



Worsley Road, Eccles, Salford, Greater Manchester

Archaeological Watching Brief Report





**WORSLEY ROAD, ECCLES,
SALFORD, GREATER MANCHESTER**

Archaeological Watching Brief

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September 2011

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QUALITY ASSURANCE

SITE CODE	78210	ACCESSION CODE	N/A	CLIENT CODE	PRC/KB/11049
PLANNING APPLICATION REF.	-	NGR	SJ 7616 9895		

VERSION	STATUS*	PREPARED BY	APPROVED BY	APPROVER'S SIGNATURE	DATE	FILE
0.1	E	PR	RON	<i>Richard O'Neill</i>	08/09/2011	78210_01_WORSLEYROAD_WB_V0_1
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* I= INTERNAL DRAFT E= EXTERNAL DRAFT F= FINAL

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**WORSLEY ROAD, ECCLES,
SALFORD, GREATER MANCHESTER****Archaeological Watching Brief****Summary**

Wessex Archaeology was commissioned by CgMs Consulting to undertake archaeological monitoring, in the form of a watching brief, during groundworks on land off Worsley Road, Eccles, Salford ('the Site'). The Site, centred on SJ 7616 9895, previously contained the Ellesmere Foundry (later the Albion Works) and the Eccles Cotton Spinning and Manufacturing Mill. The Site more recently contained the modern High Bay Warehouse, used by the Littlewoods Home Shopping Group/Shop Direct until 2006. The groundworks were being carried out as part of residential redevelopment of the Site which was granted planning permission by Salford City Council (Planning Permission Reference: 10/59727/OUT) in March 2011.

The archaeological monitoring was carried out in accordance with a Written Scheme of Investigation (WSI) prepared by CgMs Consulting (2011) and agreed with the Greater Manchester Archaeological Unit, advisors to the Local Planning Authority. The watching brief was undertaken during the removal of a concrete slab and the excavation of 12 trial trenches located to facilitate the removal of stanchion bases. Some additional documentary research was also carried out to compliment the fieldwork.

The monitoring of groundworks primarily revealed evidence for modern surfaces, services, concrete stanchions and made ground. It appeared that the construction of the modern warehouse had removed any structures associated with the previous usage of the Site. Potential demolition rubble deposits from former foundry buildings were observed in three trenches. The only artefacts found during the groundworks, three sherds of Pearlware dating to the first half of the 19th century, were recovered from a trench beyond the footprint of the modern warehouse.

The absence of *in-situ* archaeological structures and deposits relating to the former foundry buildings led to the cessation of the watching brief with the agreement of the Greater Manchester Archaeological Unit (GMAU). The Site archive is currently retained by Wessex Archaeology subject to confirmation with GMAU as to its deposition.

**WORSLEY ROAD, ECCLES,
SALFORD, GREATER MANCHESTER****Archaeological Watching Brief****Acknowledgements**

This project was commissioned by CgMs Consulting and Wessex Archaeology is grateful to Dr Robert Smith in this regard.

Site work was carried out by Philip Roberts (Wessex Archaeology). The report was researched and compiled by Philip Roberts and James Thomson with illustrations by Chris Swales. The project was managed for Wessex Archaeology by Richard O'Neill.

**WORSLEY ROAD, ECCLES,
SALFORD, GREATER MANCHESTER****Archaeological Watching Brief****1 INTRODUCTION****1.1 Project Background**

1.1.1 Wessex Archaeology was commissioned by CgMs Consulting to undertake archaeological monitoring during the removal of a concrete slab and associated foundations at the High Bay Warehouse, situated on land off Worsley Road, Eccles, hereafter 'the Site'. The Site previously contained the Ellesmere Foundry (later the Albion Works) and the Eccles Cotton Spinning and Manufacturing Mill. The work was required as a condition of planning approval for residential redevelopment of the Site.

1.1.2 The proposed redevelopment, comprising construction of a maximum of 175 residential dwellings, was granted planning permission by Salford City Council (Planning Permission Reference: 10/59727/OUT) in March 2011. The planning permission was granted with a number of conditions, of which Condition 8 requires the submission and implementation of a programme of archaeological work as outlined below:

No development shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The development shall not be occupied until the site investigation has been completed in accordance with the programme set out in the approved WSI and provision made for the completion of all elements of that programme. The WSI shall cover the following:

1. *A phased programme and methodology of site investigation, recording and documentary research to include:*
 - *A targeted documentary assessment of the foundry site;*
 - *Archaeological monitoring of the lifting of the existing concrete slab;*
 - *A controlled strip, map and record exercise; and*
 - *Targeted excavation.*
2. *A programme for post investigation assessment to include:*
 - *Analysis of the site investigation records and finds; and*
 - *Production of a final report on the significance of the archaeological and historical interest represented.*
3. *Provision for publication and dissemination of the analysis and report on the site investigation.*
4. *Provision for archive deposition of the report, finds and records of the site investigation.*

5. *Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.*

Reason: *In accordance with PPS5 policy HE12, to record and advance the understanding of the significance of the historic building fabric and/or any buried archaeological remains for archival and research purposes.*

- 1.1.3 The archaeological monitoring of groundworks was carried out in accordance with the Written Scheme of Investigation (WSI) prepared by CgMs Consulting (2011) and agreed with the Greater Manchester Archaeological Unit, advisors to the Local Planning Authority. The monitoring is part of a staged programme of investigation which has included desk-based assessment (CgMs 2006 and 2009), historic building assessment (2006) and heritage assessment (CgMs 2010 and 2011).

1.2 Site Location and Topography

- 1.2.1 The Site is located to the west of Eccles in the western part of the Metropolitan Borough of Salford. The Site is bounded to the east by the Bridgewater Canal, to the south by the Manchester to Liverpool railway, to the west by residential properties fronting Breck Road and Fulworth Road and to the north by a depot accessed off Weymouth Road. Until recently the Site contained the modern High Bay Warehouse, used by the Littlewoods Home Shopping Group/Shop Direct until 2006. The Site covers 4.6 hectares, centred upon National Grid Reference SJ 7616 9895 (**Figure 1**).

2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

2.1 Summary

- 2.1.1 Detailed assessments of the Site's archaeological and historical background have been produced (CgMs 2006 and 2009) along with a historic building assessment (CgMs 2006) and two heritage assessments (CgMs 2010 and 2011). The following presents a summary of the findings supplemented with an enhanced summary of the industrial development of the Site.
- 2.1.2 Assessment of the area within 1.5km of the Site revealed little evidence for prehistoric and early historic activity. Settlement had developed around the Site by the Medieval period with Barton Old Hall to the southwest, and Monton Hall to the east. However, the Site itself is believed to have remained marginal uninhabited land until rapid industrial development in the 19th century. Early industrialisation in the Eccles and Patricroft area took the form of silk and cotton mills.
- 2.1.3 The Site is bounded by what are commonly held to be two of the most important developments of the transport infrastructure in Britain during the early Industrial period: namely the Bridgewater Canal and the Liverpool to Manchester Railway. The Bridgewater Canal, commissioned by Francis Egerton, the Duke of Bridgewater, and engineered by James Brindley, opened in July 1761 transporting coal from Worsley to the emerging industries of Manchester in significantly greater quantities and at a much lower cost than was previously possible along the roads. The construction of the Liverpool to Manchester Railway followed in 1830, built by George

Stephenson and represented the first railway to carry both goods and passenger traffic.

- 2.1.4 Despite the position of the Site at the junction of these major works, the land on either side of the canal to the north of the railway remained undeveloped until 1836. In that year the Bridgewater Foundry was opened by James Nasmyth on the eastern side of the canal. The works specialised in the production of locomotives and was named in honour of the Duke of Bridgewater on account of the works being built on the first mile of the canal that the Duke had constructed (Nasmyth 1883, 196). At the time Nasmyth purchased the land he recollects that it was under turf, and that the clay below the surface supplied the materials for the construction of the works (*ibid.*).
- 2.1.5 The Ordnance Survey map of 1848 shows the Site as largely undeveloped modern enclosures with a circular enclosure (possibly a drainage pond or clay pit), and an open sided rectangular structure in the northwest corner of the enclosure in the southeast of the Site. An etching of the Bridgewater Foundry produced in the late 1830s illustrates the western bank as pasture, possibly with ridge and furrow earthworks (**Plate 1**).
- 2.1.6 Development on the western side of the canal did, however, follow soon after with the construction of Ellesmere Foundry on a 1.6 acre plot in the southeast corner of the Site. Initially known as J. Leigh and Co., the foundry was founded by Joseph Leigh, and by 1854 is recorded as manufacturing and distributing stationary engines and winding gear (Bolton Archives doc. ref. ZHH/4/272). The works were sold to W H Bailey in 1899 (**Plate 2**) who renamed it the Albion Works and operated out of it producing pipes and valves. The buildings were demolished in 1986 (Salford Planning and Transportation Regulatory Panel Report for 09/58201/OUT).
- 2.1.7 The northern 4.5 acres of the Site remained undeveloped until the early 20th century. The land was acquired by the Eccles Borough Council in order to address concerns for the declining state of the Borough's industry after two Eccles mills had been destroyed by fire. At the behest of the Mayor, several members of the council formed the Eccles Spinning and Manufacturing Company and a large modern mill was opened on the Site in 1906.
- 2.1.8 The development of the mill was in conjunction with the creation of adjacent allotment gardens which lay within the Site and a football ground which did not. These facilities were likely associated with the mill, reflecting the philanthropic concerns of the time where mill owners sought to improve the lives of their workers by encouraging clean outdoor healthy living.
- 2.1.9 The building continued in use as a mill until c. 1970 when it was converted into a warehouse for use of the General Universal Stores (GUS) plc division of the Littlewoods chain (Report of the Deputy of Housing and Planning 2008). In 2006 the company closed the warehouse, transferring the facility to Oldham, and the building was ultimately demolished in 2008.

3 AIMS AND OBJECTIVES

3.1 Aims

3.1.1 The principal aim of the archaeological programme of works was to monitor slab removal and ground disturbance during the course of the demolition of the High Bay Warehouse, in order to establish whether any archaeological deposits survive within this area and to ensure their preservation by record.

3.2 Objectives

3.2.1 In order to address the above principal aim, the specific objectives were:

- To control the process of demolition so that any exposed archaeological remains are not destroyed without record;
- To monitor the demolition in order to ensure that any below-ground archaeological remains are identified; and
- To ensure the recording of archaeological remains affected by the demolition works, to place this record in its local context and to make this record available.

4 METHODOLOGY

4.1 Standards

4.1.1 The archaeological monitoring was carried out in accordance with the following:

- A Written Scheme of Investigation (WSI) prepared by CgMs Consulting (2011); and
- Current industry best practice and guidance (English Heritage 2006, the Institute for Archaeologists (IfA) 2008a and 2008b).

4.2 Scope of Work

4.2.1 Archaeological monitoring was to take place on all groundworks associated with the demolition of the High Bay Warehouse. This was intended to include the removal of the concrete floor slab and the subsequent removal of all stanchion bases. However, once it became clear that made ground was in evidence to depth beneath the concrete slab (which was significantly thicker than anticipated at c. 1.2m in height), monitoring of the slab excavation was reduced to occasional site visits.

4.2.2 Subsequent monitoring included the machine excavation of 10 trial trenches adjacent to stanchion bases (trenches E1-5 and I1-5) to facilitate their removal. In addition, two trial trenches (TT6 and TT7) were also excavated. The trial trenches, measuring approximately 6m-7m by 6m-7m and 1m-1.6m in depth, were excavated under archaeological supervision.

4.2.3 The location of all the trenches (including TT7 which was abandoned) are shown in **Figure 2** and listed in **Table 1 (Appendix 1)**. Occasional site visits were also made to observe the progress of groundworks.

5 RESULTS

5.1 Introduction

5.1.1 An outline of the results of the archaeological monitoring during the groundworks is presented below. Summaries of observed stratigraphy are provided in **Table 2**.

5.2 Stanchion Base Trenches

5.2.1 Trial trenches were dug adjacent to stanchion bases to facilitate their removal. The stanchion bases formed two central rows providing internal support to the High Bay Warehouse (**Plates 3-4**).

5.2.2 **Trial trenches E1 - E5** were located toward the southern area of the High Bay Warehouse footprint and formed a line orientated west-east, parallel to **trial trenches I1 - I5** further north. The deposits observed within each trench were consistent throughout and represented made ground designed to act as packing for the aforementioned bases and as foundation for the concrete slab floor of the warehouse itself. All the trenches were of a fairly consistent size being broadly 7m x 7m and varying in depth from 1-1.4m. The stanchion bases had a height of 1.3m and sat within modern stone hardcore packing (**E1002 - E5002**) to a depth of 1-1.4m (bgl). Further modern disturbance had been caused by the presence of concrete piles which formed additional foundations for the warehouse. The depth of the piles was not known at the cessation of archaeological monitoring.

5.2.3 In two trenches (**E1** and **E5**) a silty deposit was revealed at a depth of 1-1.2m (bgl). This deposit (**E1005** and **E5003** respectively) contained red brick and sandstone rubble, possibly demolition rubble from former foundry buildings.

5.2.4 **Trial trenches I1 - I5** were located to the north of, and parallel to, trenches **E1 - E5**. Each trench was again broadly consistent in terms of both size and stratigraphy, although the depth of the trenches varied from 1.18-1.6m (bgl). The stanchion bases had a height of 1.3m and sat with modern hardcore packing (**I1002 - I5002**) to a depth of 1.18-1.46m (bgl). As with trenches **E1 - E5**, further modern disturbance had been caused by the presence of concrete piles which formed additional foundations for the warehouse. The depth of the piles was not known at the cessation of archaeological monitoring. A modern plastic-covered ceramic drain, orientated east to west, was revealed at the southernmost end of trenches **I1 - I4**.

5.2.5 In trench **I1** a silty rubble deposit (**I1002**) was observed at 1.32m bgl, similar to that (**E1005**) and (**E5003**) found further south, possibly represents demolition rubble from the former foundry buildings.

5.2.6 **Trial trench 6** (TT6) was located in the south-east corner of Site, just outside the footprint of the High Bay Warehouse in order to assess the potential survival of remnants of the former foundry. A trench (**Plates 5-6**) measuring 5m x 4.9m x 1.4-1.6m was excavated, orientated north-west to south-east.

5.2.7 The excavation revealed extensive modern disturbance relating to the construction of the road surrounding the warehouse. The initial hardcore

deposit varied in depth from 0.16-0.24m, and was similar to the hardcore foundation deposits found in trenches **E1 - E5** and **I1 - I5**. Beneath this was a fabric sheet and modern services: a plastic yellow (gas) pipe in the east of the trench, and a north to south running ceramic drain. Three sherds of pottery were recovered from a sandy layer **6010** observed towards the base of the trench at 0.84-1.44m bgl. Excavation ended at a depth of 1.6m (bgl) with no archaeological structures observed. The construction of the warehouse, in association with modern services, appeared to have removed any former structures in this area.

- 5.2.8 **Trial trench 7 (TT7)**, orientated east to west, was located to the west of Trial Trench 6, within the footprint of the warehouse. This trench was quickly abandoned due to the presence of concrete piles which made further excavation impractical. No recording, other than digital photography, was undertaken before the trench was backfilled.

6 ARTEFACTS

6.1 Ceramics

- 6.1.1 Three sherds of pottery were recovered from deposit **6010** in Trench 6, all from the same vessel and conjoining. The vessel is a bowl with a small footing, carrying banded slip with 'mocha' decoration. Mocha ware was made in considerable quantities throughout the 19th century and up to about 1939, mainly as jugs and tankards for use in public houses, although other domestic vessels such as bowls were also made. This example is in pearlware, which can therefore be dated to the first half of the 19th century.

7 CONCLUSIONS

7.1 Summary

- 7.1.1 The monitoring of groundworks at Worsley Road, Eccles, in advance of residential redevelopment, primarily revealed evidence for modern surfaces, services, concrete stanchions and made ground. It appeared that the construction of the modern High Bay Warehouse had removed any structures associated with previous usage of the Site. Potential demolition rubble deposits from former foundry buildings were observed in three trenches. The only artefacts found during the groundworks, three sherds of Pearlware dating to the first half of the 19th century, were recovered from a trench beyond the footprint of the modern warehouse.

8 ARCHIVE

8.1 Preparation

- 8.1.1 Details of the project archive consisting of all primary written documents, plans, photographs and electronic data are provided in **Table 1 (Appendix 1)**. The archive will be prepared by Wessex Archaeology staff in accordance

with the requirements of the repository body and with current industry guidelines Brown (2007).

8.2 Deposition

8.2.1 The arrangements for deposition of the archive are to be confirmed with the Greater Manchester Archaeological Unit. Until then the archive will be stored at Wessex Archaeology's Sheffield office.

8.2.2 Copies of the report will be submitted with the site archive, and to the Sites and Monuments Record. An OASIS form will be completed at <http://ads.ahds.ac.uk/project/oasis/> for inclusion in the ADS database. This will include an electronic copy of the report in PDF format.

9 REFERENCES

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- CgMs. 2006. Archaeological Desk Based Assessment – Land off Worsley Road, Eccles.
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- Love, B. 1839. Manchester As It Is.

APPENDICES

Appendix 1: Trench data

Table 1: Trial trench locations

Trial Trench	Easting	Northing
E1	376117	398819
E2	376132	398819
E3	376147	398819
E4	376163	398819
E5	376177	398819
I1	376117	398788
I2	376133	398788
I3	376148	398788
I4	376163	398788
I5	376178	398788
TT6	376198	398761
TT7	376188	398760

Table 2: Trial trench summaries

Trial Trench	Depth excavated	Description
E1	1.2m	Concrete and fe stanchion base E1001 5m x 2.55m x 1.3m. Hardcore packing and made ground E1002 0-1.2m bgl; vertical cut E1003 observed 0-1.2m containing concrete and fe pile E1004 for warehouse floor and further packing. Cut E1003 truncates stanchion packing 1002 and underlying silty deposit E1005 at 1-1.2m bgl with stone and red brick fragments.
E2	1.4m	Concrete and fe stanchion base E2001 5m x 2.55m x 1.3m. Hardcore packing and made ground E2002 0-1.4m bgl; vertical cut E2003 observed 0-1.4m bgl containing concrete and fe pile E2004 for warehouse floor and further limestone packing. Cut E2003 truncates stanchion packing E2002.
E3	1.36m	Concrete and fe stanchion base E3001 5m x 2.55m x 1.3m. Hardcore packing and made ground E2002 0-1.36m bgl; vertical cut E3003 observed 0-1.36m bgl containing concrete and fe pile E3004 for warehouse floor and further limestone packing. Cut E3003 truncates stanchion packing E3002.
E4	1m	Concrete and fe stanchion base E4001 5m x 2.55m x 1.3m. Sandy rubble E4002 0-0.26m bgl; overlies hardcore deposit E4003 observed 0.26-0.42m bgl containing some slate and red brick frags; overlies E4004 hardcore packing for stanchion base and made ground 0.42-1m bgl.
E5	1.15m	Concrete and fe stanchion base E5001 5m x 2.55m x 1.3m. Hardcore packing and made ground E5002 0-1m bgl; overlies silty deposit E5003 at 1-1.15m bgl with stone and red brick fragments.
I1	1.6m	Concrete and fe stanchion base I1001 5m x 2.55m x 1.3m. Hardcore packing and made ground I1002 0-1.32m bgl; overlies silty deposit I1003 at 1-1.6m bgl with sandstone and red brick frags.

Trial Trench	Depth excavated	Description
I2	1.46m	Concrete and fe stanchion base I2001 5m x 2.55m x 1.3m. Hardcore packing and made ground I2002 0-1.46m bgl; vertical cut I2003 observed 0-1.46m bgl containing concrete and fe pile I2004, 0.32m in width for warehouse floor and further limestone packing. Cut I2003 truncates stanchion packing I2002.
I3	1.42m	Concrete and fe stanchion base I3001 5m x 2.55m x 1.3m. Hardcore packing and made ground I3002 0-1.42m bgl; vertical cut I3003 observed 0-1.42m bgl containing concrete and fe pile I3004, 0.3m in width for warehouse floor and further limestone packing. Cut I3003 truncates stanchion packing I3002.
I4	1.23m	Concrete and fe stanchion base I4001 5m x 2.55m x 1.3m. Hardcore packing and made ground I4002 0-1.42m bgl; vertical cut I4003 observed 0-1.23m bgl containing concrete and fe pile I4004, 0.26m in width for warehouse floor and further limestone packing. Cut I4003 truncates stanchion packing I4002.
I5	1.18m	Concrete and fe stanchion base I5001 5m x 2.55m x 1.3m. Hardcore packing and made ground I5002 0-1.18m bgl; vertical cut I5004 observed 0-1.18m bgl containing concrete and fe pile I5003, 0.3m in width for warehouse floor and further limestone packing. Cut I5004 truncates stanchion packing I5002.
TT6	1.6	Vertical cut 6006 filled by silt 6007 truncates 6001-6003 and possibly 6004-6005 0-0.6m bgl; hardcore rubble 6001 0.16-0.24m bgl; overlies fabric sheet 6002; in turn overlies silt rubble deposit 6003 0.26-0.6m bgl, disturbed material associated with modern ceramic drain in east of the trench and north to south gas pipe 6005 within cut 6006 0.5-0.6m bgl; Rubble layer 6008 0.6-0.74m bgl; overlies silt sand layer 6009 0.74-0.84m bgl; overlies sandy layer 6010 0.84-1.44m bgl containing ceramic; overlies fine sand layer 6011 1.44-1.6m bgl.
TT7	n/a	Abandoned due to presence of piling

Appendix 2: Archive

Table 3: Archive Index

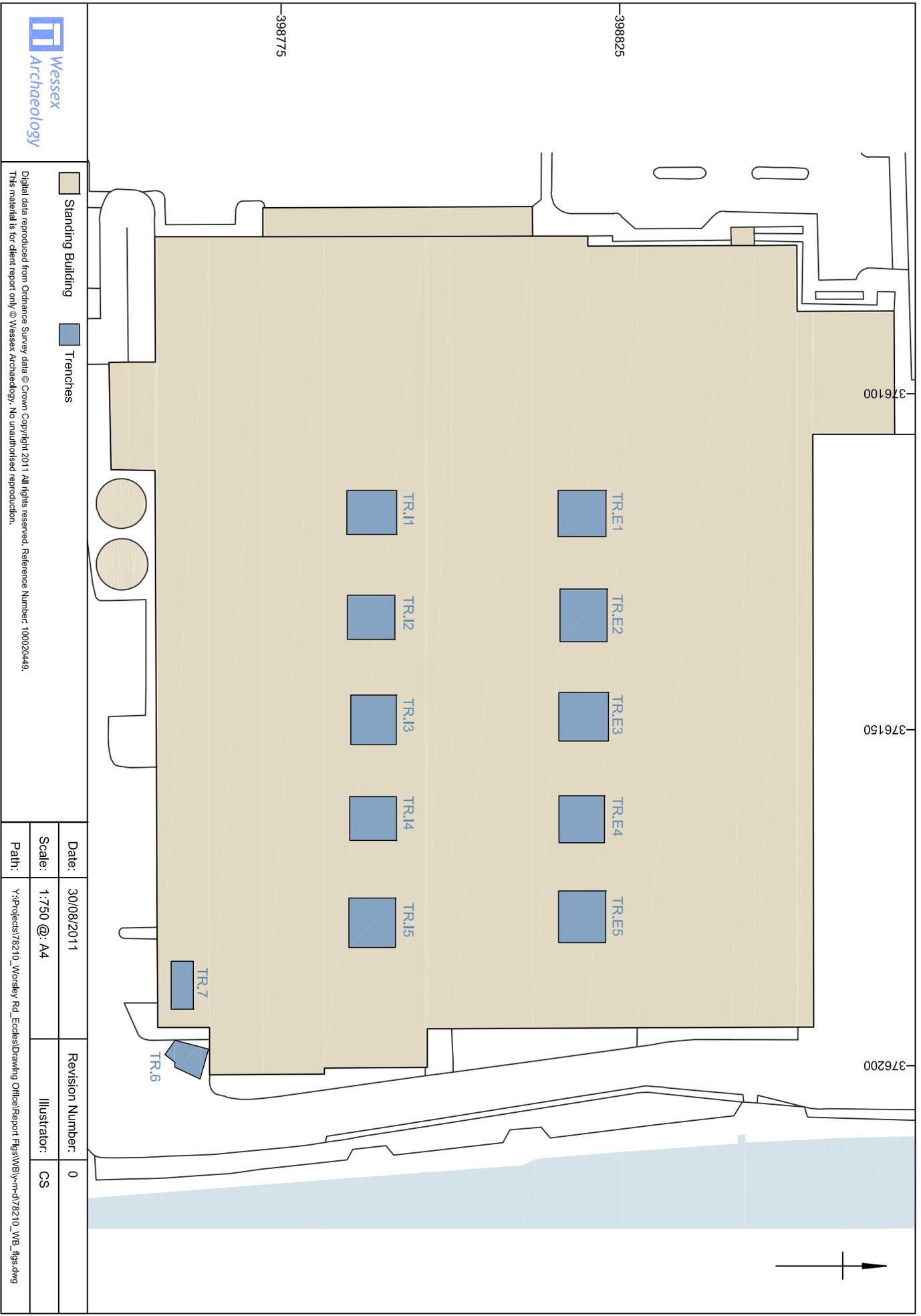
Paper archive			
Folder no.	Folder type	Item(s)	No/Pages
1	A4 ring binder	CgMs WSI	13
		Risk Assessment and Method Statements	28
		Day register	1
		Day book	9
		Test Pit/Trial Trench Record sheets	12
		Photographic Record sheet	2
		Site location drawings	2
		Report (.pdf copy)	



	Site location Site boundary	Contains Ordnance Survey data © Crown Copyright and database right 2010 This material is for client report only © Wessex Archaeology. No unauthorised reproduction.	
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Site location

Figure 1



Site plan

Figure 2

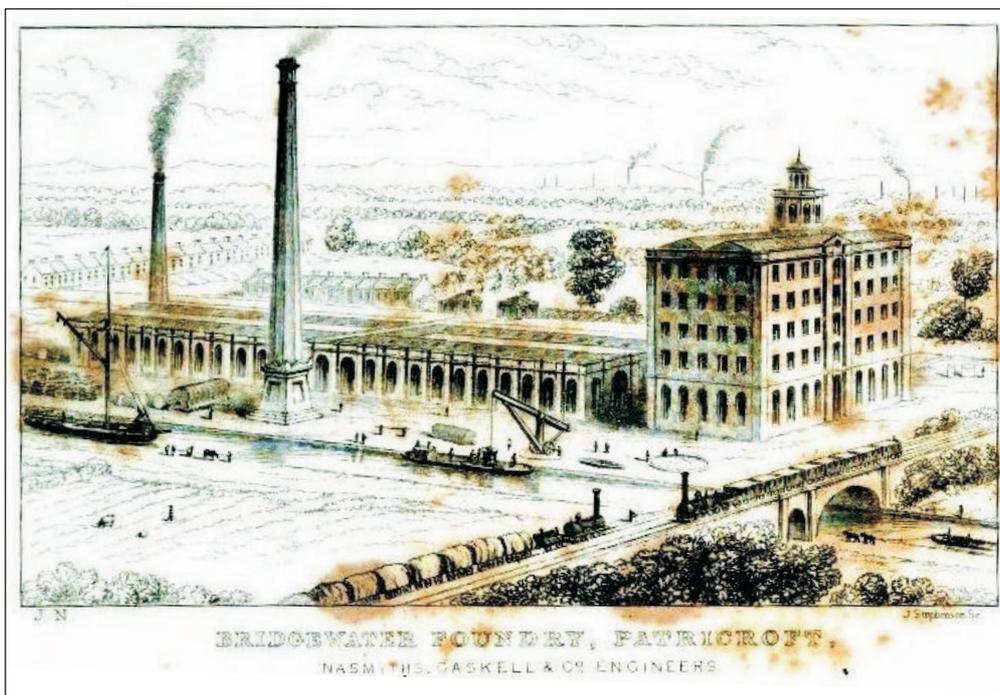


Plate 1: Etching showing the site (bottom left) as fields c.1830's (Love 1839).



Plate 2: W H Bailey's Albion Works, c/o Trafford Local Studies (T2113).

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Plate 3: General shot of stanchion bases, pre excavation.



Plate 4: One of the removed stanchion bases.

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Plate 5: Pre excavation shot of Trial Trench 6.



Plate 6: Trial Trench 6 post excavation, looking south.

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