

# CFA Archaeology Ltd

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**Warrington Road, Wigan**

**Archaeological Desk-Based Assessment  
and Watching Brief**

**Report No. Y092/13**

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## **1. INTRODUCTION**

An archaeological desk-based assessment was undertaken by CFA Archaeology Ltd prior to proposed sewage pipe improvements and the installation of new underground storage chambers on land off Warrington Road, Wigan during April and May 2013. In addition to the desk-based research; the excavation of six test pits undertaken for geotechnical investigation were monitored by an archaeologist (watching brief). The principal interest in the site was that it was adjacent to a known Roman Road and that the site of a possible former forge lay close by.

No significant archaeological remains were identified during the watching brief on the geotechnical works, and there was no trace of the Roman Road, or any remains associated with the site of the forge, though remains of a 20th-century cellar was recorded.

### **1.1 Project Background**

This report presents the results of an archaeological desk-based assessment and watching brief undertaken by CFA Archaeology Ltd (CFA) on behalf of United Utilities, during April 2013. The CFA code and number for the project is Y092/13/WARW.

All work was undertaken in accordance with a project brief supplied by Greater Manchester Archaeological Advisory Service (GMAAS), IfA Standards and Guidance documents (IfA 1994a and 1994b), English Heritage guidance (EH 2008), and CFA's standard methodology.

### **1.2 Site Description**

The development area is located on land adjacent to Warrington Road within the suburb of Newtown in Wigan (Fig. 1, NGR: SD 567 044). The site is bound to the east and south by residential properties, to the north by a railway line beyond which lies Alexandra Park. To the west is scrubland and a small industrial park.

At the time of the watching brief, the site consisted of tarmac pavements, road surfaces, and grass verges. The site was at a height of 29m above the Ordnance Datum (AOD).

The underlying bedrock consists of 'Pemberton Sandstone' (yellow cross-bedded sandstone) beneath superficial deposits of Devensian-Diamictic Till, (BGS 2013). The soils of the area are described as 'glacial till, loam to clayey loam' (NERC 2013).

### **1.3 Archaeological and Historical Background**

There is little evidence of prehistoric activity in the area, despite there being plenty of evidence throughout much of the region (Hodgeson and Brennard 2006). Evidence for later periods is more concrete however with excavations confirming the presence of a Roman settlement in Wigan (Philpott 2006 and 2007, Zant 2008).

The Name Wigan may have originated from the Saxon *waeg* meaning way, possibly a reference to the presence of the Roman road, though it might simply have come from



a personal name. Wigan is not mentioned in the Domesday book, though it grew in importance through the medieval period as an agricultural centre and later an early industrial centre with the manufacture of pewter and other metal-working industries. Later, during the post-medieval period, economic expansion was driven by the woollen and pottery businesses and during the modern period until recently, from coal mining.

There has been no previous archaeological work undertaken within the proposed development area.

## **2. OBJECTIVES**

### **2.1 General Objectives**

The general objective of the desk-based assessment was to produce a report to enable judgements to be made on the condition and significance of remains and any mitigation that may be necessary on the site in relation to the proposed development.

The aims of the watching brief were:

- to determine the form and function of any archaeological features encountered
- to determine the spatial arrangement of any archaeological features encountered
- to, as far as practicable, recover dating evidence from the archaeological features
- to establish the sequence of any archaeological remains present on the site

### **2.2 Research Objectives**

The research objectives were to interpret any archaeological or historic remains according to their significance in contributing to the further understanding of the periods they may relate to. The regional research framework is the North-West Archaeological Research Framework (Brennand 2007).

## **3. METHODS AND STANDARDS**

CFA Archaeology is a registered organisation (RO) with the Institute for Archaeologists (IfA).

All work was undertaken according to the Institute for Archaeologists' Code of Conduct, and relevant Standards and Guidance documents (IfA 1994a and 1994b), and the terms of the specification.

### **3.1 Watching Brief**

The excavation of the test pits was carried out using a mechanical excavator equipped with a smooth-bladed bucket under constant archaeological supervision, and in some

cases by hand digging. Spoil resulting from the excavation of the pits was regularly scanned for finds.

All excavation and on-site recording was carried out according to standard CFA procedures, principally by drawing, photography and by completing standard CFA record forms.

### **3.2 Desk-based Research**

Greater Manchester Historic Environment Record (HER) was visited on 18 April 2013, for sites, find spots or monuments within the proposed development area or within a 100m study area, historic mapping, and relevant secondary documentary sources. The local Study Section of Wigan Archives was visited on 26 April for local histories, historic mapping and other secondary sources.

In addition to the above, internet sources were consulted for information relating to general background, listed buildings and other heritage resources within the study area, and CFA's library was consulted where relevant.

### **3.3 Site Walkover**

The walkover of the site took place on 20 April 2013. General photographs were taken of the site area, and notes were taken as to the general topography and any potential archaeological remains, or any indication of former land use. The site was systematically traversed and conditions were dry and sunny and visibility good

### **3.4 Archiving**

The project archive, comprising all CFA record sheets, finds, plans, reports, and photographs will be ordered to nationally recognised standards (Brown 2011).

The archive currently consists of:

Digital Photographs	1 x CD
Notes and Research materials	
Survey data and photographs	1 x A4 folder
All non-confidential correspondence	
This Report	-

Should further work be undertaken on the site then the archive resulting from such work would be incorporated into the current archive to be deposited together.

## **4. ARCHAEOLOGICAL BASELINE**

### **4.1 Desk-Based Research**

There was very little documentary evidence for activity on the site; however, information from the immediate and adjoining areas does provide evidence for activity which may have had an impact on the site or allow inference as to past land use. The following is compiled from secondary sources. All sources consulted appear in the bibliography.

#### *Roman Road*

Manchester was a hub of the Roman road network, connecting forts at Ribchester, Warfedale, Templeborough and Melandra and Brough on Noe, and settlements at Wigan and Stockport (Richardson 2004, 19). Although the route of the road is fairly well established (Margary 1973, 70b) there may be little if any physical evidence remaining (Margary 1973, 101 and Richardson 2004, 15).

The 'Wigan to Warrington Roman Road' is described in the Historic Environment Record (HER 4226.1.4) in the following terms:

'The Roman road starting from Wallgate in Wigan, runs south changing into Warrington Road, past Foundry House (Old Iron Foundry). Margary writes that the course of the Roman road runs to the east of the present road. No trace of this section is now visible. Sibson describes the route of the road as past the Iron Foundry, continuing on to the east of Stone House, past the front of Hindley Hall and crossing Smithy Brook '...a little below the mill'. Marus Bridge is then only a short way south of Smithy Brook.'

#### *Foundry House*

Iron and copper was mined and smelted in the region from the Roman period onwards, Wigan itself was well known for pewter making, brass founding and bell making, particularly from the 17th century (Ashmore 1982, 6), becoming a considerable industrial centre. The map evidence suggests a foundry close to the proposed development on the east side of Warrington Road, and although there are no references to a foundry here in Edward Baines 1825 Directory of Wigan, the buildings shown on the later 19th-century Ordnance Survey Maps appear to be owned by Henry and James Swift engineers (Swift Brothers), at Hollybank, 101 and 99 Warrington Road, recorded in the Worrall's Wigan and District 1881 directory. The brothers' main works were at the Union Foundry, Newtown (Later Swift and House Engineers and Iron founders), half a mile to the north-east, but it is possible that the site at Warrington Road was an additional or perhaps more likely the original site of their business.

### **4.2 Historic Maps**

The following presents a selection of Ordnance Survey from the 19th century to the recent past. Pre 19th-century maps are small scale and schematic, only 19th-century maps are considered here in detail. Maps were acquired from Wigan Archives, though

their collection is incomplete and the maps were generally in poor condition. This was supplemented by modern maps of 'Pemberton' which are rescaled reproductions of pre-war maps, and by online map data.

*1846 (Surveyed) 1st Edition Ordnance Survey 6'' Map (Fig. 2a)*

Although indistinct at this scale there appears to be a rectangular building just to the south of the site, possibly a barn or even the terraces that appear on later maps. On the eastern side of Warrington Road are two small buildings, one of which is marked as 'Foundry House'. The character of the surrounding area is rural with small rectangular fields which are bisected by Warrington Road and colliery railways. There are numerous sites marked as 'Old Coal Pits' dotted about the landscape and Worsley Hall to the northwest is shown with a moat.

*1864 25'' Ordnance Survey Map (Fig. 2b)*

The 1864 map shows significant change in the landscape from the previous map. Foundry House is still labelled as one of a small group of buildings, but now the site itself is occupied by a terrace of six (or possibly seven) houses plus outbuildings. New terrace housing has appeared at several points along Warrington Road and there is significant new housing to the south at 'Goose Green' and to the north 'Newtown'. The most significant alteration to the landscape however, are new railways, particularly the 'Liverpool, Bolton and Bury Line, the embankment of which is the adjacent and to the north of the site, crossing in a south-west to north-easterly direction.

*1907 Ordnance Survey 14'' Map of 'Pemberton' (Fig. 2c)*

The 1907 edition map shows little change to the site itself, though now there is a terrace of four houses to the south of 'Foundry House'. The wider landscape has taken on a more industrial and suburban character with developments around 'Pemberton Collieries', and terraced houses stretching along the principal roads and a small quarry and brick works to the south-west of the site. Alexandra Park appears as a formally laid out garden at this time.

*1927 Ordnance Survey 14'' Map of 'Pemberton' (Fig. 2d)*

There is little change on the 1927 map from the 1907 map. There is a higher density of housing, particularly to the north-east around 'Spring Bank' and Worsley Mesnes Colliery and Iron Works have expanded to the east of the site. The brickworks to the south of the site has gone, though the quarry is depicted as deeper with a pond. 'Foundry House' and the small out buildings associated with it have also disappeared, replace by only one small building.

*1955 Ordnance Survey 25'' Map (Fig. 2e)*

The site has the same houses as those that appeared on earlier maps, with the addition of one building next to the railway embankment. There are some small buildings to the rear of the terraces on the site depicted on the 1955 map, these may suggest out buildings from war time and post war allotments. The pond within the former quarry

to the south of the site is now labelled as such and there is a small rectangular pond just to the south of the site and a larger pond labelled on the eastern side of Warrington Road. The small building which appeared to replace the small complex around ‘Foundry House’ is labelled ‘Spence House’ and a small building appears to the north, adjacent to the railway line (this is identified as a pump house on later maps).

#### *1971 Ordnance Survey 1:2,500 Map (Fig. 2f)*

The northern part of the site now appears cleared of buildings. To the south, to the rear of the terraces appears to be a small light industrial estate, with a food warehouse on the site of the former quarry and further west and south, a sweet factory, slaughter house and tyre depot. On the east side of Warrington Road, ‘Spencer House’ has disappeared, though a housing estate appears to be in construction to the east. The pump house is identified and there is a new electrical substation.

#### *Modern Maps*

The site is now completely cleared of buildings; in the wider area there is little change from the 1971 map onwards.

### **4.3 Historic Environment Record**

The list of records of monuments and archaeological events recorded within the vicinity of the site appear as Table 1 and are plotted on Figure 1. There are four sites and monuments recorded within 250m of the site.

<b>Her Ref.</b>	<b>Source</b>	<b>Monument</b>	<b>Description</b>	<b>NGR</b>	<b>Period</b>
3974.1.0	HER	Listed Building	Church of St. Mark Church, grade II	SD 5665 0473	C19th
4226.1.4	HER	Roman Road	Course of Roman Road	SD 5718 0520	Roman
3220.1.0	HER	Building Site of	Stonehouse Farm (destroyed)	SD 5671 0429	C17th
9140.1.0	HER	Place	Alexandra Park	SD 5660 0460	Modern

**Table 1: HER records**

Apart from the projected course of a Roman Road, there were no HER entries within the boundary of the site. In the wider area the monuments recorded are restricted to the recreational space of Alexandra Park, the local church and the site of a now destroyed farmhouse. The Roman Road is discussed in more detail above (Section 4.1) and was the focus of the watching brief on geotechnical works (See below, Section 5).

### **4.4 Walkover Survey**

The general character of the area is suburban with modern housing and some small warehouses, with the Liverpool, Bolton and Bury railway line running south-west to north-east across the Warrington Road (Plates 1 and 2). The site is bounded by the Warrington Road and has clearly been landscaped as a small green space. Trees running along the railway embankment may have been planted since the demolition of the terrace houses on the site to provide screening from the railway and the small

industrial complex adjacent to it. The ground was flat and there were no visible archaeological features within the site area.

## 5. WATCHING BRIEF RESULTS

A summary of the results from of each test pit is provided in Table 2 below.

Number	Type	Size (m)	Depth (m)	Description
TP 1	Test Pit	1.5 x 0.5	0.9	Test Pit on a north-south alignment. No archaeology recorded.
TP 2	Test Pit	2 x 0.5	1.2	Test Pit on a north-south alignment. No archaeology recorded.
TP 3	Test Pit	1.5 x 0.5	1	Test Pit on a north-south alignment. No archaeology recorded.
TP 4	Test Pit	5 x 1.2	2.4	Machine dug test pit to northwest of proposed site. Contained the remains of a cellar structure and associated coal chute numbered 118 in section.
TP 5	Test Pit	10.5 x 0.5	2	Machine dug test pit on a northwest-southeast orientation crossing Warrington Road and the adjacent pavement. No surviving archaeology recorded.
TP 6	Test Pit	5 x 0.5	2.5	Machine dug test pit on an east-west alignment dug crossing Warrington Road and the adjacent pavement to the north of the site area. No archaeology was recorded.
TP 6 Ext	Test Pit	5 x 0.5	2.2	Extension of test pit 6 on an east-west alignment dug crossing the eastern side of the Warrington Road, and 3m to the south of test pit 6. No archaeology was recorded.

**Table 2: Summary of Watching Brief Results**

Six test pits were excavated in the proposed development area (Fig. 3). Three of the test pits in the grass verge to the west of the Warrington Road were dug by hand to establish the presence of live cables, while the fourth was dug by machine. The two test pits situated within the existing Warrington Road were both dug by machine.

The natural subsoil was not encountered in any of the test pits excavated, the deepest of which (TP6) was excavated to 2.5m below the modern ground surface (see Table 1).

### *Test Pit 1 (Fig. 4)*

Test pit 1 (Plate 3) was excavated to a maximum depth of 0.9m below the existing ground surface with the earliest layer encountered a grey-black silty clay that contained modern plastic waste (102). Overlying this layer was yellow-grey silty clay (101) which was sealed by dark brown topsoil (100). No archaeological remains were recorded and no finds recovered.

### *Test Pit 2 (Fig. 4)*

Test Pit 2 was dug to a depth of 1.2m with the earliest layer encountered yellow silty clay (103). Overlying Layer 103 was grey-black silty clay that contained plastic waste (102) which was sealed by dark brown topsoil (100). No archaeological remains were recorded and no finds recovered.

#### *Test Pit 3 (Fig. 4)*

Test Pit 3 was dug to a depth of 1m with the earliest layer encountered yellow silty clay (103). Overlying layer 103 was grey-black silty clay (102) which was sealed by a thin band of yellow silty clay (101). Overlying Layer 101 was dark brown topsoil (100). No archaeological remains were recorded and no finds recovered.

#### *Test Pit 4 (Fig. 4)*

Test Pit 4 was dug to a depth of 2.4m with the earliest layer encountered green-grey silty clay (108) which was sealed by a thin band of black silty clay (107). Towards the western end of the test pit, and at a depth of 0.4m below the existing ground surface, were the remains of a cellar structure with a possible coal chute (118) likely remains from one of the houses pictured on the 1894 OS map (Fig 2b).

The cellar wall itself was on a rough east-west alignment with a north-south return at the eastern end of the test pit, and survived to a height of 9 courses. The cellar was constructed of red unfrogged machine cut brick bonded by a cement mortar, with the bricks measuring 9 x 4.5 x 3 inches in size. The coal chute butted the cellar wall on its southern side and survived to a similar height, and was constructed of the same materials as the cellar itself. The whole cellar structure was filled by brick and concrete rubble within black silt (105) overlain by grey-white silty clay (104). These layers are likely to be materials from the demolition of the houses in this area (Plate 4).

Overlying these layers was yellow silty clay (101) which was sealed by dark-brown topsoil (100).

#### *Test Pit 5 (Fig. 4)*

Test Pit 5 was dug on a northwest-southeast orientation, and crossed the Warrington Road and adjacent pavement towards the southern end of the proposed development area (Plate 5). The test pit was dug to a depth of 2m, with the earliest layers encountered green-brown silty clay (123) overlain by yellow-gray silty clay (115) through which two modern sewer pipes (117 and 122) were cut. Overlying this was grey silty clay (114) sealed by a thin band of orange silty clay (113) which in turn was sealed by black silty clay (112). These layers were truncated by a modern sewer pipe (116).

Overlying the sewer pipe (116) was a grey concrete/tarmac surface (111) probably a previous surface of the modern Warrington Road. Overlying this surface was a band of stone hardcore made ground (110) overlain by the tarmac surface (109) of the existing Warrington Road.

Towards the western end of the test pit these modern road surface layers were truncated by a modern concrete kerb and pavement, thorough which a number of services were present within black silt (105).

No evidence for a surviving portion of the Roman road was noted beneath the modern road surfaces, and no other archaeological remains were recorded.

*Test Pit 6 (Fig. 4)*

Test Pit 6 was dug on an east-west orientation, and crossed the west side of the Warrington Road and the adjacent pavement towards the northern end of the proposed development area, with an extension later excavated 3m to the south, crossing the east side of the Warrington Road (Plate 6).

The test pit was dug to a depth of 2.5m below the existing ground surface with the earliest layer encountered a green-grey silty clay (120). Overlying Layer 120 was black silty clay (119) overlain by a thin band of orange silty clay (113), through which three large modern pipes (121, 124 and 125) had been cut.

Overlying these layers was another black silty clay layer (112) which was sealed by a thick concrete surface (111) which was likely a previous carriageway surface (the same as in Test Pit 5). Overlying this surface was a modern hardcore layer (110) and the tarmac layer of the current Warrington Road (109).

Towards the western end of the test pit these modern road surface layers were, as with Test Pit 5, truncated by a modern concrete kerb and associated pavement through which a number of services were present within a black silt layer (105).

No evidence for a surviving portion of the Roman road was noted beneath the modern road surfaces, and no other archaeological remains were recorded.



## **6. CONCLUSION**

The desk-based assessment has provided background information on the possible existence of a Roman road; informed the watching brief on geotechnical works, and has identified the owners of Foundry House.

The watching brief monitored the excavation of test pits on land scheduled for sewage pipe improvements and the installation of new underground storage chambers on Warrington Road, Wigan. Apart from the cellars of former houses on the site no archaeological features were exposed during these excavations. The location of the cellar structure itself appears to match the location of houses seen on the 1894 Lancashire and Furness map, and is likely associated with one of these buildings. These houses were on a north-east to south-west alignment to the west of the Warrington Road with the northern extent of the row reaching as far as the Liverpool, Bolton and Bury Line railway tracks.

The ground of the proposed development area was shown during the excavation of the test pits to have been highly disturbed by the presence of numerous modern services and by the demolition of the 19th/20th-century housing, with no archaeology recorded in any of the test pits monitored.

No signs of the Roman road suggested to follow the course of the existing Warrington Road were recorded. It is possible that the road has been destroyed in this area as a result of modern activity or that it may exist outside the area sampled by the test pits.

## 7. BIBLIOGRAPHY

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## **Cartography**

1846 (Surveyed) 1st Edition Ordnance Survey 6'' Map

1894 25'' Ordnance Survey Map

1907 Ordnance Survey 14'' Map of 'Pemberton'

1927 Ordnance Survey 14'' Map of 'Pemberton'

1955 Ordnance Survey 25'' Map

1971 Ordnance Survey 1:2,500 Map

## **On-line Resources**

Heritage Gateway; <http://www.heritagegateway.org.uk> (Accessed 22/04/13)

Old Maps; <http://www.old-maps.co.uk> (Accessed 22/04/13)

BGS, 2013, British Geological Survey, <http://www.bgs.ac.uk> (Accessed 22/04/13)

Pastscape, <http://www.pastscape.org.uk> (Accessed 22/02/13)

NERC, 2013, Natural Environment Research Council, <http://www.nerc.ac.uk> (Accessed 22/04/13)

## **Appendices**

## Appendix 1: Photographic Register

No	Contexts/description	Facing	Conditions
1	Warrington Road looking to the north showing location of Test Pits 1-3 in relation to the site. Railway line visible in background.	North	Cloudy
2	Test Pit 1, east facing section showing demolition layer 102 and exposed services.	West	Cloudy
3	Test Pit 1, oblique plan shot showing demolition layer 102 and exposed services.	South	Cloudy
4	Test Pit 2, oblique plan shot showing demolition layer 103 and exposed services.	North	Cloudy
5	Test Pit 2, oblique plan shot showing demolition layer 103 and exposed services.	South	Cloudy
6	Test Pit 2, east facing section showing demolition layers 102 and 103 and exposed service.	West	Cloudy
7	Test Pit 3, oblique plan shot showing demolition layer 103 and exposed services.	North	Cloudy
8	Test Pit 3, east facing section showing demolition layers 102 and 103.	West	Cloudy
9	Test Pit 4, north facing section, west end showing excavation of cellar 118 and layers 104 and 105.	South	Cloudy
10	Test Pit 4, north facing section, west end showing excavation of cellar 118 and layers 104 and 105.	South	Cloudy
11	Test Pit 4, oblique shot of south facing section showing stratigraphy including cellar backfill layers 104 and 105. Green clay 108 visible to base of section.	North-east	Cloudy
12	Test Pit 4, oblique plan shot showing cellar wall 118	East	Cloudy
13	Test Pit 4, close up of cellar wall 118 during excavation.	East	Cloudy
14	Test Pit 4, oblique shot of north facing section, east end of test pit showing layer 105 and cellar wall 118.	South-east	Cloudy
15	Test Pit 4, oblique shot of north facing section, east end of test pit showing layer 105 and cellar wall 118.	South-east	Cloudy
16	Test Pit 4, oblique shot of north facing section, east end of test pit showing layers 104, 105 and cellar wall 118.	South-east	Cloudy
17	Test Pit 4, oblique shot of south facing section showing stratigraphy including cellar backfill layers 104 and 105. Green clay 108 visible to base of section.	North-east	Cloudy
18	Test Pit 5, north-east facing section showing existing and previous Warrington Road surfaces (109 and 111).	North	Cloudy
19	Test Pit 5, oblique plan shot showing layer 123 and exposed sewer pipes.	South-west	Cloudy
20	Test Pit 5, north-east facing section, close up showing layers 112 and 113.	South-west	Cloudy
21	Test Pit 5, oblique plan shot showing existing pipe work including sewer pipe 116.	East	Cloudy
22	Test Pit 5, general shot of survey work being undertaken on pipe 116.	South-east	Cloudy
23	Test Pit 5, oblique shot of south-west facing section showing road surfaces 109 and 111.	South-east	Cloudy
24	Test Pit 6, north facing section showing road surfaces 109 and 111, and layers 112-115.	South-west	Cloudy
25	Shot of railway fence line to west of site area.	North-east	Sunny
26	Shot of internal area of wood to west of site area.	South-west	Sunny
27	Shot of small wall adjacent to railway line fencing, in wooded area to west of site.	North-east	Sunny
28	Shot of existing housing on Warrington Road, east of site area.	East	Sunny
29	Warrington Road looking to the south-east showing excavations	South-east	Sunny

No	Contexts/description	Facing	Conditions
	on Test Pit 5.		
30	Warrington Road looking to the south-east showing excavations on Test Pit 5 and existing housing.	South	Sunny
31	Wooded area to the west of the site, general shot from Warrington Road.	West	Sunny
32	Grassed area to the north-east of the site with works for Test Pit 6 showing to the left.	North-east	Sunny
33	Working shot of excavation of test pit 6.	North-east	Sunny
34	Grassed area to the north-east of the site with existing housing in the background. Railway line is located behind trees to the left (not shown).	East	Sunny
35	Car park and Alexandra Park to the north of railway line.	West	Sunny
36	North facing façade of railway bridge shot from the east of Alexandra Park.	South	Sunny
37	Warrington Road looking north from north side of railway bridge. Shot from entrance to Alexandra Park.	North	Sunny
38	Shot of Tyrer Avenue and Warrington Road junction with parkland in the background.	East	Sunny
39	Wooded area to the west of the site on line of former housing.	North	Sunny
40	Shot of existing houses to the east of the site with works of Test Pit 5 in foreground.	North-east	Sunny
41	Working shot of excavation of test pit 6 including layer 105.	North	Sunny
42	Test Pit 6, oblique plan shot showing pipe 121.	East	Sunny
43	Test Pit 6, oblique shot of south facing section showing layers of modern road 109 and 111, and earlier layers 112 and 113.	South-west	Sunny
44	Test Pit 6, oblique full plan shot showing various pipes and context 105 in foreground.	East	Sunny
45	Test Pit 5 extension, oblique plan shot showing pipe 117 and layer 123 at the base. Modern road surfaces 109 and 111 also visible in section.	South-east	Sunny
46	Test Pit 6 extension, oblique shot of north-east facing section showing layers 109-113.	South-west	Overcast
47	Test Pit 6 extension, plan shot showing exposed sewer pipework towards base.	East	Overcast
48	Test Pit 6 extension, oblique shot of south-west facing section showing modern road layers 109-111.	North-east	Overcast
49	Test Pit 6 extension, plan shot showing exposed sewer pipework and layer 120 towards base.	West	Overcast
50	Test Pit 6 extension, oblique shot of north-east facing section showing modern road surfaces 109-111 and layers 112-119.	South-west	Overcast

## Appendix 2: Context Summary

Context	Test Pit	Max Depth (m)	Type	Description
100	TP 1-4	0.1	Layer	Topsail layer for the proposed development area. Consists of dark brown organic clay.
101	TP1, 3-4	0.1-0.25	Layer	Subsoil layer for the proposed development area. Consists of yellow-grey silty clay.
102	TP1-3	0.55-0.8	Layer	Grey-black silty clay layer. Contains large amounts of charcoal, along with brick/concrete rubble and in some places plastic waste. Likely demolition materials layer.
103	TP1-3	0.2-0.3	Layer	Yellow silty clay layer. Contains brick rubble and stones throughout. A possible demolition materials layer.
104	TP4	0.25	Layer	Grey-white silty clay layer. Contains brick/concrete rubble throughout.
105	TP4	0.45	Layer	Black charcoal/coal along with brick rubble and slate fragments. Probable demolition layer and backfill of likely cellar area.
106	TP4	0.05	Layer	Thin band of orange silty clay seen in section of test pit 4.
107	TP4	0.15	Layer	Black silty clay layer. Contains small stones throughout.
108	TP4	1.1-1.15	Layer	Green-grey silty clay layer. Contains small stones throughout. Sterile and no signs of archaeological activity in section.
109	TP5	0.10	Layer	Tarmac road surface of Warrington Road.
110	TP5	0.2	Layer	Hardcore stone made ground layer for Warrington Road. Consists of a compact layer of small irregularly sized stones.
111	TP5	0.3	Layer	Concrete/tarmac surface. May represent the earlier surface of Warrington Road before the later road improvements in the area.
112	TP5	0.2	Layer	Black silty clay layer. Contains small stones throughout. Evidence of industrial activity in the area before Warrington Road construction.
113	TP5	0.1	Layer	Orange silty clay layer. May represent backfill associated with the installation of modern sewage pipes.
114	TP5	0.5	Layer	Grey silty clay layer. Contains numerous stones throughout. Appears archaeologically sterile in section and may represent backfill associated with installation of modern sewage pipes.
115	TP5	0.6	Layer	Yellow-gray silty clay layer. Appeared archaeologically sterile in section.
116	TP5	0.3-0.4	Cut	Cut associated with a modern sewage/water pipe.
117	TP5	0.45-0.6	Cut	Cut associated with a modern sewage/water pipe.
118	TP4	0.6-0.7	Wall	Red brick cellar wall and associated coal chute. Consists of red, unfrosted machine cut bricks bonded with a cement mortar. Bricks measure 9 x 4.5 x 3 inches in size. Structure survives to a height of 9 courses.
119	TP6	0.8-0.9	Layer	Black silty clay layer within test pit 6. Small stones throughout.
120	TP 6	0.45	Layer	Green-grey silty clay layer. Contains small stones throughout. Appeared sterile and no signs of archaeological activity.
121	TP 6	1.05	Cut	Cut for a large modern sewage pipe.
122	TP 5	0.4	Cut	Cut for a modern sewage pipe.
123	TP 5	0.4	Layer	Green-brown silty clay layer within test pit 5. Appeared to be archaeologically sterile.
124	TP6 Ext	0.9	Cut	Cut associated with a modern sewage/water pipe.
125	TP6 Ext	1.9-2.05	Cut	Cut associated with a modern sewage/water pipe.

**Plates 1-6**





Plate 1: Warrington Road looking north showing location of Test Pits 1-3



Plate 2: Warrington Road looking south showing location of Test Pit 5





Plate 3: Test Pit 1, east facing section showing demolition layer 102 and exposed services



Plate 4: Test Pit 4, oblique shot of north facing section, east end of test pit, showing layers 104, 105 and cellar wall 118





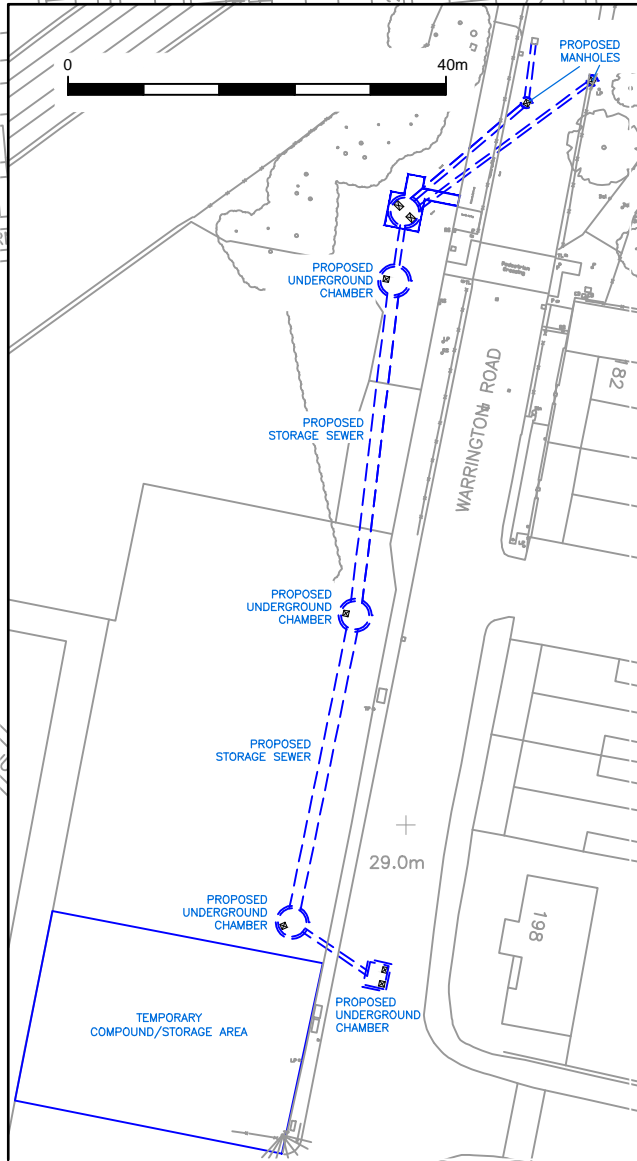
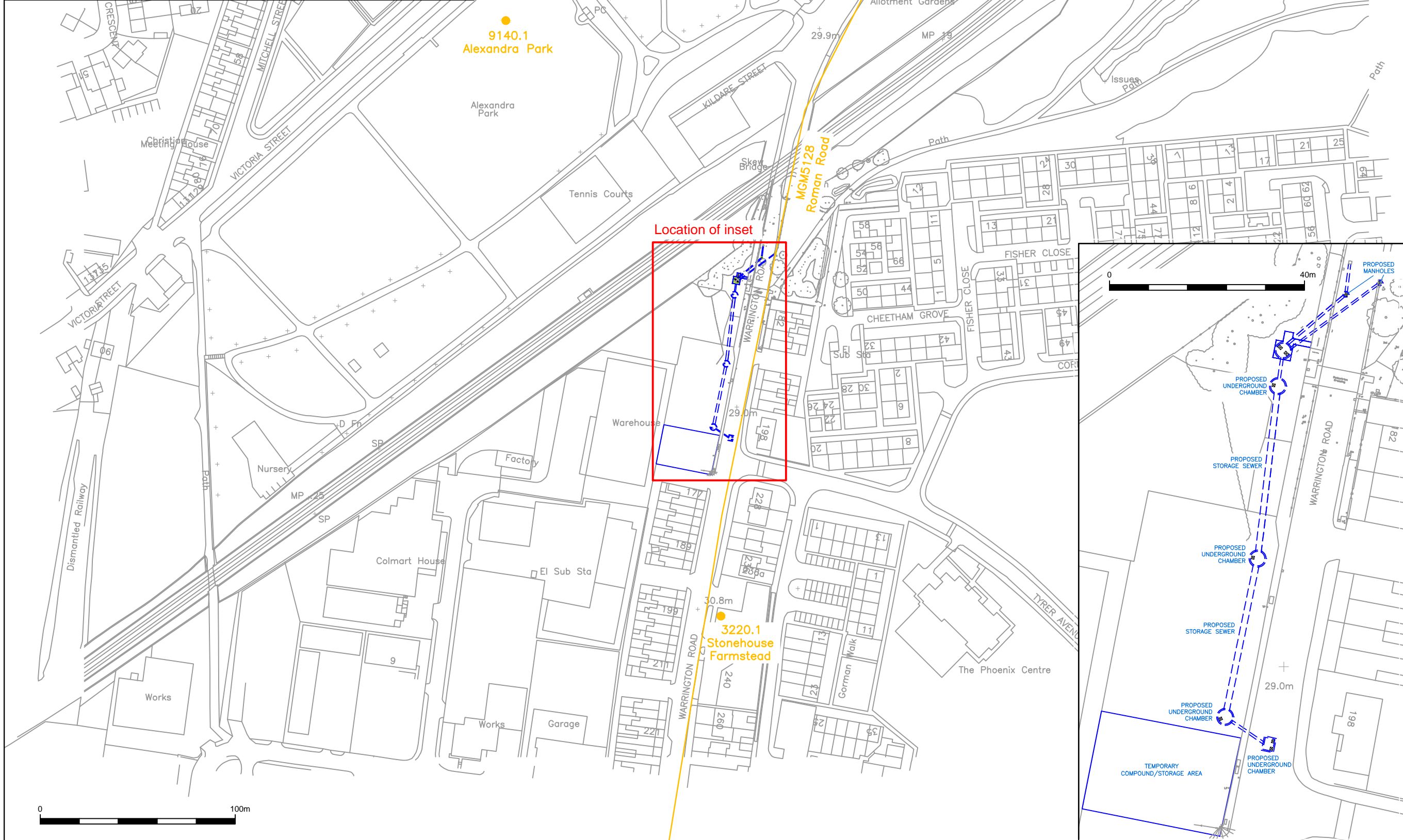
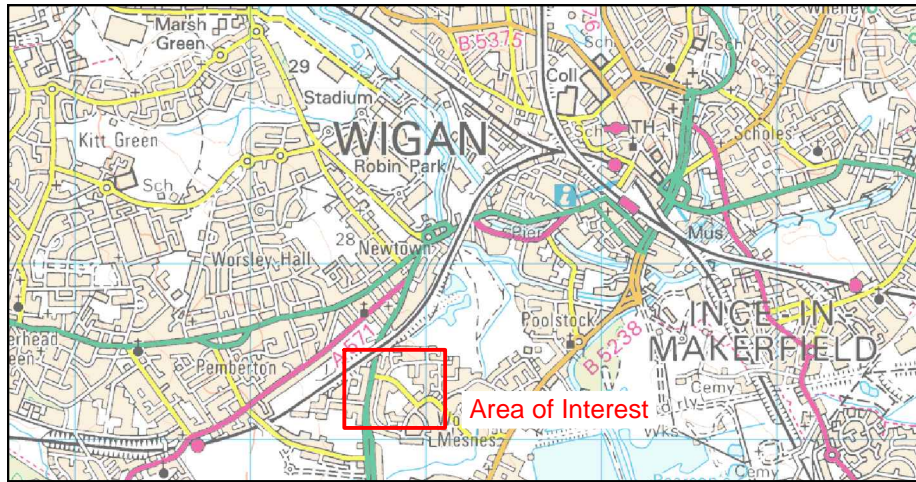
Plate 5: Test Pit 5, oblique plan shot showing existing pipe work including sewer pipe  
116



Plate 6: Test Pit 6 extension, oblique shot showing existing pipe work including sewer pipes 124 and 125

**Figures 1-4**





Key:  
 ● Cultural Heritage (Point)  
 — Cultural Heritage (linear)

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Fig. No: 1 Revision: A

Title: Site Location and Constraints

Project: Warrington Road, Wigan  
 Desk-Based Assessment

Client: United Utilities

Scale at A3:  
 Main plan, 1:2000;  
 inset, 1:800





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Fig. No: 2a      Revision: A

Title:  
 Map regression:  
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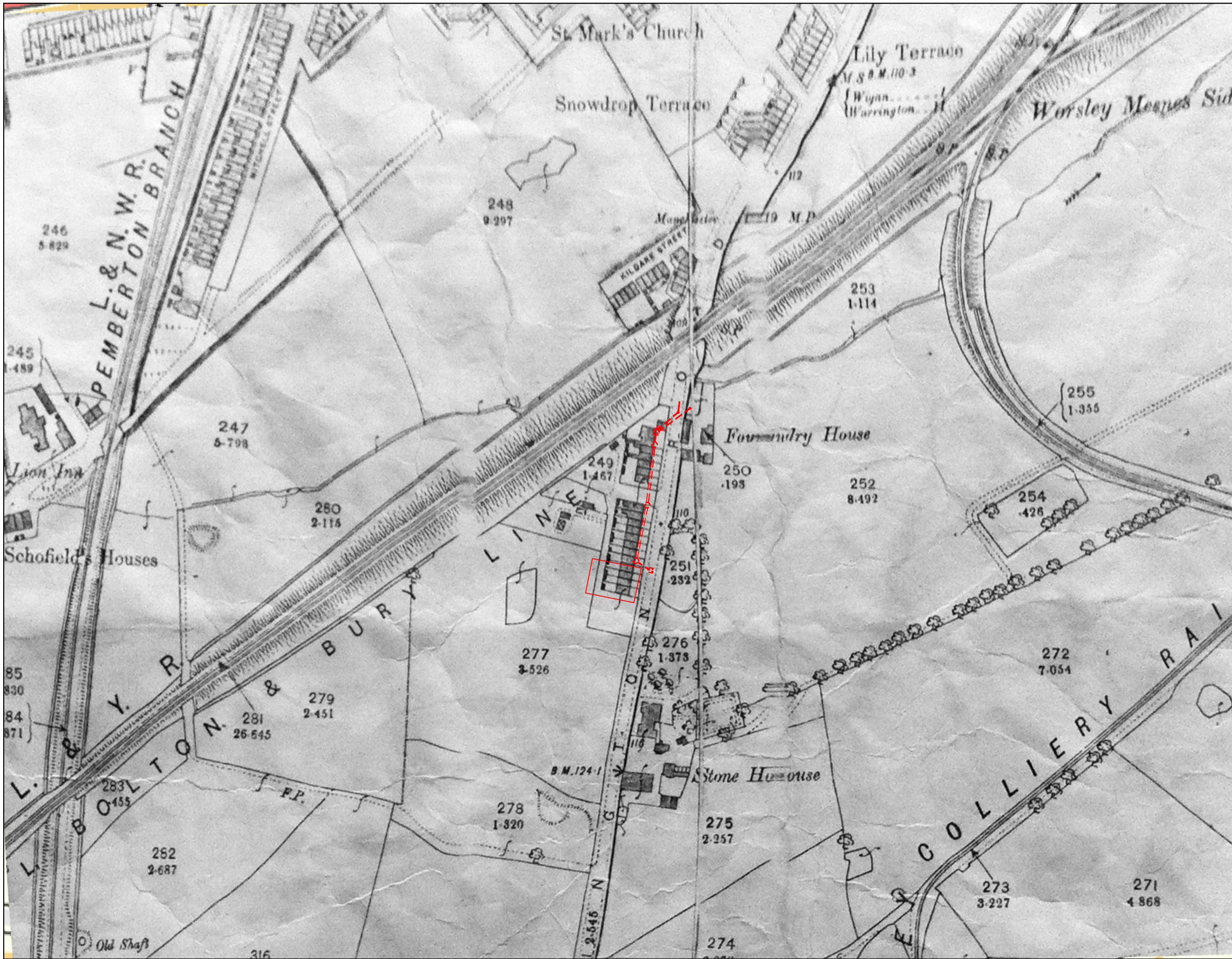
Project:  
 Warrington Road, Wigan  
 Desk-Based Assessment

Client:  
 United Utilities

Scale at A3:  
 1:2000







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Fig. No: 2b Revision: A

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 Map regression:  
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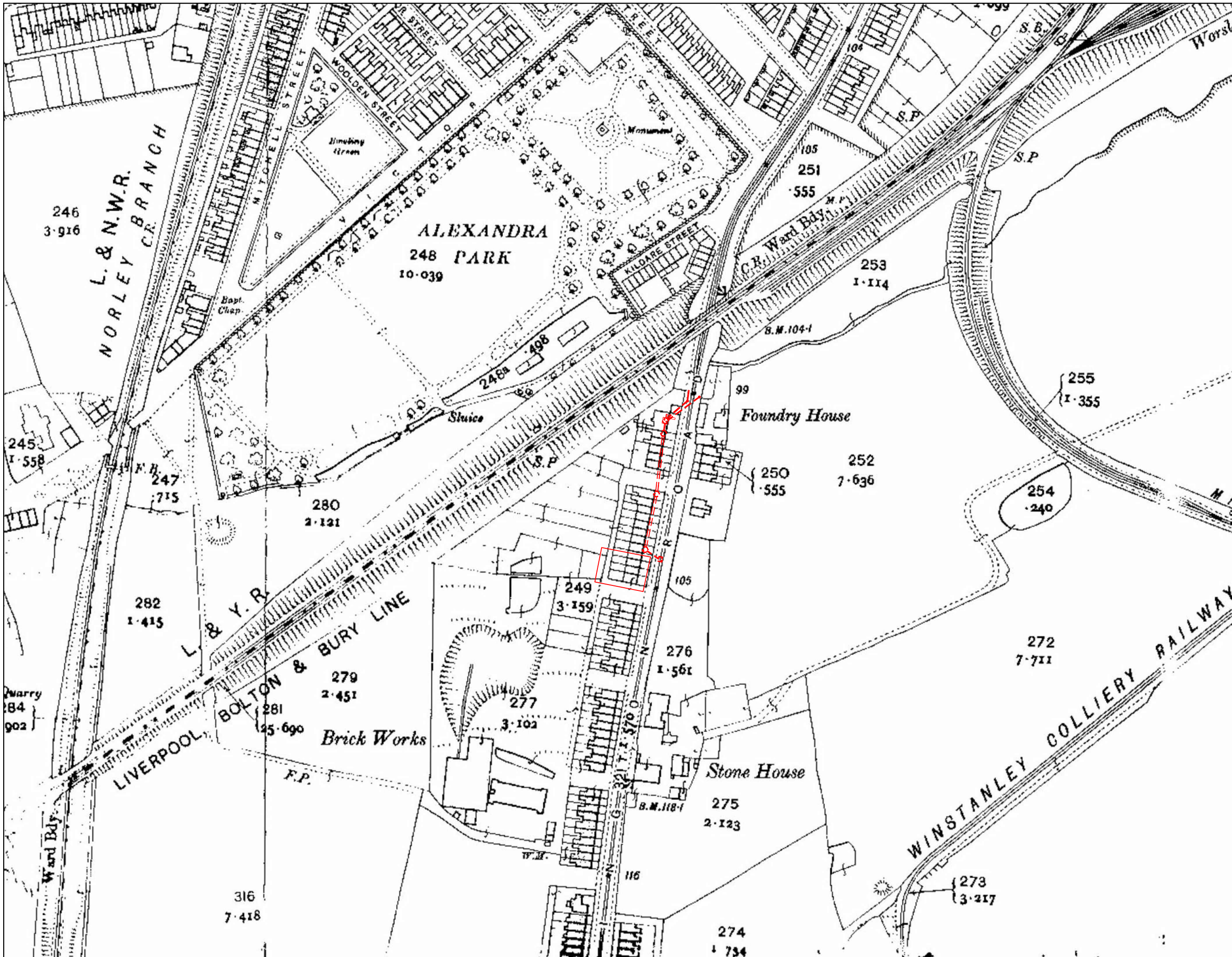
Project:  
 Warrington Road, Wigan  
 Desk-Based Assessment

Client:  
 United Utilities

Scale at A3:  
 1:2000







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Fig. No: 2c Revision: A

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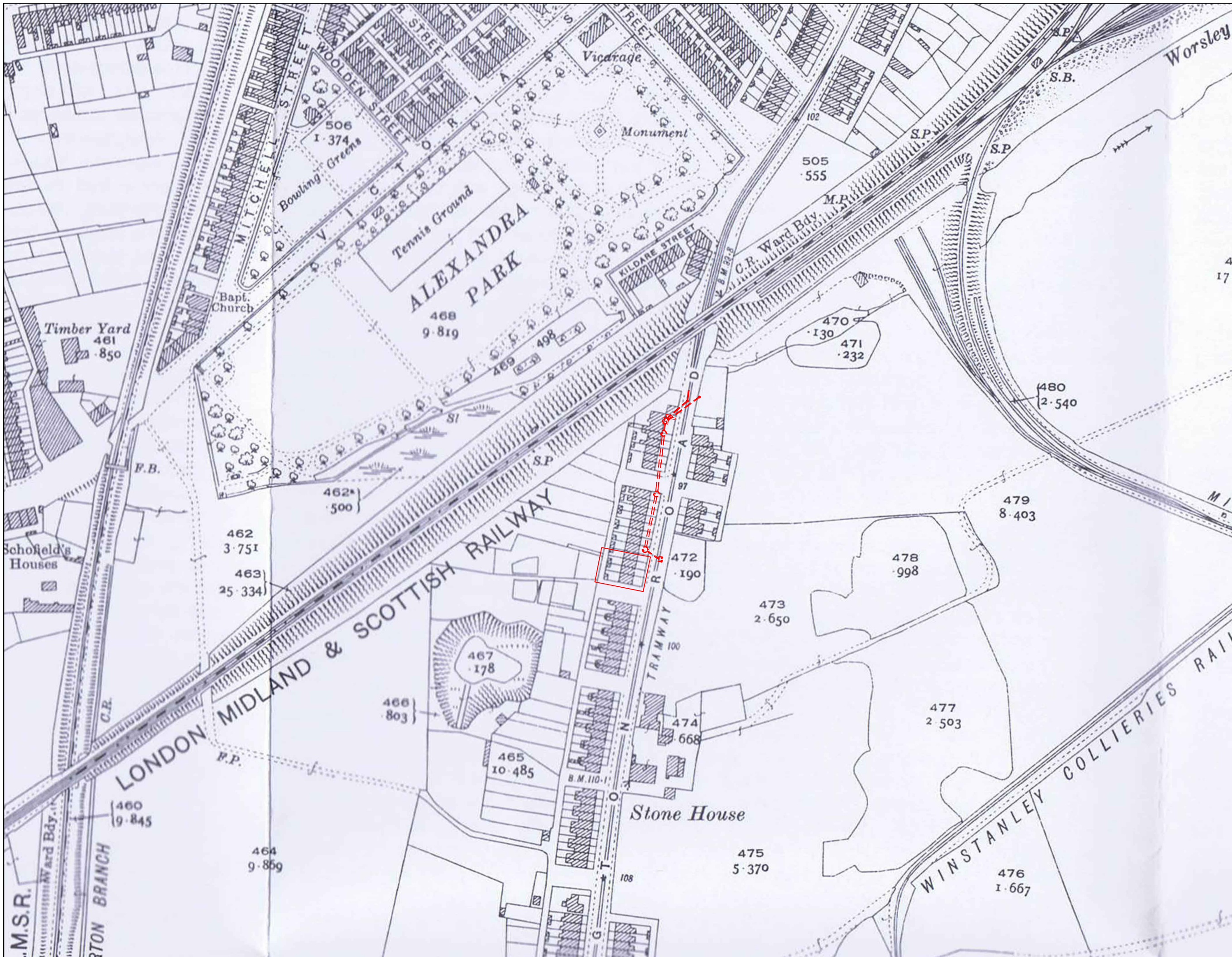
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 Warrington Road, Wigan  
 Desk-Based Assessment

Client:  
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Drawn by: TB Checked: KH Report No: YO92/13





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Fig. No: 2d Revision: A

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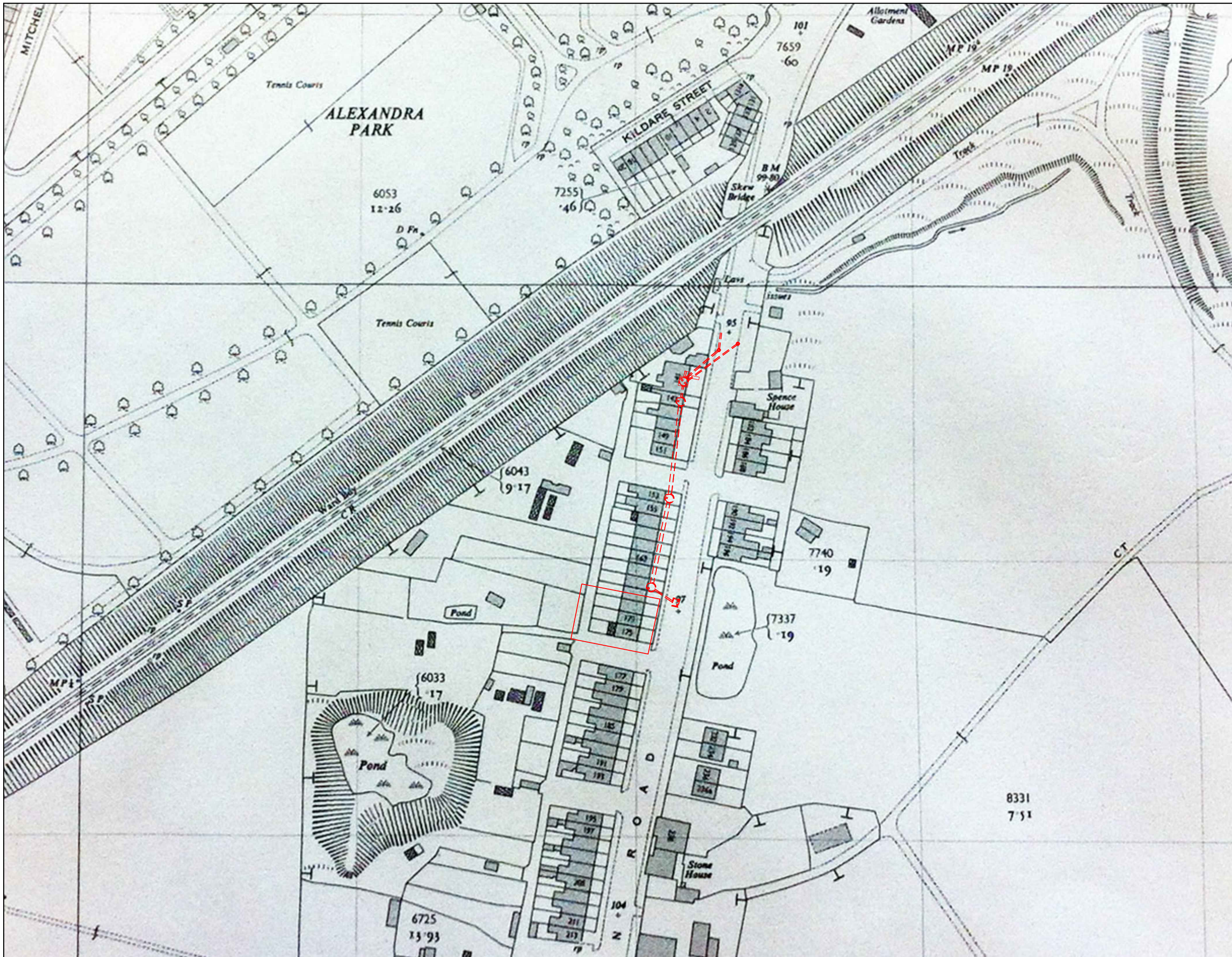
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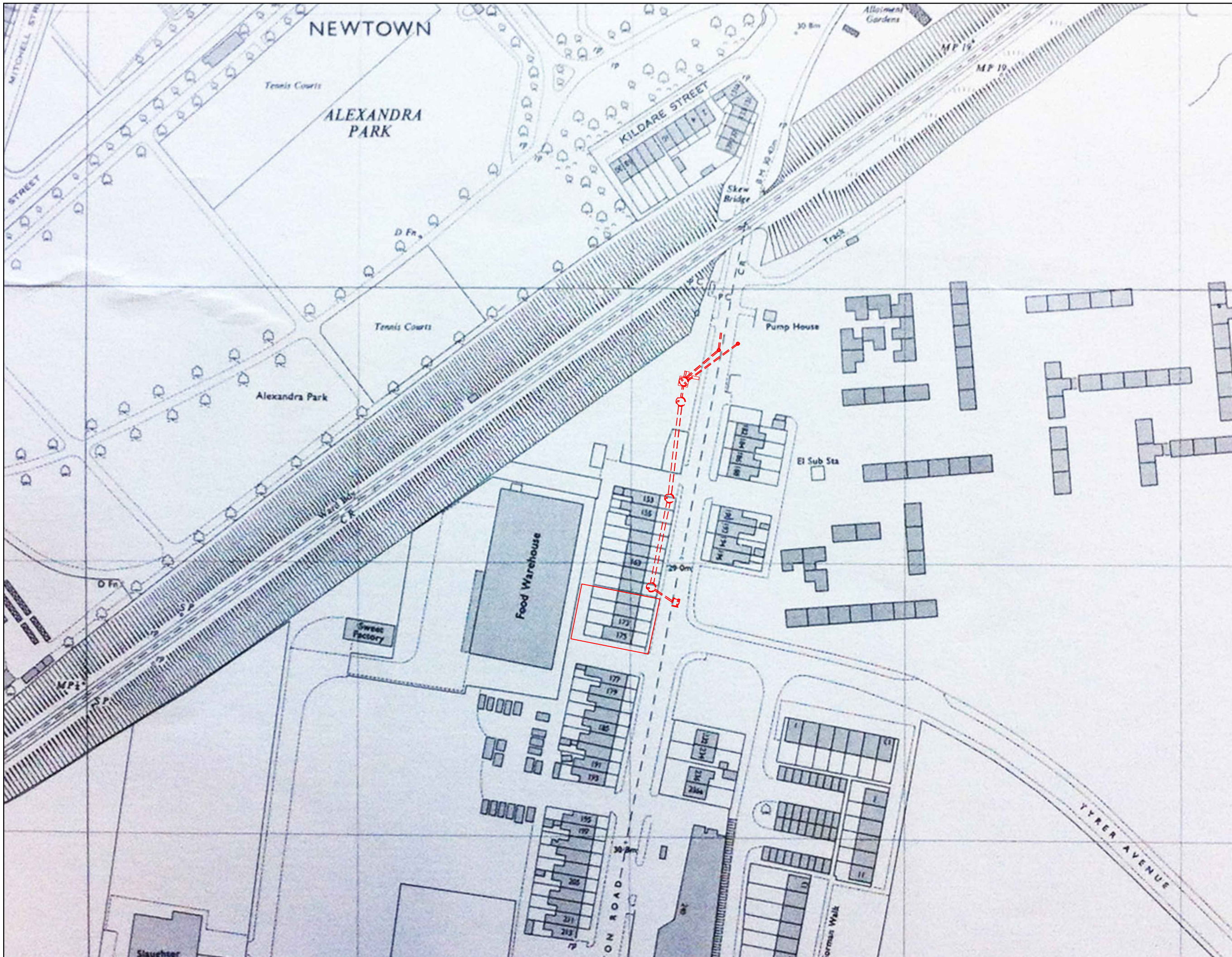
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 Desk-Based Assessment

Client:  
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Scale at A3:  
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Fig. No: 2f Revision: A

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Project:  
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 Desk-Based Assessment

Client:  
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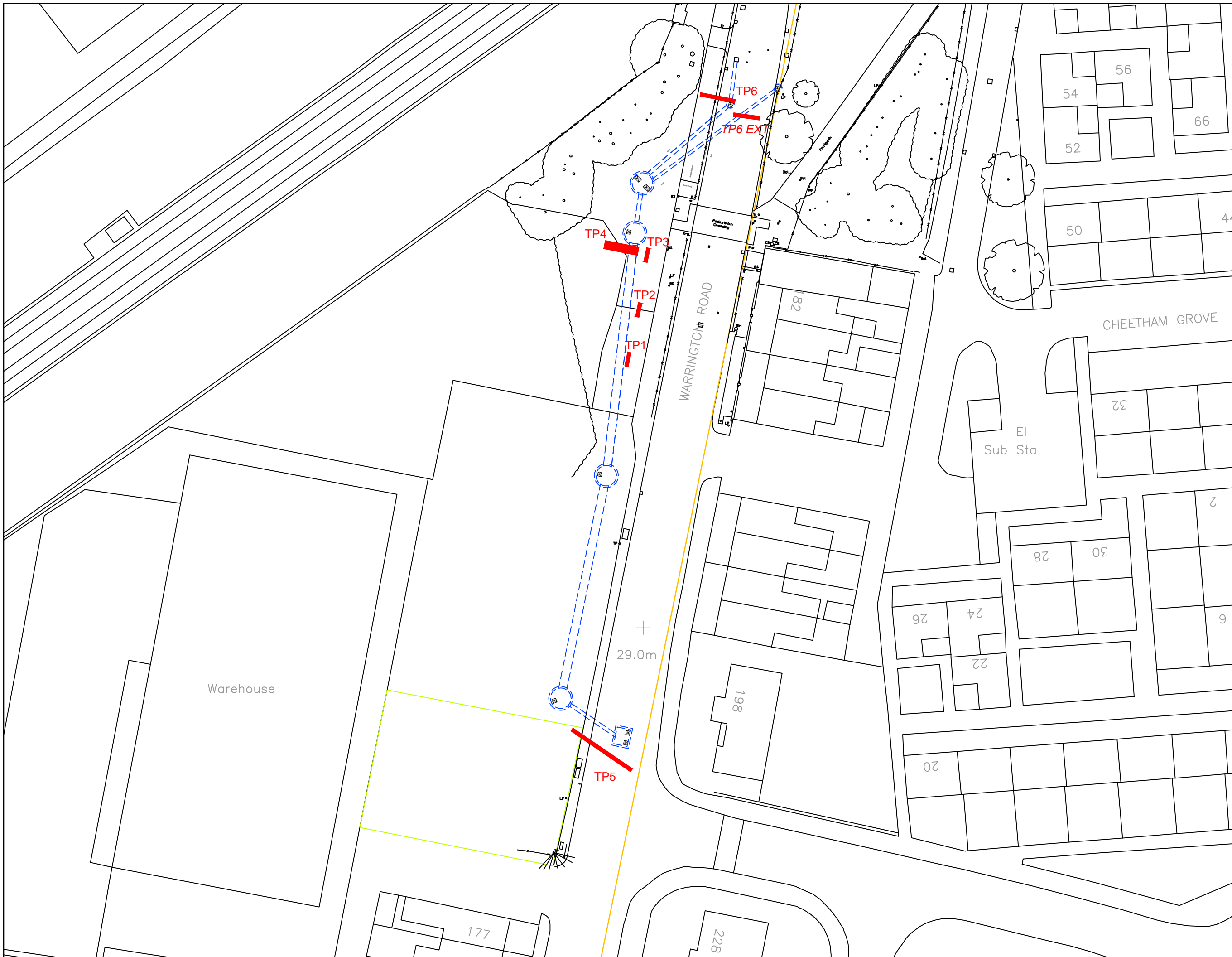






Key:

- Test Pits
- Service Trenches



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Fig. No: 3 Revision: A

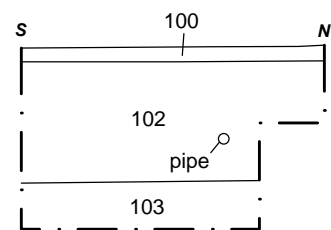
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Project: Warrington Road, Wigan Desk-Based Assessment

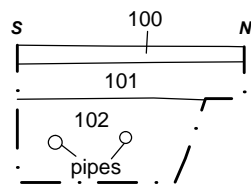
Client: United Utilities

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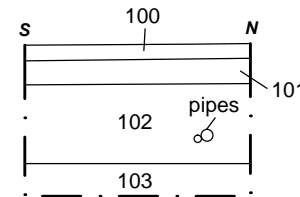
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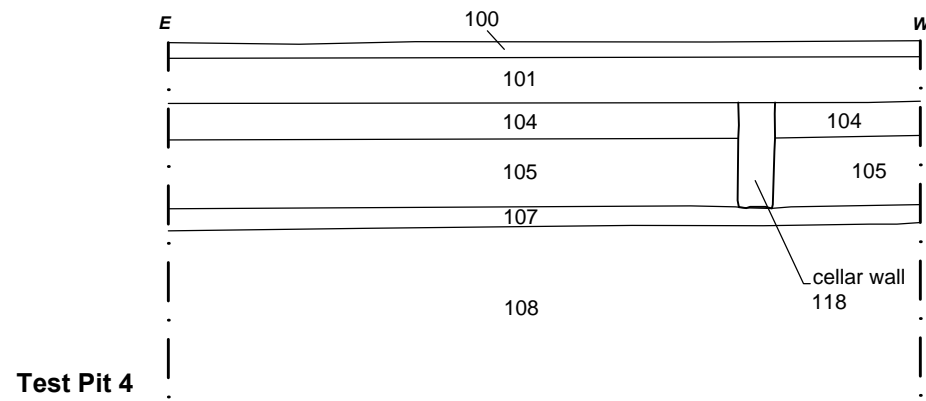
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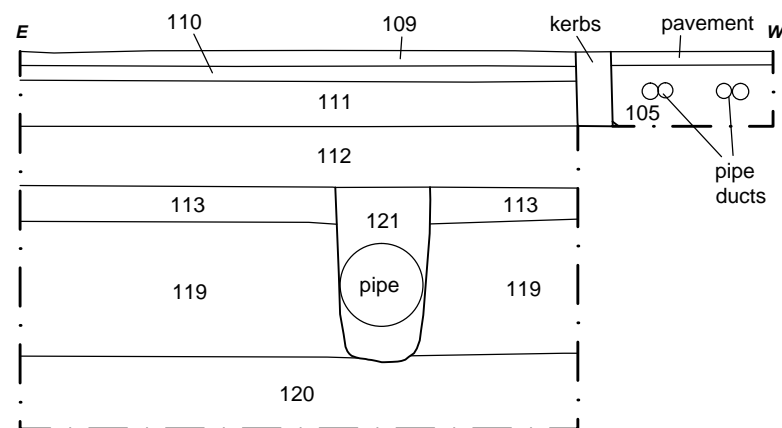
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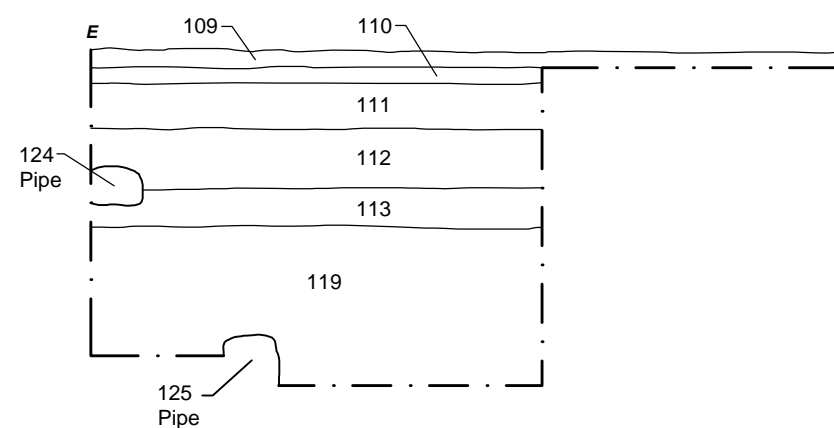
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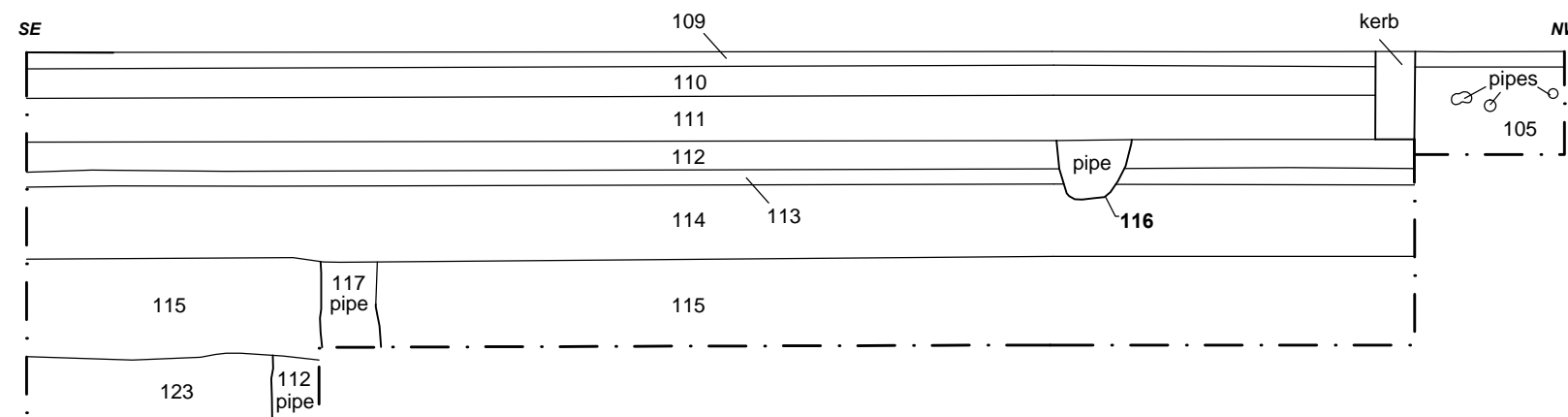
Test Pit 4



Test Pit 6



Test Pit 6 Extension



Test Pit 5

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4 Revision: A

Title:  
Test pit sections

Project:  
Warrington Road, Wigan  
Desk-Based Assessment

Client:  
United Utilities

Scale at A3:  
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