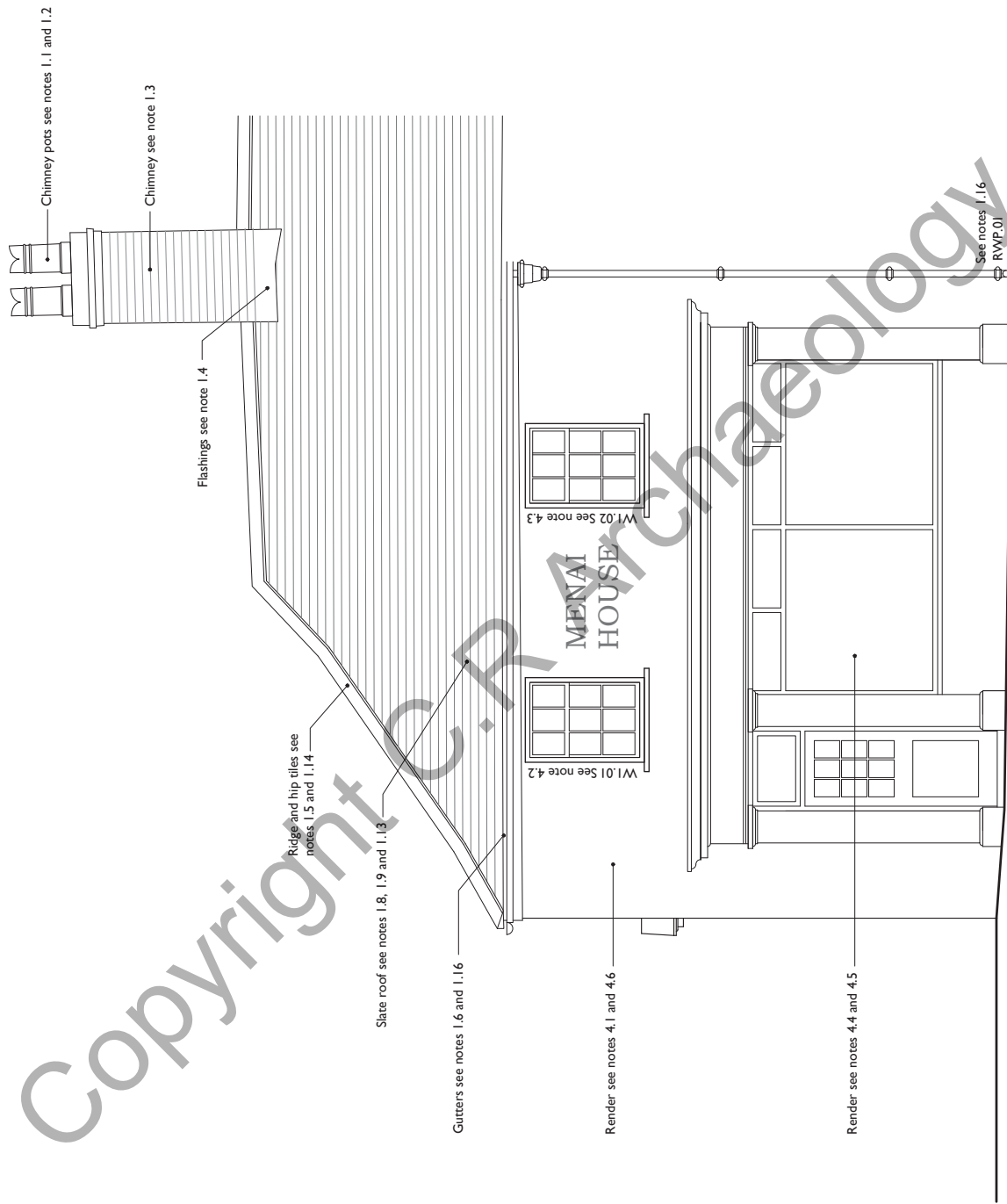
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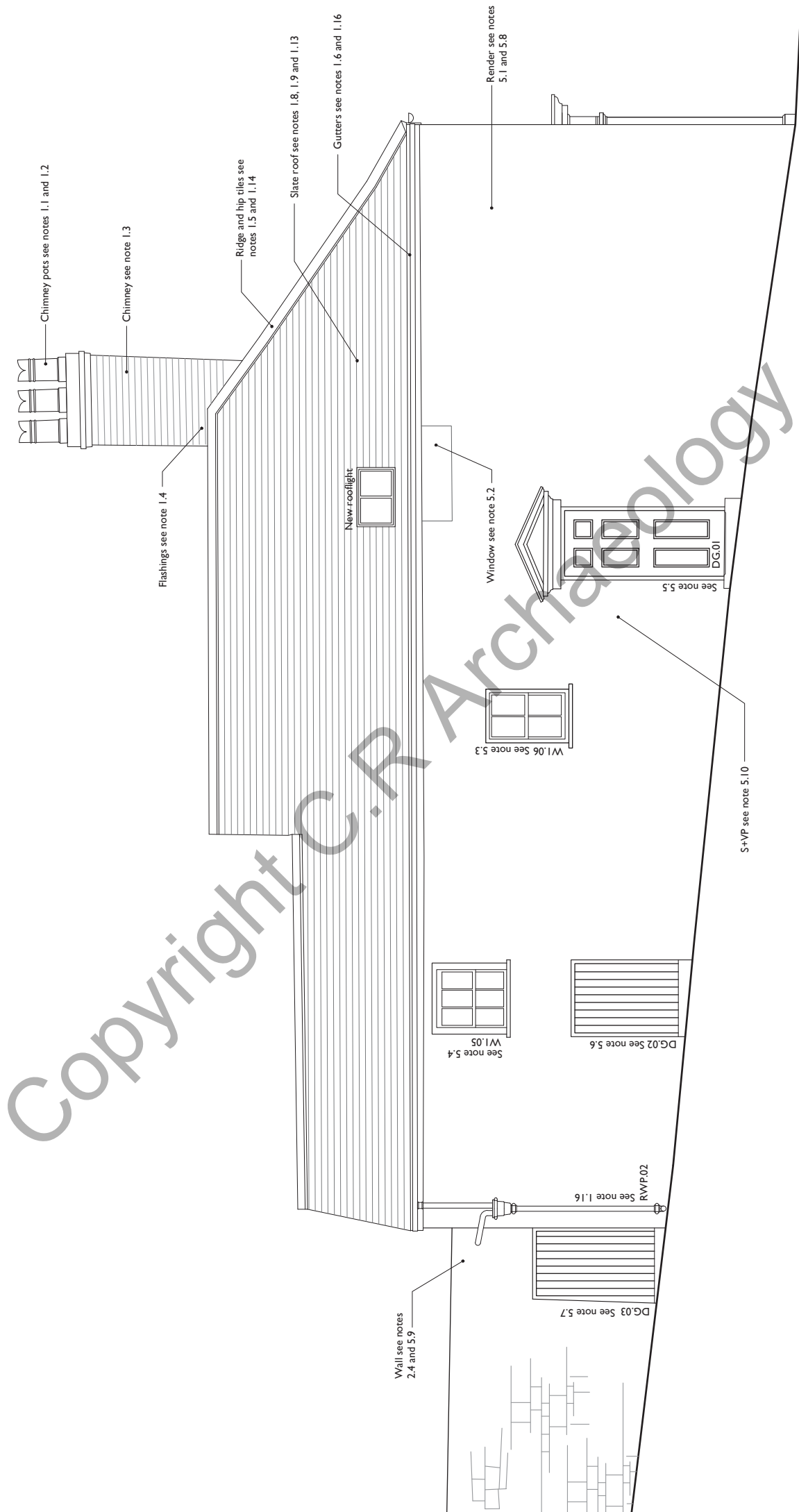


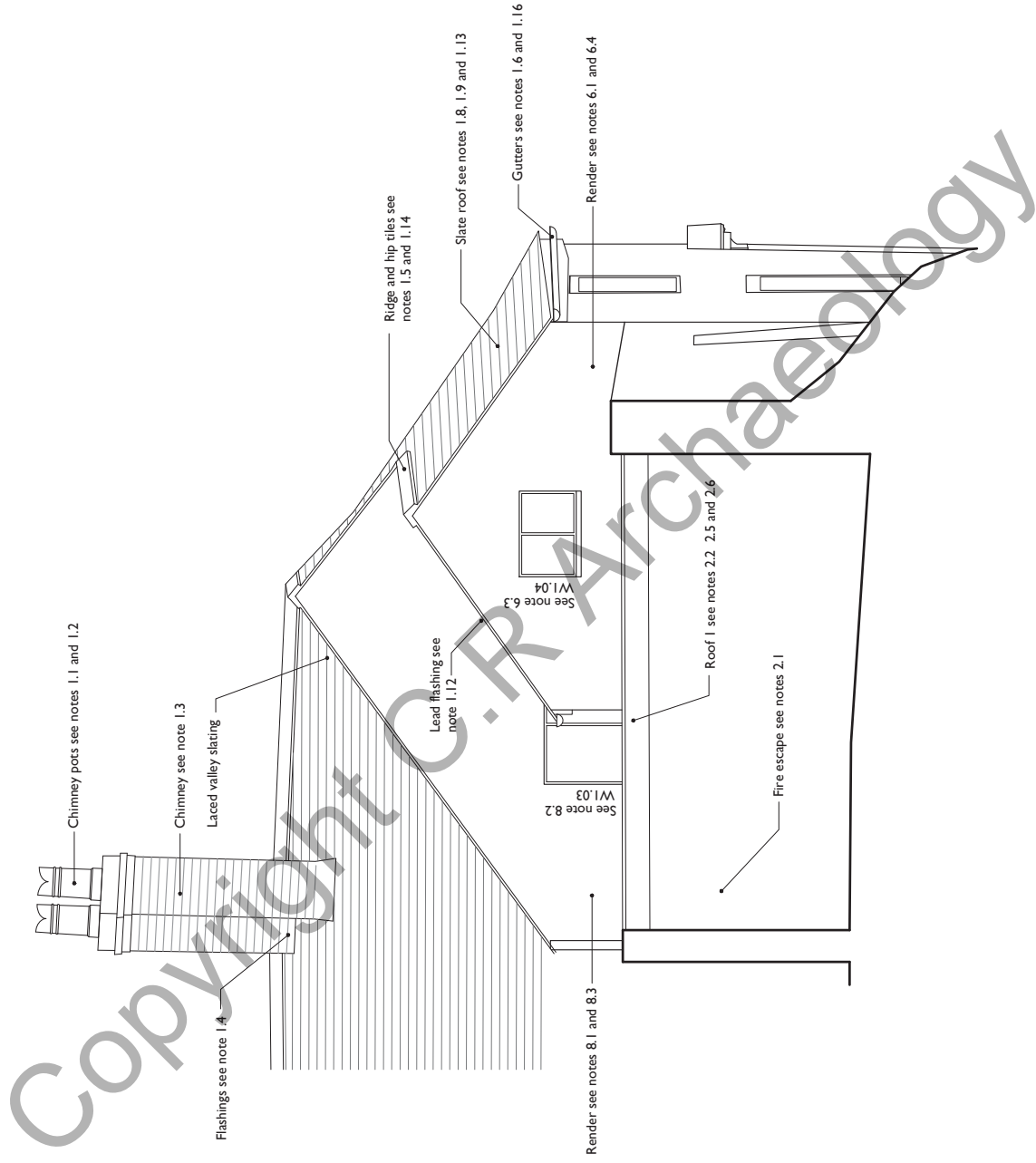




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## **Appendix B. Location and Direction of Photographic Plates**

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Appendix B. Location and Direction of Photographic Plates

