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**MOTEL BUILDING, M1 SERVICE AREA NORTH, LINFORD
LANE, NEWPORT PAGNELL, MK16 8DS**

BUILDING RECORDING

Author: William Waring Lee Prosser Tansy Collins Kath Henry	
NGR: SP 8565 4349	Report No: 4684
District: Milton Keynes	Site Code: EMK1244
Approved: Claire Halpin MIfA	Project No: 5846
Signed:	Date: 30 September 2014

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OASIS SUMMARY SHEET

Project details			
Project name	<i>Days Inn motel building, Motorway Service Area North, Linford Lane, Newport Pagnell</i>		
<p><i>In September 2014, Archaeological Solutions (AS) carried a programme of building recording at the Days Inn motel building, M1 Motorway Service Area North, Linford Lane, Newport Pagnell. The recording was carried out as part of a planning condition in advance of the proposed demolition of the existing motorway hotel, and its replacement with a new hotel and office building.</i></p> <p><i>The site lies near the historic town of Newport Pagnell which, throughout its past, has served as a thoroughfare settlement. The motorway was opened in 1959, and the service area followed a year later, as the earliest service catering to cars and lorries. The hotel was constructed in 1970-71 by the Forte Group, to a common design found in other service areas on Britain's motorway network. On its main frontage it echoed the classic 1950s American motel, whilst providing en-suite accommodation and other services such as a lounge and bar.</i></p> <p><i>Technical analysis shows that the building is typical of its era, retaining much of its original layout, and one or two decorative features, but has been altered extensively through repeated refurbishment. The main frontage was probably distinguished by subtle colouring, but much of this has also been obscured beneath modern paint.</i></p>			
Project dates (fieldwork)	<i>September 2014</i>		
Previous work (Y/N/?)	<i>N</i>	Future work (Y/N/?)	<i>N/A</i>
P. number	<i>P5846</i>	Site code	<i>EMK1244</i>
Type of project	<i>Building Recording</i>		
Site status	<i>Brownfield</i>		
Current land use	<i>In use as a motel/hotel</i>		
Planned development	<i>Construction of a new hotel and office building</i>		
Main features (+dates)	<i>1970s</i>		
Significant finds (+dates)	<i>N/a</i>		
Project location			
County/District/ Parish	<i>Buckinghamshire</i>	<i>Milton Keynes</i>	<i>Great Linford</i>
HER/ SMR for area	<i>Buckinghamshire Historic Environment Record</i>		
Post code (if known)	<i>MK18 8DS</i>		
Area of site	<i>3.09ha</i>		
NGR	<i>SP 8565 4349</i>		
Height AOD (min/max)	<i>c.70m</i>		
Project creators			
Brief issued by	<i>N/A</i>		
Project supervisor/s (PO)	<i>AS</i>		
Funded by	<i>Welcome Break</i>		
Full title	<i>Days Inn motel building, M1 Motorway Service Area North, Linford Lane, Newport Pagnell MK16 8DS: Historic Building Recording</i>		
Authors	<i>Will Waring Lee Prosser Tansy Collins Kath Henry</i>		
Report no.	<i>4684</i>		
Date (of report)	<i>September 2014</i>		

**DAYS INN MOTORWAY BUILDING,
M1 MOTORWAY SERVICE AREA NORTH, LINFORD LANE,
NEWPORT PAGNELL MK16 8DS**

BUILDING RECORDING

SUMMARY

In September 2014, Archaeological Solutions (AS) carried a programme of building recording at the Days Inn motel building, M1 Motorway Service Area North, Linford Lane, Newport Pagnell. The recording was carried out as part of a planning condition in advance of the proposed demolition of the existing motorway hotel, and its replacement with a new hotel and office building.

The site lies near the historic town of Newport Pagnell which, throughout its past, has served as a thoroughfare settlement. The motorway was opened in 1959, and the service area followed a year later, as the earliest service catering to cars and lorries. The hotel was constructed in 1970-71 by the Forte Group, to a common design found in other service areas on Britain's motorway network. On its main frontage it echoed the classic 1950s American motel, whilst providing en-suite accommodation and other services such as a lounge and bar.

Technical analysis shows that the building is typical of its era, retaining much of its original layout, and one or two decorative features, but has been altered extensively through repeated refurbishment. The main frontage was probably distinguished by subtle colouring, but much of this has also been obscured beneath modern paint.

1 INTRODUCTION

1.1 In September 2014, Archaeological Solutions (AS) carried a programme of building recording at the Days Inn motel building, on the M1 northbound service area at Newport Pagnell (Linford Lane, MK16 8DS: NGR SP 8565 4349; Figs. 1 & 2). The recording was carried out as part of a planning condition in advance of the proposed demolition of the existing motorway hotel, and its replacement with a new hotel and office building (MKC Approval Ref. 13/01608/FULL).

1.2 The programme of building recording and archaeological/building monitoring was undertaken according to advice issued by the Senior Archaeological Officer of Milton Keynes Council (MKC AO), and a specification (Written scheme of investigation) issued by AS (dated 7th July 2014) and approved by the MKC AO. It followed the procedures outlined in the English Heritage document *Understanding historic buildings: a guide to*

good recording practice, 2006 and also conformed to the Institute of Field Archaeologists (IFA) *Standard and guidance for the archaeological investigation and recording of standing buildings or structures* (revised 2008). The level of recording was to Level 3 as defined in the EH documents.

Planning policy context

1.3 The National Planning Policy Framework (NPPF 2012) states that those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest are heritage assets. The NPPF aims to deliver sustainable development by ensuring that policies and decisions that concern the historic environment recognise that heritage assets are a non-renewable resource, take account of the wider social, cultural, economic and environmental benefits of heritage conservation, and recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. The NPPF requires applications to describe the significance of any heritage asset, including its setting that may be affected in proportion to the asset's importance and the potential impact of the proposal.

1.4 The NPPF aims to conserve England's heritage assets in a manner appropriate to their significance, with substantial harm to designated heritage assets (i.e. listed buildings, scheduled monuments) only permitted in exceptional circumstances when the public benefit of a proposal outweighs the conservation of the asset. The effect of proposals on non-designated heritage assets must be balanced against the scale of loss and significance of the asset, but non-designated heritage assets of demonstrably equivalent significance may be considered subject to the same policies as those that are designated. The NPPF states that opportunities to capture evidence from the historic environment, to record and advance the understanding of heritage assets and to make this publicly available is a requirement of development management. This opportunity should be taken in a manner proportionate to the significance of a heritage asset and to impact of the proposal, particularly where a heritage asset is to be lost.

2 DESCRIPTION OF THE SITE

2.1 The motel building and ancillary structures, currently operated by Days Inn, are set beside c.3.09 ha of open paddock at the western end of the northbound motorway services at Newport Pagnell. The site lies c.166m west of the M1 carriageways, which extend some 1.6km west of the historic settlement of Newport Pagnell and c.5.3km north of central Milton Keynes.

2.2 Access to the site is given via a slip road from the M1 northbound carriageway, while a footbridge travelling over the motorway connects the northbound and southbound service areas. Further access is given by Little Linford Lane, c.138m north of the site, which travels east/west over the M1.

3 METHOD OF WORK

3.1 Historical and cartographic sources

The principal source for this type of evidence was the Centre for Buckinghamshire Studies, based in County Hall, Aylesbury. Relevant documents are listed in Appendix 1 and reproduced in Figs. 3-7. A series of drawings pertaining to the design and construction of the building between 1969 and 1971 were also provided by the client and the MKC AO; where relevant these documents have been reproduced in Figs. 8 – 11.

3.2 Secondary sources

The principal sources for this type of evidence was the Centre for Buckinghamshire Studies, based in County Hall, Aylesbury, and AS's own in-house library, in addition to online resources. The MKC AO provided plans from the original 1969 planning application. Unpublished sources regarding the assessment area, such as previous field evaluation reports and desk-based assessments, have also been consulted. All sources are listed in the bibliography.

3.3 Building Recording

3.3.1 The site was visited on 3rd and 4th of September in order to compile descriptions of the building and undertake the drawing and photographic work. The written description and analysis was carried out by Will Waring and Lee Prosser, the photographic surveys were carried out by Tansy Collins and Will Waring, while the drawing work was completed by Kathren Henry.

3.3.2 The photographic recording was conducted using medium format (4.5cm x 6cm) black and white film and included all external views and general internal shots. Colour photographs were taken using a Canon 60d, and supplementary colour photography was conducted using a 35mm film camera. External lighting and weather conditions were good at the time of the survey. A scale was used wherever possible, and a flash was employed for internal shots. A pictorial index of the digital photography and selected colour plates are included below together with location plots (Fig 12).

3.4 Geological/geotechnical information

A description of the superficial and solid geology of the local and surrounding area was compiled in order to assess the likely presence and potential condition of any archaeological remains on the site. This information was drawn from appropriate maps published by the Geological Survey of Great Britain (BGS 1978), and the Soil Survey of England and Wales (SSEW 1983).

4 THE EVIDENCE

4.1 Topography, geology & soils

4.1.1 The site lies at approximately 70m AOD on the shallow terraces of the river Great Ouse, which meanders through the area north of Milton Keynes and Newport Pagnell, while the river Lovat flows northwards towards its confluence with the Great Ouse c.2.5km east of the site. The landscape is one of gentle undulations between 60m and 100m AOD, punctuated by artificial lakes and ponds formed as a result of gravel extraction. The solid geology of the site comprises clay of the Jurassic Oxford Clay formation, overlain by soils of the Hanslope association, which consist of slowly permeable calcareous clayey soils.

4.2 Archaeological & historical background

4.2.1 The historic settlement of Newport Pagnell has a long history, from its position on the Roman Watling Street, which provided the main line of communication between London and Wroxeter. Anglo-Saxon evidence has been found around the town in the form of cemeteries with rich grave goods, while at the Norman Conquest, the manor was of considerable size and value. Throughout the medieval period, the settlement continued as a prosperous major market town with its own charter, secured by the religious establishment at Tickford Priory. Later, Newport Pagnell was of strategic importance during the English Civil War, and maintained its position on the main overland routes, into the modern era.

The Site

4.2.2 The site lies on the western edge of the historic town of Newport Pagnell, now lying within the modern administrative borough of Milton Keynes. Cartographic sources provide an insight into the historic layout of the area, which has been transformed as a result of the construction of the M1.

4.2.3 The earliest cartographic source is Jeffrey's 1770 Map of Buckinghamshire. Given the small scale, no detail is afforded regarding the layout of Newport Pagnell or its surrounding area, but the area is depicted as open fields.

4.2.4 The 1st and 2nd Edition Ordnance Survey maps of 1880 and 1900 provide more detail, showing the layout of roads and field boundaries at this time. Still recognisable today is the route of Little Linford Lane, which extends east/west, some 140m north of the site, now passing over the M1 via a bridge. The area south of the lane, now occupied by the motorway services was part of "Hare's Farm" with its associated agricultural landscape.

4.2.5 The 1926 Edition and 1952 Provisional Edition Ordnance Survey maps show little change, except for the renaming of "Hare's Farm" as "Walnut's Farm". Some housing and allotment gardens had encroached in the area east

of the site at the junction between Wolverton Road and Little Linford Lane, however.

4.2.6 The first section of the M1 motorway was constructed through the area in the late 1950s and opened in 1959. Newport Pagnell was the site of the second motorway services opened to traffic (Watford Gap having opened slightly before to freight vehicles) and was owned and operated by the company Forte. The services opened in 1960, having the distinction of being the first to accommodate both lorries and cars. Between 1969 and 1971, Forte constructed the existing building as an American-style motel, with its rooms given direct access from the car park, and allowing patrons to park their cars outside their rooms. The architect was Lam Biel and Partners (later Lambiel Associates). Originally branded as an “Excelsior Motor Lodge”, the site was one of several motorway hotels constructed at Forte motorway services across the U.K., all following an identical design. Days Inn at Charnock Richard services, between junctions 27 and 28 of the M6 survives in almost identical form.

4.2.7 The site itself was one of the last remaining “Welcome Lodges” prior to its re-branding as Days Inn in 2009. The building was scheduled to be demolished and rebuilt prior to its re-branding but this never occurred, and as such has retained much of its original form.

5 THE BUILDING

Exterior

5.1 As noted above, the motel lies to the west of the main service area, between a car park and an open paddock which provides a rural aspect for guests. In layout and form, the building conforms to the classic American model of a hotel/motel; it is laid out on a T-shaped plan with a central reception block and flanking wings which give access directly to rooms from the car park, while a more conventional central wing extends to the rear. The building is of typical early 1970s construction; flat-roofed, steel and thermalite block construction with textured brick or tile skin, cast concrete and steel balconies. The façade is low, given added prominence by a squat, central tower, which formed a fascia for the hotel logo originally.

5.2 The main façade has flanking wings on either side of the main reception block on two levels, the upper level having an open balcony. The central block is dominated by a large, slightly swept porte-cochère, or canopy which protects large plate-glass windows lighting the reception. The main central block rises to two storeys, also glazed but much altered, and is topped by the water tower, hidden behind vertical boarding. The canopy appears little altered from its original concept, being constructed of steel with timber and supported by plain tubular columns, the outer four continuing as flagpoles. Internally, the soffit timber supports large square Perspex lighting panels (c.40 in number) lit from the rear by fluorescent tubes. The windows of the central frontage are of timber; this was probably the original dominant material but

now only survives in 1 or 2 places, having been replaced elsewhere by ubiquitous PVC units. The original doors survive, and are of glazed aluminium, now painted.

5.3 The flanking wings (plate 2) are asymmetrical, possibly to accommodate an additional building at the southern end. The north wing comprises five bays, while its southern counterpart has only four. Beyond this is a separate flat-roofed structure which was constructed as the hotel manager's bungalow. Each wing bears repeating detail; doors to rooms are grouped in pairs, and separated from each other by flat brick panels, the doorways retain their original thick plain timber surrounds, though the doors, most probably painted originally, have been replaced with more robust, examples of blond wood. The rooms are separated visually on the outside by panels of weather-boarded, stained softwood, set beneath transom windows which light the en-suite bathrooms. Each panel also has a separate hatch which gives access to the internal plumbing of the bathrooms on either side. These timber panels are modern replacements, but a single, plain rendered panel at the south end appears to survive to demonstrate the original form. The upper balconies are enclosed by a balustrade and plain canopy supported by square stanchions which frame a steel balustrade of alternating open/closed panels. This is now all painted black. The soffit of the canopy remains open with exposed fibreglass panels and aluminium slotted supports. Both ranges terminate in a brick return wall with a simple steel fire escape stair, descending to the rear out of sight. On the north wing the bay arrangement is slightly disrupted by the provision of an extra doorway to a service room close to the central block. Original glazed timber doors give access to the central block from both wings.

5.4 The central block, extending to the rear, is exposed on either side as a simple flat-roofed unit, pierced by large windows (plate 3). All the rear-facing elevations are expressed in typical early 1970s style with fenestration divided vertically by a plastic fascia boarding and separated by continuous panels of vertically-hung, textured fish-scale tiles. The flat roof is framed by two continuous fascia boards while the end elevations on both sides and to the rear comprise a plain wall of yellow brickwork. Fenestration, as noted above, has all been replaced by three-light PVC windows. The western face, at the termination of the rear wing, retains galvanised steel and glazed fire-escape doors with patent side-glazing. A small contemporary block stands apart from the main building, forming a sub-station, similarly glazed on two faces with pivoting steel casements given access from the west via a soft wood door.

5.5 On the southern face the central block has been increased slightly by a modest extension (plate 4). To the south, the flat roofed 'manager's bungalow' stands as a fairly undistinguished brick construction with large windows and plastic fascia-boarded aprons. A concrete platform on the western side suggests the presence of a conservatory. The interior of this building was not accessible for inspection.

Interior

GF01

5.6 GF01 comprises the main lobby (plate 5), opening to a wide rear corridor now divided as a bar and breakfast room with an attached kitchen and servery. The interior appears to have been refurbished comprehensively in the 2000s but some earlier features remain. Most notably, a staircase on the south side of the lobby giving access to the first floor and a second which descends to the lower ground floor of the rear range are typically late 1960s or early '70s in form. They have slender stick newels of steel supporting a wide flat string and a horizontal balustrade board of varnished hardwood, now all painted black. The rear staircase is restrained by a straight balustrade but features a back wall to the lounge of staggered glazed panels in sycamore frames. The original architects' drawings show that the main counter remains in its original position.

FF01

5.7 The first landing of the main staircase has a semi-circular profile and rises to a similar space to the reception below, partly enclosed by W.C.s, with corridors extending in 3 directions to give access to the various upper floor rooms (plate 6).

Hotel Bedrooms

Main frontage rooms 28 (ground floor) and 67 (first floor) – (Plate 7)

5.8 As the rooms are identical in layout (and many were in use at the time of the survey), sample rooms were examined on the main frontage and the rear range for common features. Rooms on the main frontage are of modest proportions, accommodating an en-suite bathroom to create a small entrance lobby housing a wardrobe. The bathrooms appear to have been refurbished in the 1980s, and the rooms perhaps on more than one occasion, but they retain various original features including plain, painted skirtings, a built-in wardrobe adjoining the door (once with sliding doors but now lost) and the original simple painted bathroom door with its chrome or brushed steel doorknob. Some elements of original fitted room furniture also appear to remain in some rooms, including a formica-topped vanity unit with drawers in faux rosewood, and open, fitted box-type side tables of the same material.

Rear range room 87

5.9 The rooms occupying the rear range are larger but have been renovated comprehensively. Impressions of former fitted wardrobes remain, though all other features are entirely modern. Room 37 in the rear range was photographed as a representative example (plate 8).

6 DISCUSSION

6.1 In recent years the Days Inn has taken on a rather drab appearance, reflecting as it does an architectural style which has lost the edge of modernity but has yet to find its place in as a style appreciated in its own right. At the same time it has been subject to repeated campaigns of unimaginative refurbishment and conformity to corporate identity, which have robbed it of much of its original subtlety of colour and style.

6.2 The building was constructed to the designs of the firm of Lam, Biel and Partners of 1 Alsop Place, London, on behalf of Forte. The original drawings survive and are dated to 1970 and 1971. The building has been attributed, erroneously in the scant literature on the subject to the late 1950s, but it may have responded to the now lost polychromy and advanced design of the adjoining service station, and its main frontage has a 1950s feel as a result. However, in every other respect the building is a reflection of its early 1970s origin. The drawings, while showing how little changed the original design is, also provide insight into dressings of the building and other ephemeral materials which have altered significantly. When first constructed, it was given the grand title of 'Excelsior Motor Lodge', perhaps as a nostalgic nod to the notion of 1930s touring, but in form the building reflected an American-style motel and a more conventional hotel to the rear. It was provided with a bar and a lounge, but not, at that time with catering facilities, which presumably would have been provided by the nearby service station.

6.3 Structurally, the building is absolutely conventional for its time, with textured brickwork over concrete block-work, and modern materials such as aluminium, timber and steel used for decorative dressing. The rear elevation with plastic boarding and fish-scale vertical tiling would not be out of place in any early 1970s housing estate. Architecturally the building kept a low profile, with prominence reserved for the swept canopy and water tower/fascia.

6.4 What has been lost to refurbishment and extensive repainting is the subtlety of original colour, which can still be gleaned beneath the peeling paint, and analogy with other buildings of the same date. All windows have been replaced and many joinery elements have been painted a ubiquitous black colour, including the canopy fascia and metalwork balustrades, but there was clearly much more colour originally. Balustrades and presumably windows were all white, while scraping back the solid panels of the balconies reveals a pale blue, textured, formica-type material which may have responded to the colours of the original room doors. The surviving side doors from the main block, among the few survivors were painted orange.

6.5 Internally, renovation has been fairly comprehensive, but it appears that the motel rooms on the front have been less altered than the rooms in the rear range. In one or two cases original fixtures appear to survive and can be corroborated with original drawings. These include luggage shelves and vanity units of rosewood veneer over hardwood carcasses (Plate 7). Lurid soft furnishings and carpets would have completed the picture. The reception area preserves two high quality staircases of typical 1970s form with hardwood flat-

panelled balustrades and glazed panelled dressings of sycamore. The drawing notes “Thebes Red” skirtings and Hessian wall covering between the sycamore panels to conjure a lively impression of the 1970s décor.

6.7 The building was undoubtedly striking and reminiscent of American motels when conceived, but it is in many ways absolutely typical of its era, with some architectural pretence on the frontage but a far more domestic and less interesting form elsewhere. Much of its original integrity and interest has now been lost through the replacement of original materials and the inevitable changes necessary to maintain hotels of this type and prevent them becoming outmoded.

7 ACKNOWLEDGEMENTS

Archaeological Solutions Limited would like to thank Welcome Break for commissioning and funding the programme of building recording, in particular Chris Angel, for his help in facilitating the work, and Messrs Tim Crone and Rory McCabe of JWA Architects Limited for their assistance.

AS gratefully acknowledge the input and advice of Mr Nick Crank of the Milton Keynes Historic Environment Record, and for forwarding details of the 1969 planning application for the motel, and the staff at the Centre for Buckinghamshire Studies.

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Soil Survey of England and Wales (SSEW) 1983 *Legend for the 1:250,000 Soil Map of England and Wales*. SSEW, Harpenden

APPENDIX 2 CARTOGRAPHIC SOURCES

Fig.	Date	Title	Scale	Location
3	1770	Jeffrey's Map of Buckinghamshire	-	C.B.S.
4	1880	First Edition Ordnance Survey	6"	C.B.S.; sheet X
5	1900	Second Edition Ordnance Survey	6"	C.B.S.; sheet X NW
6	1926	Ordnance Survey 1926 Edition	6"	C.B.S.; sheet X NW
7	1952	Ordnance Survey Provisional Edition	6"	C.B.S.; sheet X NW

PLATES



Plate 1 Main frontage of the building, taken from the east (DP 3)



Plate 2 Shot of the southern wing extending from the main frontage, taken from the east (DP 5)



Plate 3 General shot of the rear central block and rear of the northern wing of the main frontage, taken from the north-west (DP 15).



Plate 4 Rear south facing single story extension and the manager's bungalow at the southern end of the building, taken from the south-west (DP 8)



Plate 5 GF01, showing the reception and main lobby of the hotel, taken from the south-west (DP 18)



Plate 6 FF01, first floor lobby, showing the 1970s original staircase, taken from the north (DP 36)



Plate 7 Interior of main frontage room 28, taken from the north-west (DP 30)



Plate 8 Interior of rear range room 37, taken from the south (DP 28)

PHOTOGRAPHIC INDEX



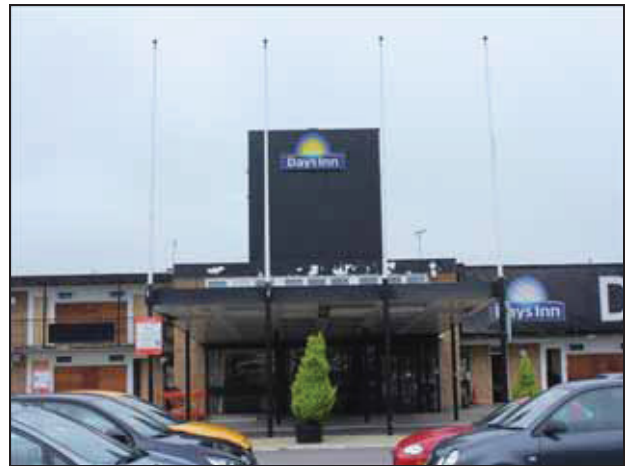
1
General shot of the motel building, taken from the north-east.



2
General shot of the motel building, taken from the north-east.



3
General shot of the motel building, taken from the east.



4
Central block of the main frontage, taken from the east.



5
Southern wing of the main frontage, taken from the east.



6
General shot of the main frontage, taken from the south-east.



7
Shot of the manager's bungalow, taken from the south-east.



8
General shot of the rear of the building, showing the southern wing and the manager's bungalow, taken from the west.



9
General shot of the rear of the building, showing the rear range and the southern wing of the main frontage. Taken from the south-west.



10
General shot of the rear of the building showing the rear range and the surrounding field area, taken from the south.



11
Western end of the rear range and sub-station building, taken from the west.



12
General shot of the rear of the motel building, taken from the west.



13
Sub-station building at the western end of the rear range. Taken from the north-west.



14
Rear range and sub-station building, taken from the north-west.



15
Rear range and northern wing of the main frontage, taken from the north.



16
General shot of the rear range of the building, taken from the north.



17
Northern end of the main frontage, taken from the north.



18
General shot of the reception area (GF01), taken from south-east.



19
General shot of the reception area (GF01), taken from the north.



20
Shot of the stair case in the main reception area (GF01).



21
Corridor from reception area leading to breakfast and bar areas, taken from the south-east.



22
General shot of the bar area, taken from the south.



23
Shot of staircase from ground floor to lower floor of rear range, also showing glazed panels, taken from the north-east.



24
Shot of servery and kitchen area, taken from the south.



25
General shot of breakfast area, taken from the north-west.



26
Ground floor corridor leading to guest rooms, taken from the east.



27
Fire exit, situated at the end of the ground floor corridor, taken from the east.



28
Interior of guest room 37, on ground floor of rear range, taken from the south-west.



29
Interior of guest room 37, on ground floor of rear range, taken from the north.



30
Interior of guest room 28, on ground floor of the main frontage, taken from the north-west.



31
Bathroom of guest room 28, taken from the south-east.



32
First floor corridor, on the northern wing of the main frontage, taken from the north.



33
Soffit view of the roof over the northern wing of the main frontage, showing fibre glass panels and aluminium supports, taken from the north-east.



34
Interior of guest room 67, first floor of the northern wing on the main frontage, taken from the north.



35
General shot of FF01, taken from the north-west.



36
FF01, showing 1970s style staircase, taken from the north-east.



37
Corridor leading to first floor guest rooms in the rear range, taken from the south-east.



38
Fire exit at the north-western end of the first floor corridor.

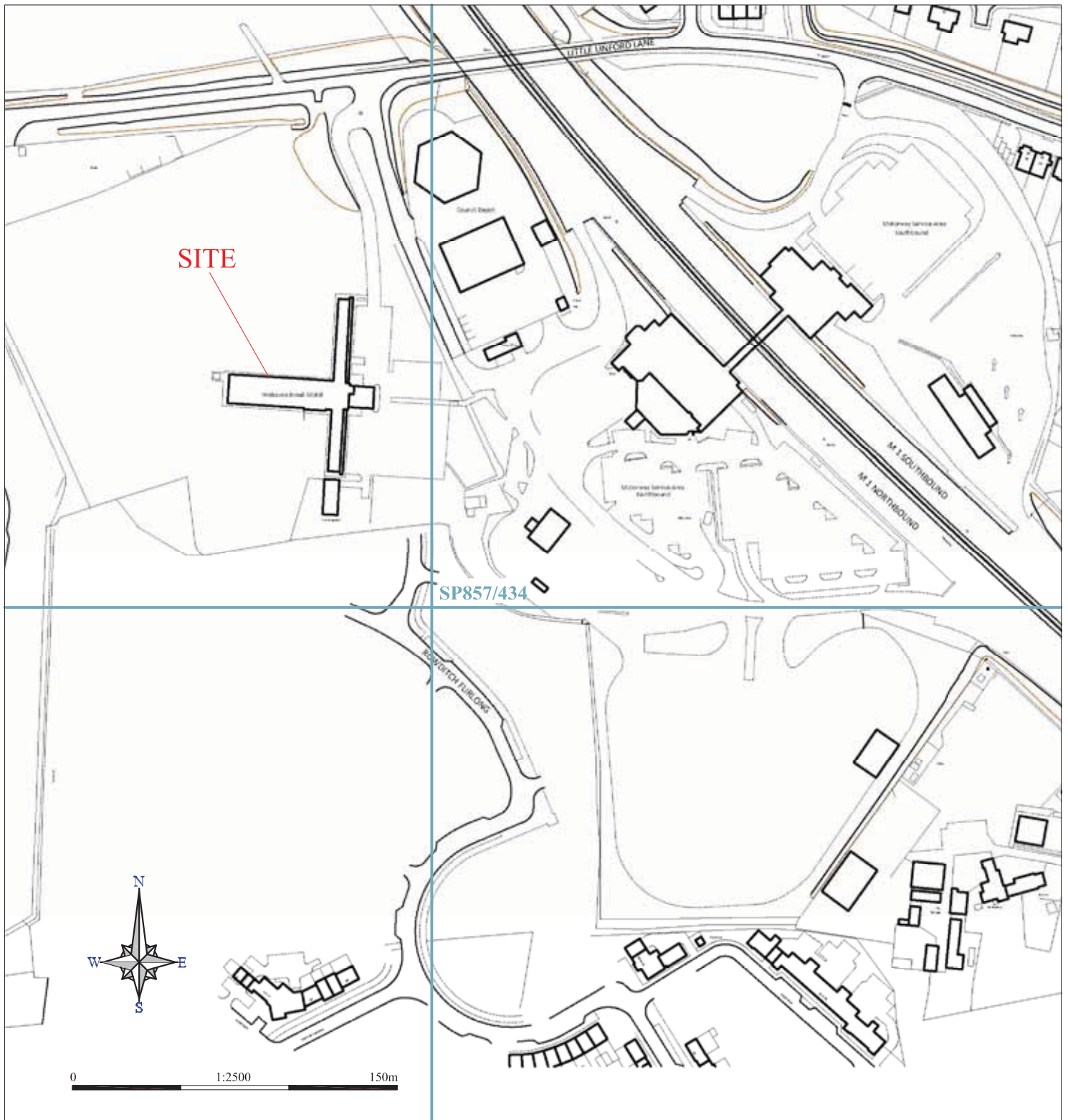


39
Corridor providing access to guest rooms on the first floor southern wing of the main frontage, taken from the south-west.



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Fig. 1 Site location plan
 Scale 1:25,000 at A4



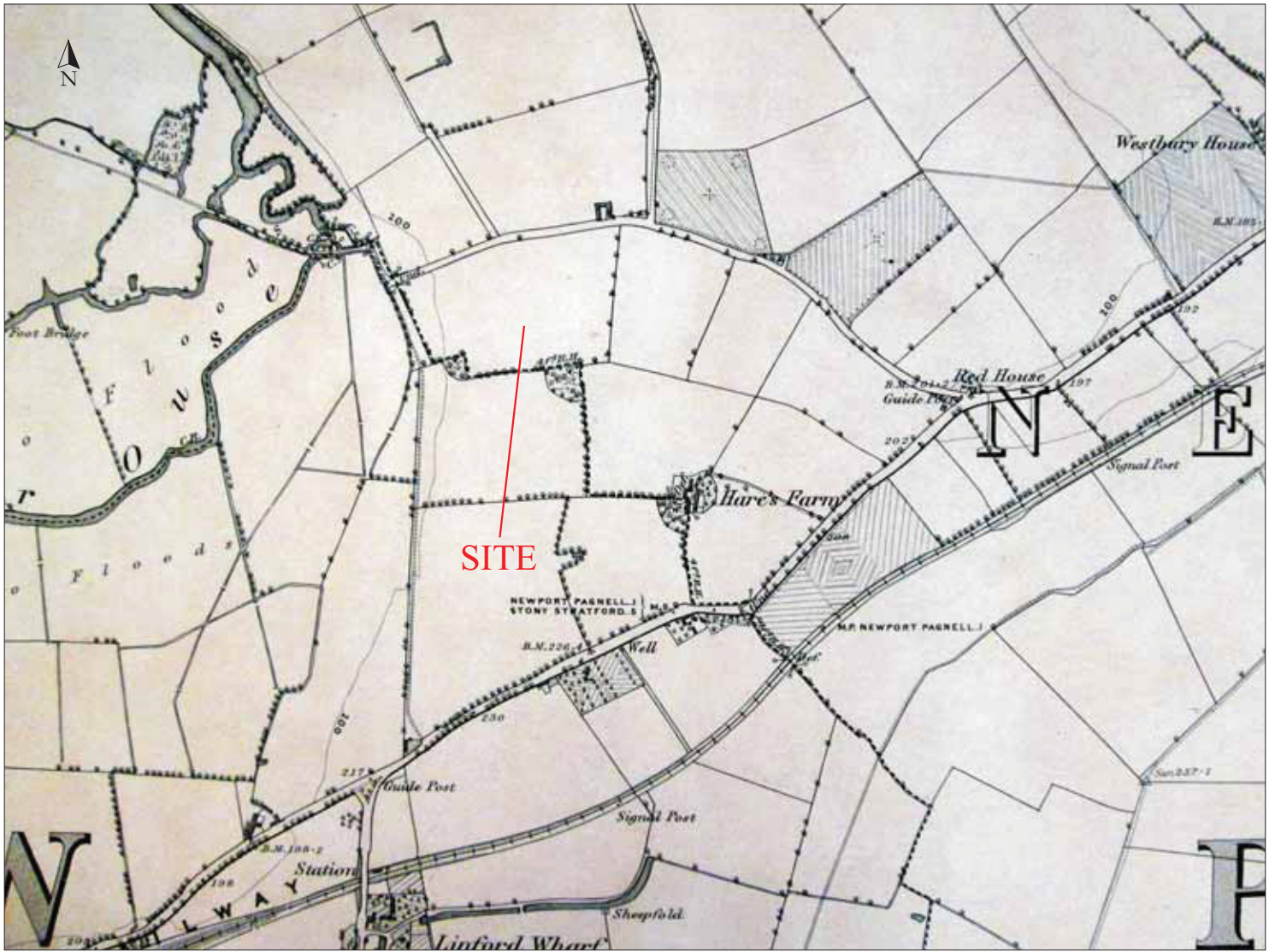
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Fig. 2 Detailed site location plan
Scale 1:2500 at A4



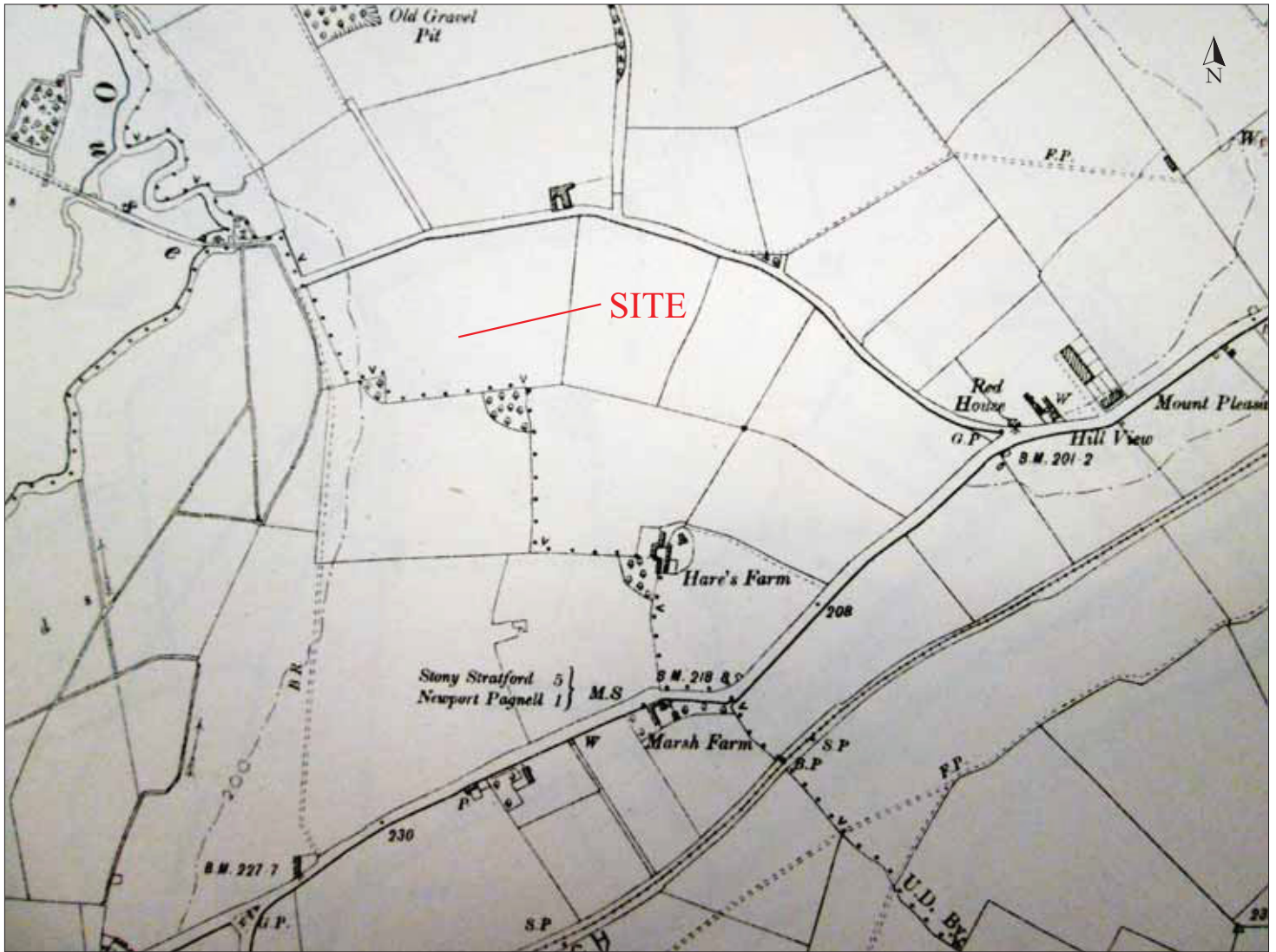
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Fig. 3 Jeffrey's map, 1770

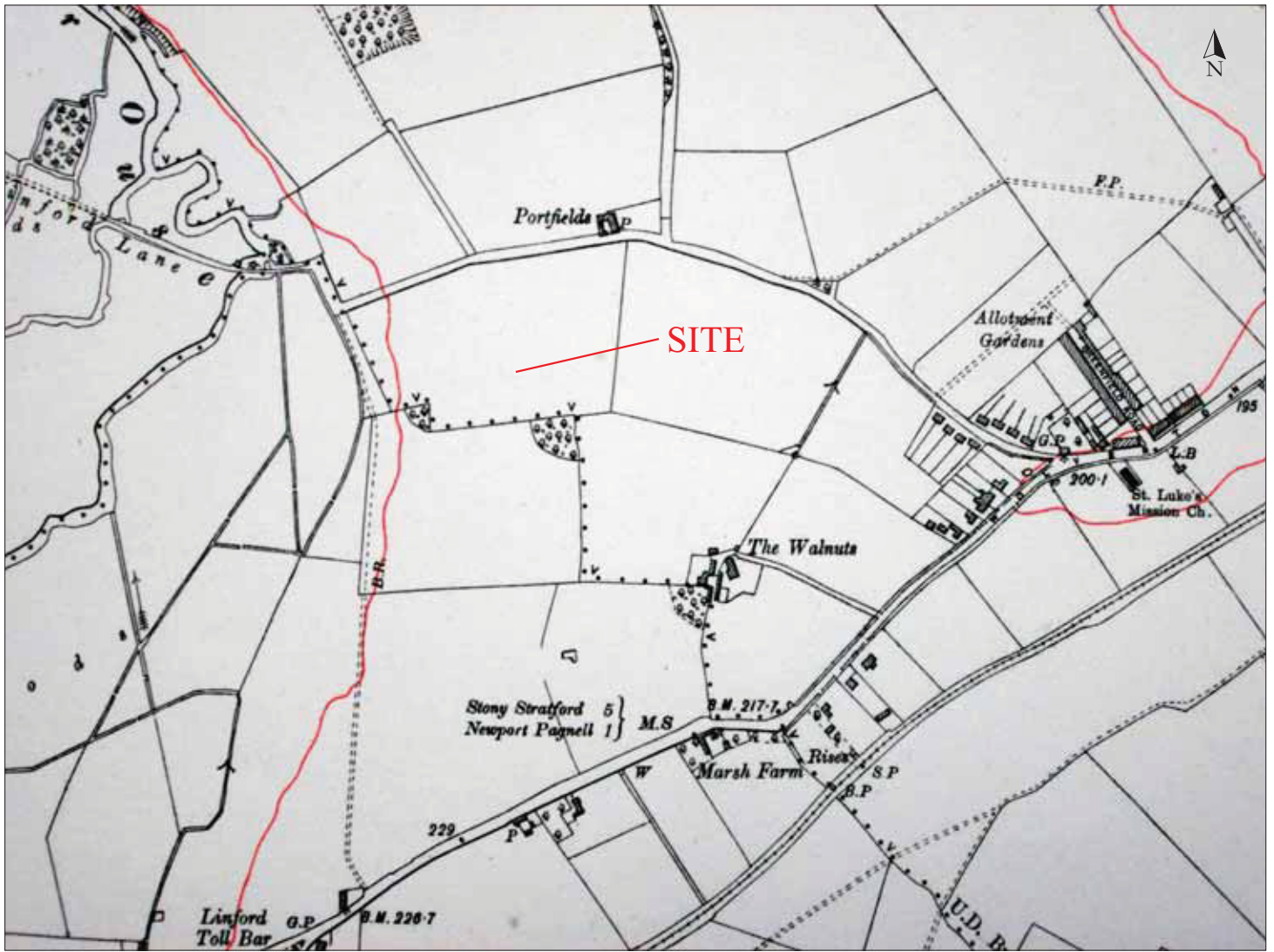
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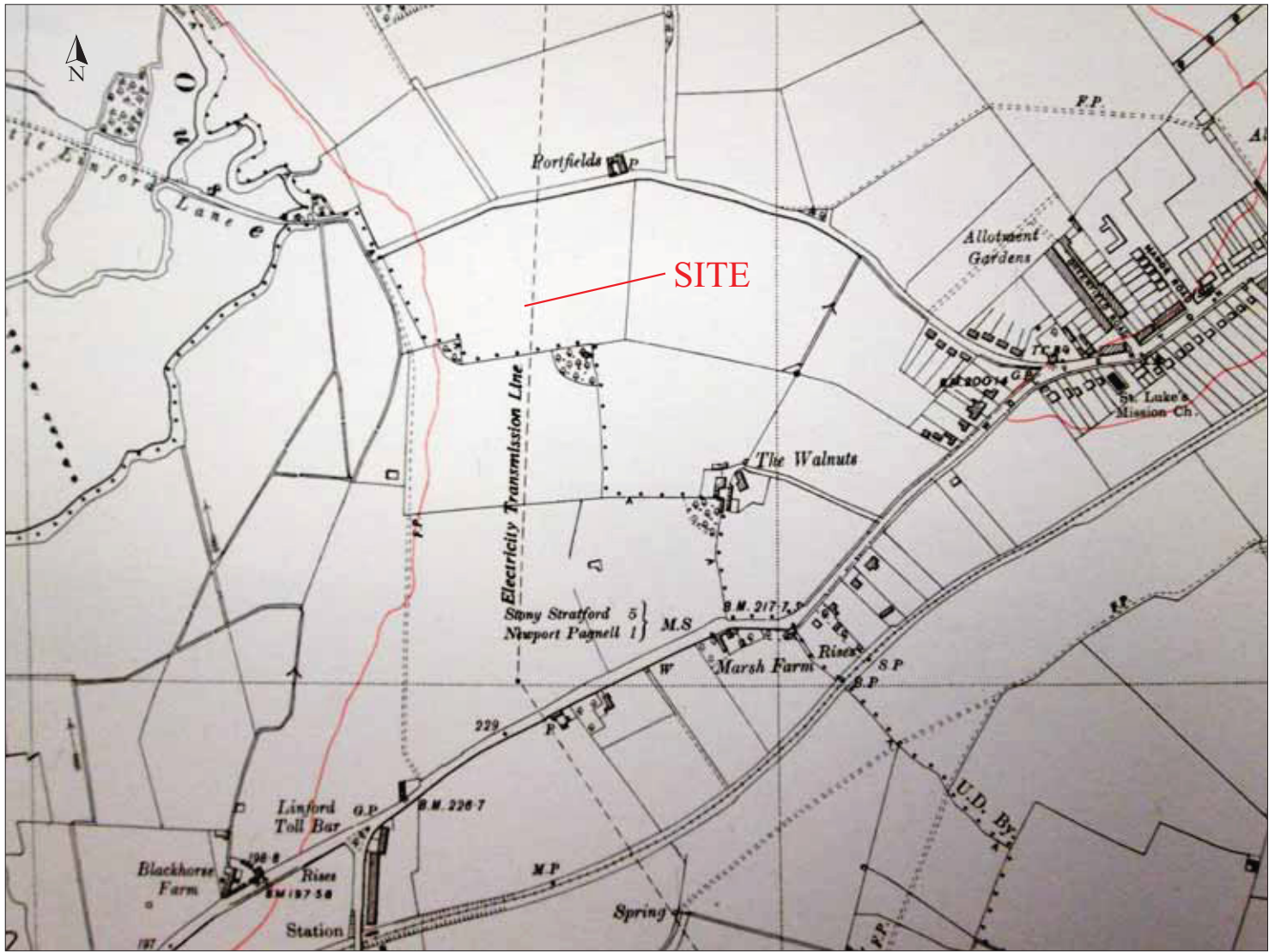
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Fig. 4 OS map, 1886
Not to scale



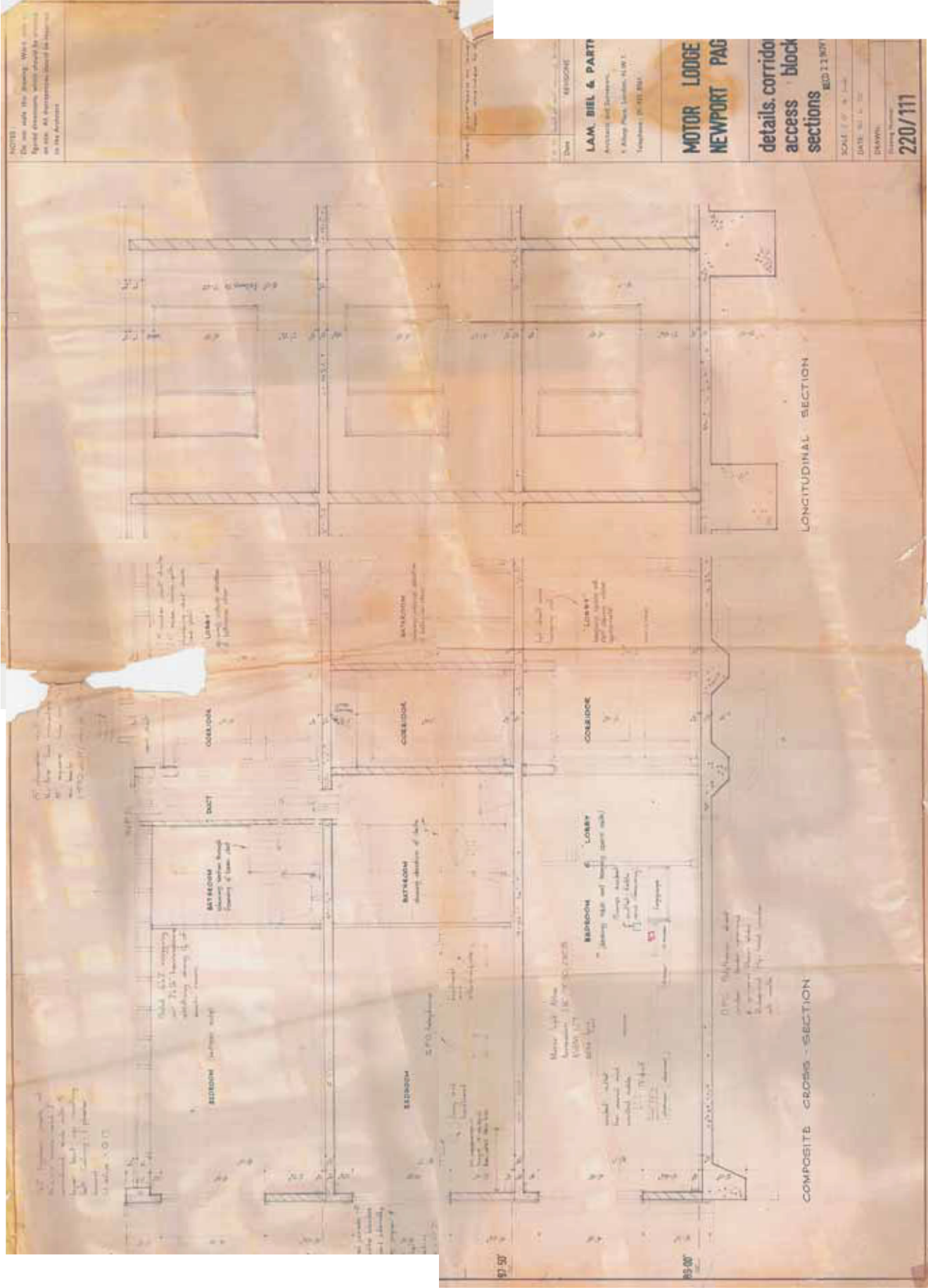
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Fig. 5 OS map, 1900
Not to scale



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Fig. 6 OS map, 1926
Not to scale



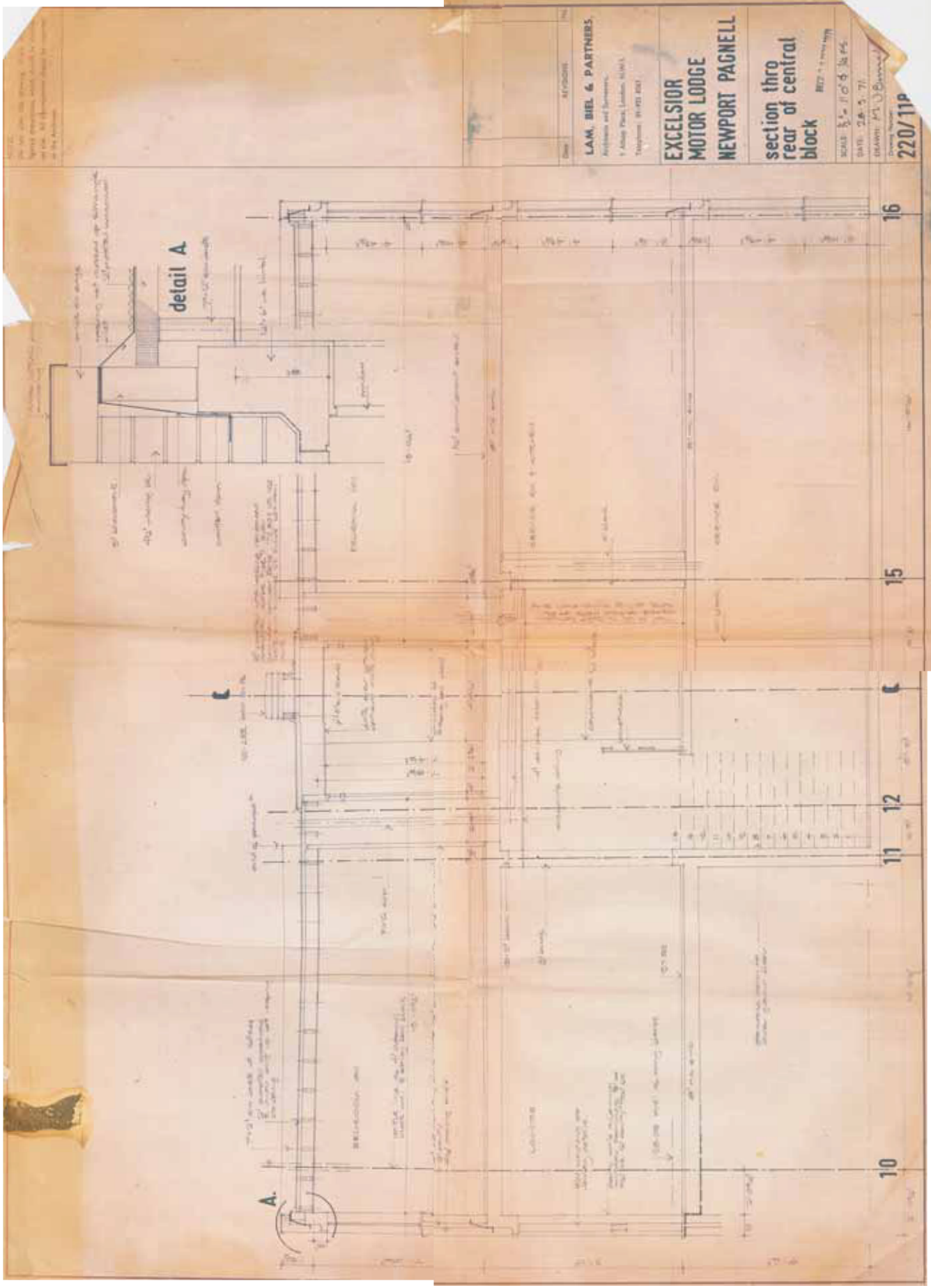
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Fig. 7 OS map, 1952
Not to scale



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Fig. 8 Building cross-section

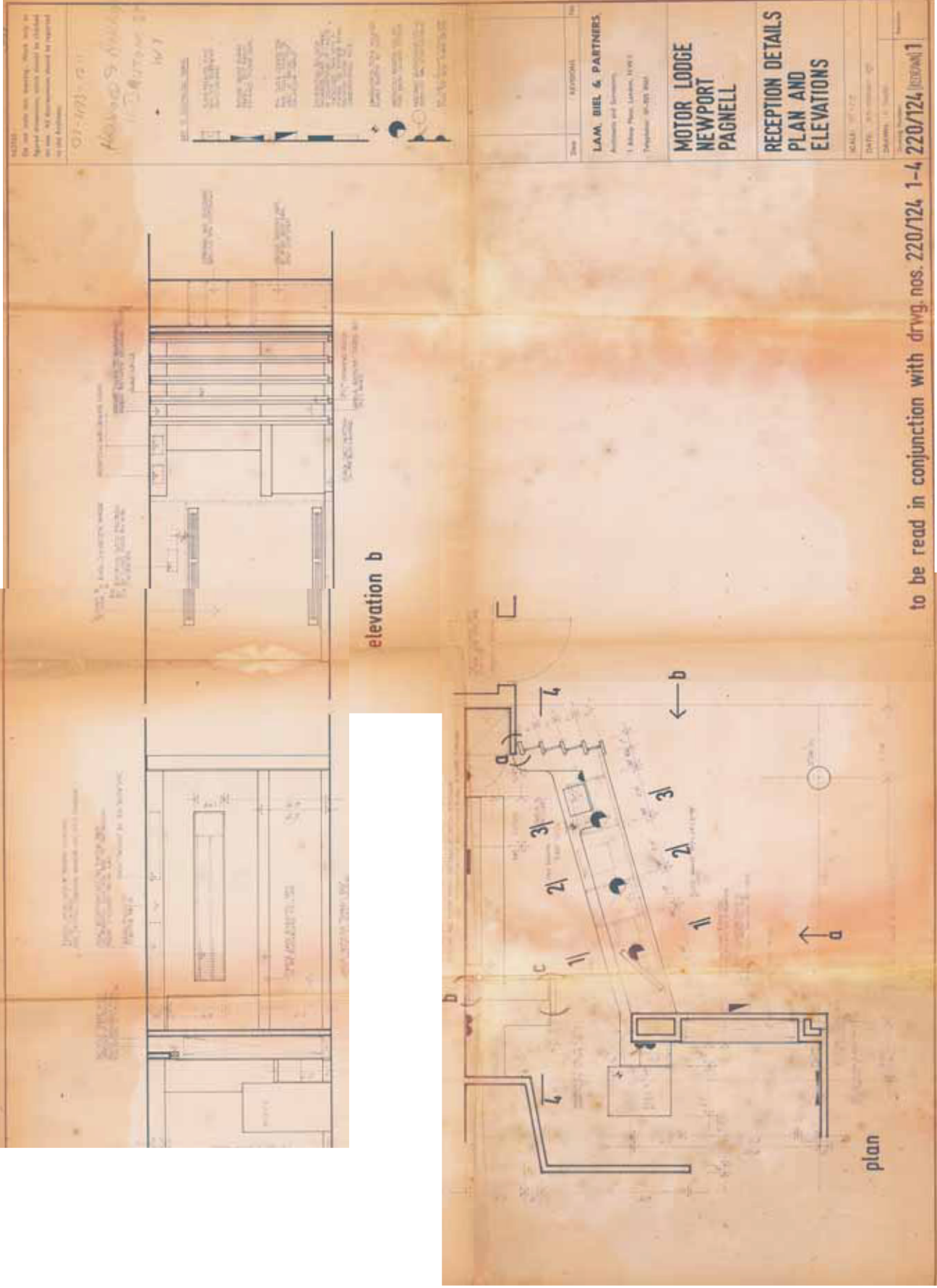
Not to scale



Date: 11/10/11
 LAM, BIEL & PARTNERS
 Architects and Surveyors
 7 Abney Park, London, N.W.6
 Telephone: 0181 733 1011
EXCELSIOR
MOTOR LODGE
NEWPORT PAGNELL
 section thro
 rear of central
 block
 REF: 11/10/11
 SCALE: 1/4" = 1'-0"
 DATE: 28.5.11
 DRAWN: P. J. O'Sullivan
 Checked: [Signature]
 220/11P

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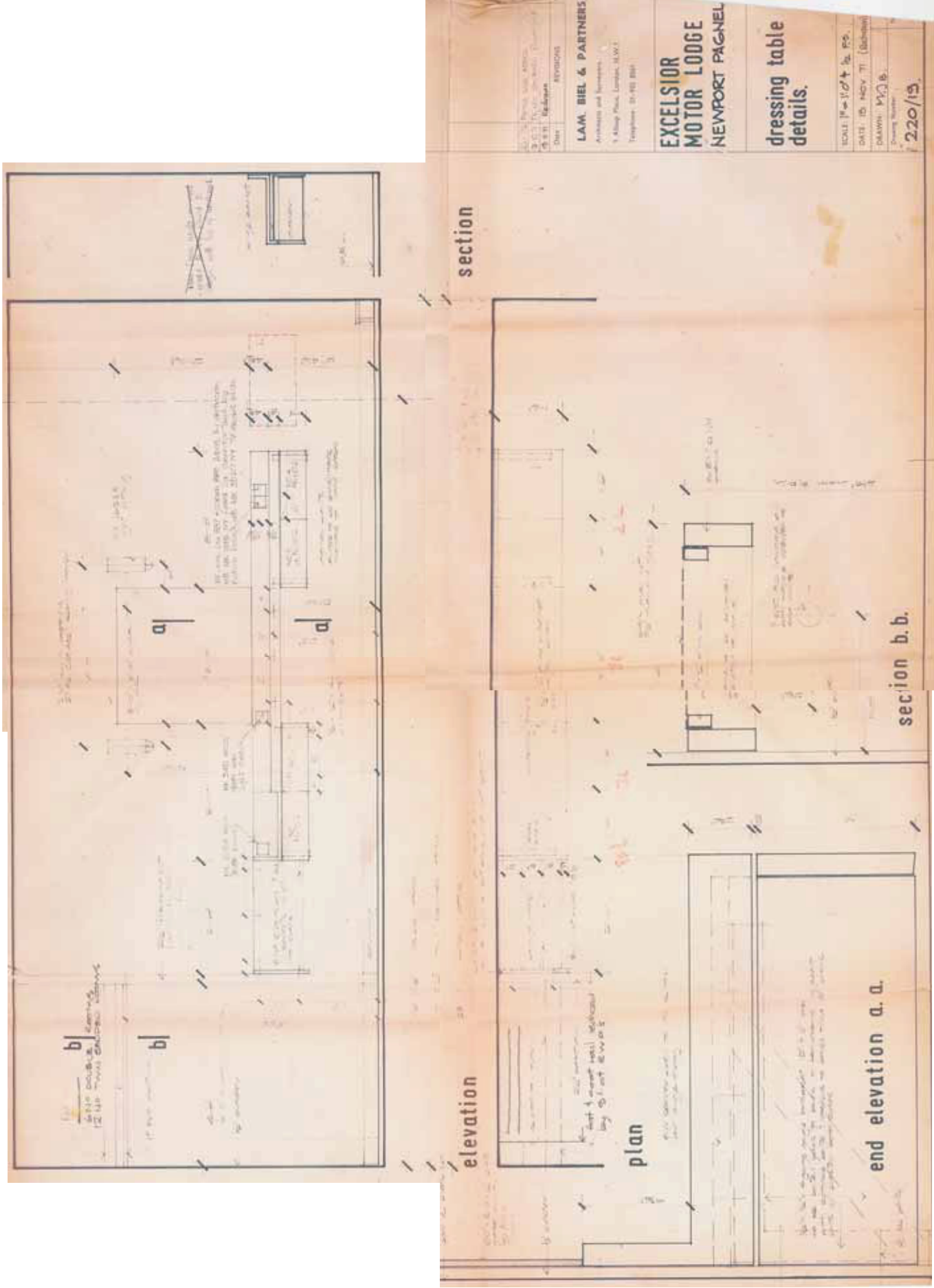
Fig. 9 Section through rear of central block
Not to scale



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Fig. 10 Drawings of reception area

Not to scale



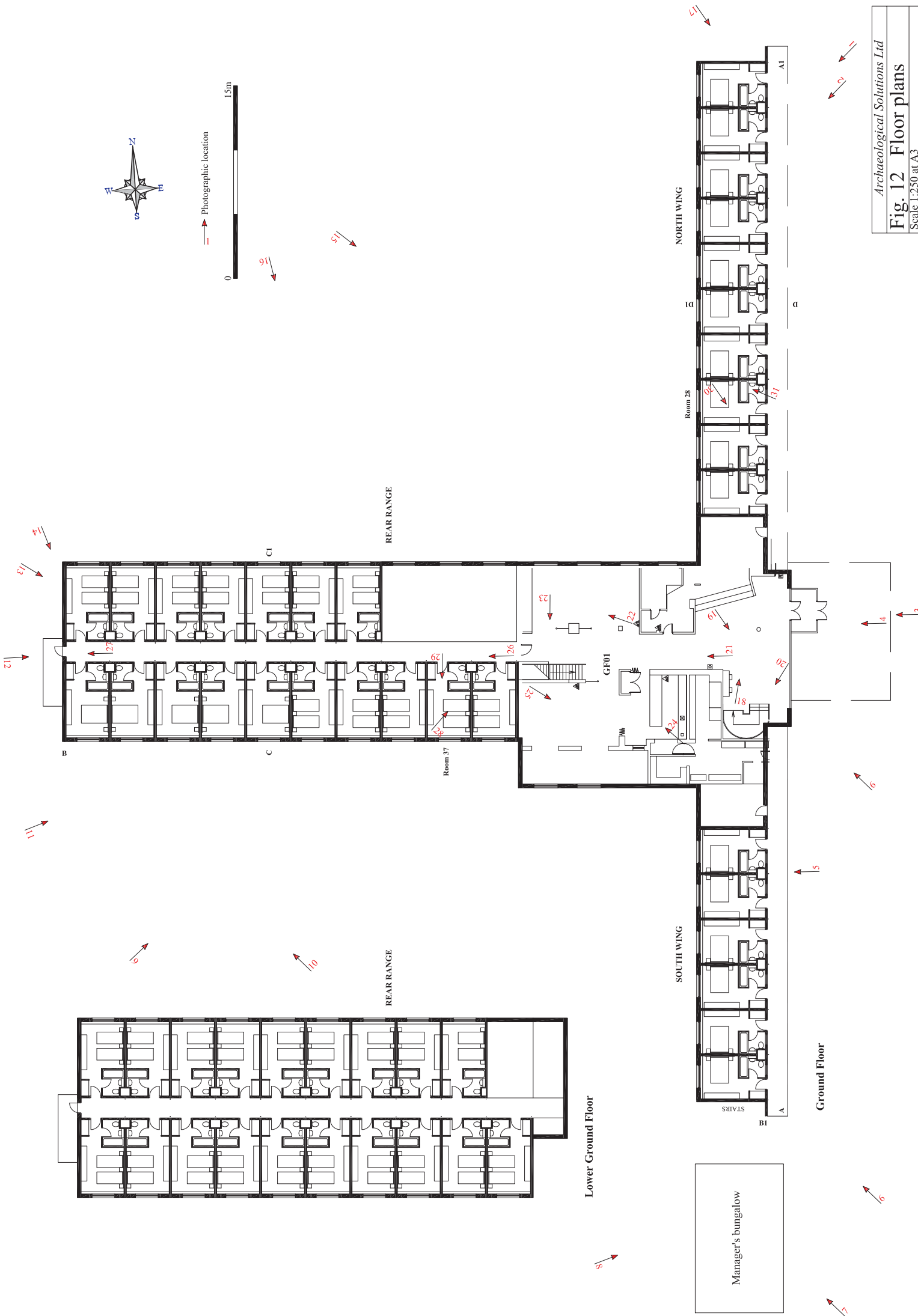
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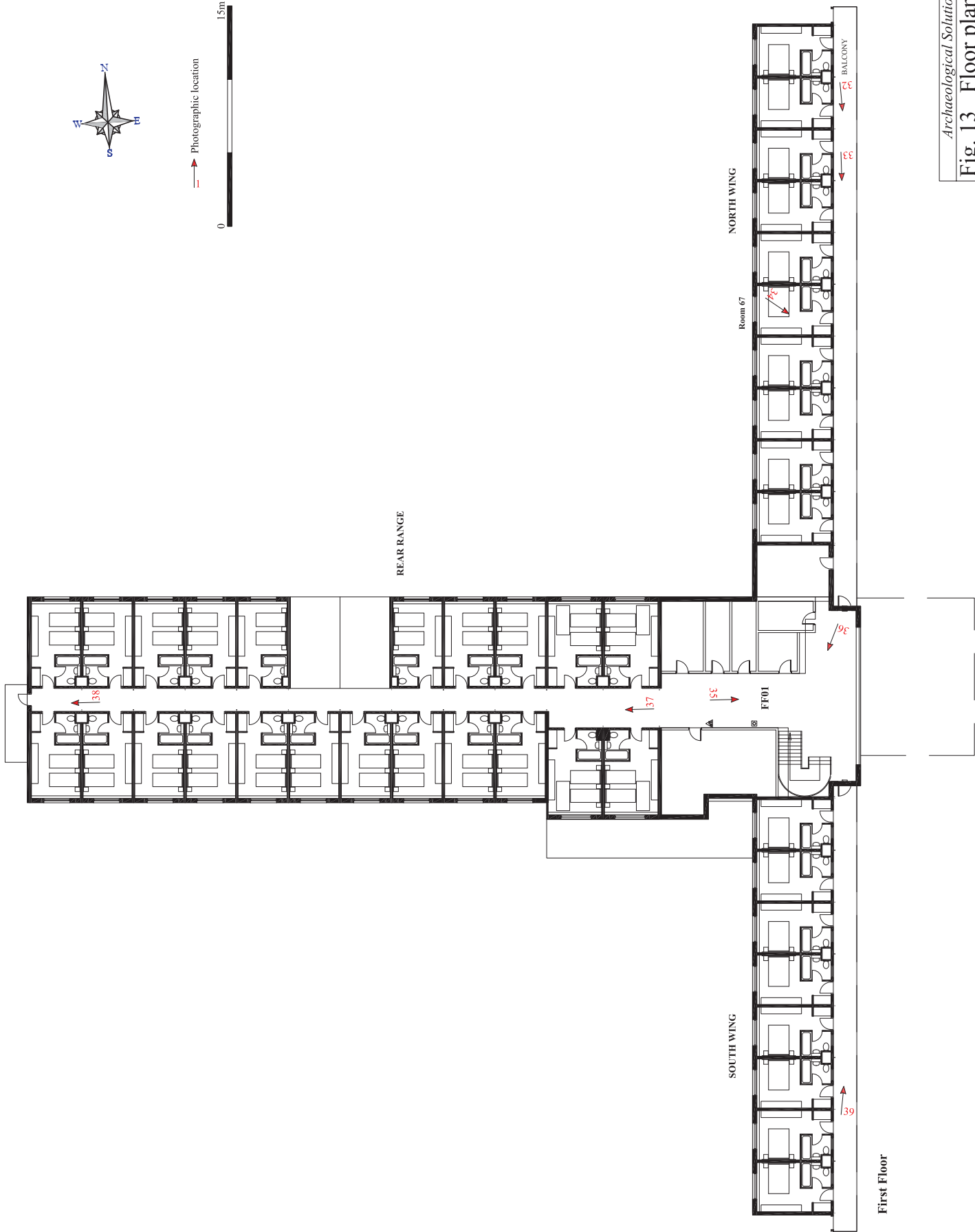
Fig. 11 Dressing table elevations

Not to scale

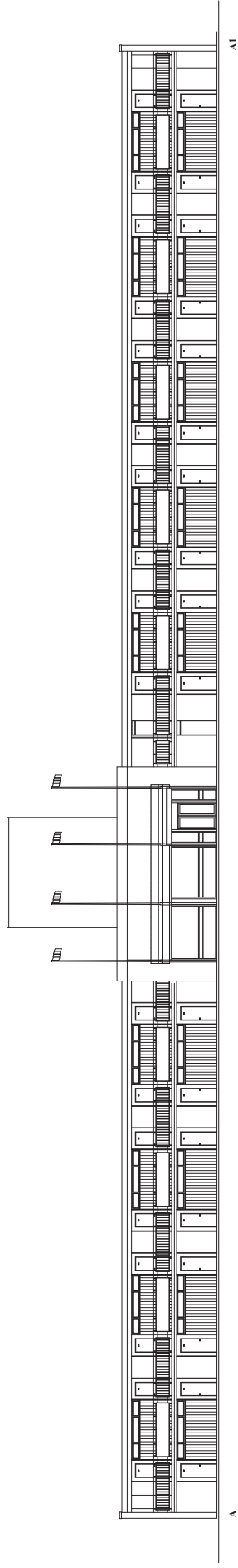


Photographic location

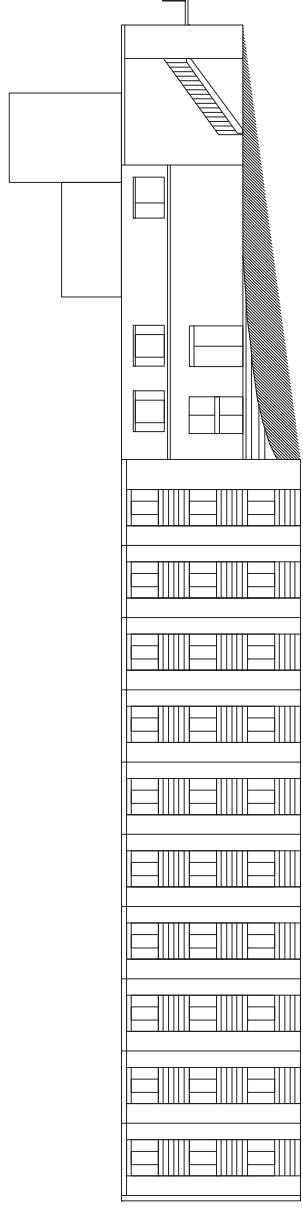




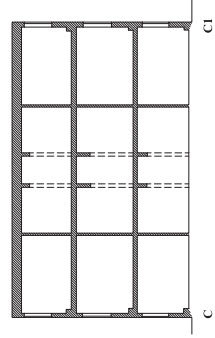
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Fig. 13 Floor plans
 Scale 1:250 at A3



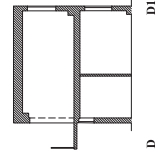
Elevation of main facade



South elevation of rear range



Cross-section through rear range



Cross-section through north wing

