

Archaeological watching brief and building recording at Ramsay Medical Centre, Bradley Road, Stourbridge, Dudley, West Midlands

Worcestershire Archaeology
for EDP Ltd

August 2020



Find out more online:
www.explorethepast.co.uk



RAMSAY MEDICAL CENTRE, BRADLEY ROAD, STOURBRIDGE DUDLEY, WEST MIDLANDS

Archaeological watching brief and building recording
report



©Worcestershire County Council

Worcestershire Archaeology
Worcestershire Archive & Archaeology Service
The Hive
Sawmill Walk
The Butts
Worcester
WR1 3PD

Explore
the Past

SITE INFORMATION

Site name:	Ramsay Medical Centre, Bradley Road, Stourbridge, Dudley, West Midlands
Local planning authority:	Dudley Metropolitan Borough Council
Planning reference:	P18/1387
Central NGR:	SO 89707 84735
Commissioning client:	The Environmental Dimension Partnership Ltd
Client project reference:	edp5404
WA project number:	P5670
WA report number:	2820
HER reference:	-
Oasis reference:	fieldsec1-386295
Museum accession number:	-

DOCUMENT CONTROL PANEL				
Version	Date	Author	Details	Approved by
1	21/08/2020	Graham Arnold	Draft for comment	Tom Vaughan
2	25/08/2020	Graham Arnold	Addressing client comments	Tom Vaughan
3	26/08/2020	Graham Arnold	Addressing client comments	Tom Vaughan

This report is confidential to the client. Worcestershire Archaeology accepts no responsibility or liability to any third party to whom this report, or any part of it, is made known. Any such party relies upon this report entirely at their own risk. No part of this report may be reproduced by any means without permission.

CONTENTS

SUMMARY	1
REPORT	2
1 INTRODUCTION	2
1.1 Background to the project	2
1.2 Site location, topography and geology.....	2
2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND	3
3 PROJECT AIMS	4
4 PROJECT METHODOLOGY	5
4.1 Condition 26 – River widening watching brief	5
4.2 Condition 25 – Bridge Building Survey	5
4.3 Project Archive.....	6
5 ARCHAEOLOGICAL WATCHING BRIEF RESULTS	6
5.1 Trench descriptions.....	6
6 ARTEFACTUAL EVIDENCE	6
7 ENVIRONMENTAL EVIDENCE	7
8 BUILDING SURVEY	7
9 DISCUSSION AND CONCLUSIONS	7
10 PROJECT PERSONNEL	7
11 ACKNOWLEDGEMENTS	8
12 BIBLIOGRAPHY	8

FIGURES

PLATES

APPENDIX 1: SUMMARY OF PROJECT ARCHIVE

APPENDIX 2: SUMMARY OF DATA FOR HER

Archaeological watching brief and building recording at Ramsay Medical Centre, Bradley Road, Stourbridge, Dudley, West Midlands

By Graham Arnold

Illustrations by Graham Arnold

Summary

An archaeological watching brief was undertaken at the site of the new Ramsay Medical Centre, Bradley Road, Stourbridge, Dudley, West Midlands (NGR SO 89707 84735). It was commissioned by The Environmental Dimension Partnership Ltd (EDP) on behalf of their client Revelan Developments Ltd, in advance of redevelopment of the site as a medical centre with associated flood alleviation works. Planning permission had been granted subject to a programme of archaeological works including monitoring groundworks associated with widening the river channel and a building record of a bridge on the eastern edge of the site, prior to repair work taking place.

The site is located to the north-west of Stourbridge town centre, on the southern bank of the River Stour, which had been canalised with brick and concrete walls by the 19th century.

Building recording involved a Level 1 photographic survey of the bridge adjacent to Evans and White Manufacturing. Due to the high level of the river at the time of survey, a close inspection of the underside of the bridge was not possible. Access to the underside of the bridge was made by Structural Engineers OES via a barge at a later date, when the river level made it possible to photograph the arch.

The groundworks involved removal of the existing brick and reinforced concrete wall along the riverbank and profiling the bank at a 45° angle, removing any concrete walls and foundation bases. A series of early 20th century brick buildings and concrete foundations were revealed, backfilled with loose dark blackish grey clay silt with industrial waste including brick rubble, clinker, metal work and concrete. A firm mid brown clay was noted in the base of the trench at the east of the site, with only a dark humic topsoil and industrial waste in the west end of the site.

The majority of the concrete foundations, drainage manholes and brick walls related to the recently demolished buildings on site, with some of the cellars with brick walls and concrete floors in the east of the site relating to a building first recorded on the 1938 Ordnance Survey map. The Rolling Mills development was on the north bank with only tramways noted on the south bank of the Stour. No evidence of the former tramways survived. No earlier significant finds, features, structure or deposits were revealed within those areas of groundworks monitored.

Report

1 Introduction

1.1 Background to the project

An archaeological watching brief and building record was undertaken by Worcestershire Archaeology (WA) between January and February 2020 at the site of the new Ramsay Medical Centre, Bradley Road, Stourbridge, Dudley, West Midlands (NGR SO 89707 84735). This comprised observation of ground reduction and groundworks related to the flood alleviation along the south bank of the river Stour and a Level 1 building record of a bridge on the east extent of the site, prior to its refurbishment. The project was commissioned by The Environmental Dimension Partnership Ltd (EDP) on behalf of their client Revelan Developments Ltd, in advance of redevelopment of the site as a medical centre with associated flood alleviation work. Planning permission had been granted by Dudley Metropolitan Borough Council (DMBC), subject to a programme of archaeological works (planning reference P18/1387).

The Senior Conservation Officer at DMBC. considered that the development had the potential to impact upon possible heritage assets.

No brief was provided but a written scheme of investigation (WSI) was prepared by EDP (2019), and a methods statement by WA (2019), which were approved by the Senior Conservation Officer. The project also conforms to the industry guidelines and standards set out by the Chartered Institute for Archaeologists in the *Standard and guidance: for an archaeological watching brief* (CIfA 2014a), *Standard and guidance for the archaeological investigation and recording of standing buildings or structures* (CIfA 2014d)., and Historic England *Understanding historic buildings: a guide to good recording practice. Historic England* (2016).

1.2 Site location, topography and geology

The site is located to the north of Bradley Road, north-west of Stourbridge town centre, on the southern bank of the River Stour.

The site background is provided in the WSI by EDP (2019, 3) and is summarised below:

The Ramsay Healthcare Site covers c. 0.55 hectares (ha), centred on National Grid Reference (NGR) 389707, 284735. This falls within a wider application site of c. 1.4 ha that incorporates proposed flood alleviation works along the River Stour.

The majority of the site is brownfield land, consisting of the remains of former industrial works which have mostly been cleared. The extant remains comprise concrete foundations, drainage features, and former floor surfaces, as well as upstanding derelict brick walls and other building remains related to the former works. The area is overgrown with shrubs, with the healthcare building site heavily vegetated. The site comprises the former location of the Stourbridge Rolling Mills.

A feature of the site is the River Stour, which follows a sinuous course, through a man-made channel, along the northern edge of the site. The river is crossed by concrete beams and platforms, remnants of when it was partially culverted under, and bridged by components of the Stourbridge Rolling Mills. (EDP 2019, 3)

The underlying geology comprises bedrock of the Wildmoor Sandstone Member formation overlain by superficial deposits of alluvial silt, clay, sand and gravel (BGS 2020).

2 Archaeological and historical background

The archaeological and historical background to the site is presented in a Heritage Impact Assessment (HIA) prepared by EDP, and summarised in the WSI (EDP 2019, 3-5), as follows.

Medieval mills were sited on the River Stour, although it is considered that the river valley, including the site, was an area of open meadowland located on the floodplain up until the 17th century. It is unlikely that this area would have been used for anything other than the grazing of animals up to this time, resulting in a very limited potential for archaeological remains from earlier periods;

The River Stour was canalised in the 1670s leading to the development of an ironworking industry along its banks. The earliest works were at the Royal Meadow Forge, located beside the river (from which it drew its power) c. 30m west of the site boundary, and thus beyond the boundary of the site;

In 1779 the Stourbridge Arm Canal was completed, leading to an expansion of works in the locality. The Bradley & Co. Ironworks of 1800 were located on land to the west of the Royal Meadow Forge, c. 175m west of the site boundary, and thus beyond the extent of the site. By 1802 the site housed a forge, steam engine, workshops, a slitting mill, a rolling mill and several other ancillary buildings. Following the success of the existing works, the Foster and Rastrick Foundry (often known as the 'New Works') was built in 1821. Whilst the other buildings have been cleared, the Foster and Rastrick Foundry and a small number of other remaining structures provide the only remaining link within the area to the early industrial origins of the canal. Previous research and assessment has demonstrated that there is a potential for archaeological remains of post-medieval and later date to be identified in this area (the Lowndes Road Early Industrial Complex (HER 15107)), and thus the site would be considered to be of at least regional interest. This area (HER 15107) is also identified in the Stourbridge AAP (Area Action Plan) as an Archaeological Priority Area (Stourbridge Town Centre UHLC, 2011);

In 1808 the Stourbridge Rolling Mills were constructed on land to the immediate north of the site. Further works (The New Works) were constructed to the west of the Royal Meadow Forge in 1814. Later, by 1821, the Rastrick and Foster Works was completed, part of which is currently extant as the Grade II listed The Old Foundry, located c. 170m west of the site;*

The 19th century Rolling Mills are shown on the Amblecote Tithe map of 1838 as a substantial complex between Canal Street and the River Stour. The map indicates that at this time the works did not extend across the river to the south, and thus were not present within the site, apart from in the very small parts of the site which extend beyond the river to the north;

Two 19th century bridges crossed the river. One of these would have been located within the site but is no longer extant, as it was replaced by later crossings as the works evolved. The other bridge is extant and is located within the site on its eastern boundary;

A 1:500 Ordnance Survey Town Map of 1884 shows the site as open land containing no buildings, it being apparent that the 19th century Rolling Mill did not extend into the site;

In 1884 the site is shown coursed by tramways associated both with the Rolling Mills and the works further to the west. The tramways are connected to a railway line which also runs through the site close to its southern boundary, parallel to the present-day Bradley Road, which is further south. A tramway (skirting the southern end of the Rolling Mills) is shown crossing the river via another two bridges, before leaving the site on its western boundary. Neither of these bridges are extant, having been replaced by later features;

The Second Edition Ordnance Survey map of 1903 indicates that the Rolling Mills site was almost entirely cleared of buildings. This map also indicates that some of the tramways crossing the site had also been removed, as well as one of the bridges over the river which carried them;

The Rolling Mills were re-developed during the first two decades of the 20th century, with the 1919 Ordnance Survey map showing new buildings, labelled as a rolling mill and galvanising works, on the site of the former 19th century works. No new development is shown south of the river (in the site), and only the two older, 19th century bridges are shown as extant;

The Ordnance Survey map of 1938 shows the new rolling mills complex extended to the south across the river and into the site (although no buildings are shown within the part of the site in

which the healthcare building is proposed). This expansion involved bridging and culverting the river in various locations resulting in the apparent destruction of the more westerly of the two older bridges. The concrete structures and culvert roofs currently spanning the river within the site correspond well to those shown on this map and are likely to date from this phase in the 20th century expansion of the works;

Also, by 1938, the map indicates that the tramways and railways crossing the site were removed and Bradley Road was laid out to the south on the course of the former railway;

Aerial photographs do not suggest any further change at the site until the late 1950s or early 1960s, when the works expanded to the south-west and south-east, with evidence for further expansion to the south in the late 1970s or early 1980s. This 20th century expansion encompassed parts of the site including the area of the proposed healthcare building;

In 2004-2005, following a programme of historic building recording, the buildings at the Rolling Mills site were mostly cleared, leaving the derelict site that is present today. The two-storey 19th century Rolling Mills office building, located beyond the part of the site to be re-developed, on the northern edge of the complex was retained, for future restoration and reuse; and

The site of the proposed healthcare building was occupied by a modern, late 20th century building that continued in use, but which aerial images suggest was demolished by 2011....

The River Stour was canalised in the post-medieval period and flowed adjacent to the Rolling Mills throughout their history. Whilst its banks may contain structures related to its canalisation and/or the 19th century Rolling Mills, the concrete slabs and culverts that span the river, and adjacent remains of walls, date from the 20th century expansion of the works. The construction of these resulted in the loss of a 19th century rail bridge which is last shown on the Ordnance Survey map of 1919, and it is considered unlikely that any remains of this bridge are still extant on the riverside. (EDP 2019, 3-5)

An archaeological evaluation and watching brief of groundworks for the construction of the recent Lion Medical Centre on the site of the former Royal Meadow Iron Foundry 30m west of the present site, were undertaken by Worcestershire Archaeology in 2012. These investigations identified that structural remains associated with the iron works had survived with the presence of outbuildings associated with the New Foundry, including walls and internal floor surfaces, an external yard surface to the south of the New Foundry and extant and robbed out evidence for the tramway which served the iron works. The majority of these remains were considered to date from between 1820-1857 although one wall associated with the Old Foundry to the north-east of the site may date to approximately 1808. An undated possible palaeochannel was also identified in the north-east of the site (Bradley and Daffern 2012).

3 Project aims

The general aims and scope of the project are given in the WSI (EDP 2019, 3.3-3.11).

The specific aims and scope of the watching brief stage are to fulfil Planning Condition 26, as follows (EDP 2019, 8):

- 3.6 The widening proposed to the river for the two-stage channel would have potential to expose archaeological deposits, buried beneath the 20th century concrete floor slabs described above. These would be most likely to consist, on the north bank, of deposits related to the 19th century Rolling Mills, or consist of older archaeological deposits, within the banks, dating from the post-medieval period, when the river was canalised and then subsequently used for river transport. This part of the site is identified in the Stourbridge AAP as an Archaeological Priority Area (Lowndes Road Early Industrial Complex (HER 15107)). Such remains would be considered to represent heritage assets.
- 3.7 Given this archaeological potential, Condition 26 dictates a need to archaeologically monitor groundwork in this part of the site. As such, once 20th century concrete floor slabs have been removed, during the subsequent reduction in ground levels in order to widen the river channel, an archaeological Watching Brief would be maintained.

The specific aims and scope of the building recording stage are to fulfil Planning Condition 25, as follows (EDP 2019, 8):

- 3.10 Condition 25 of planning consent P18/1387 states:

‘The development hereby approved shall not be first occupied until a Schedule of Works/Repairs Schedule has been submitted to and approved in writing by the local Planning Authority providing full details of the repairs that are to be undertaken to the river bridge adjacent to the Evans and White Building and details of the parapet wall/structure proposed to replace what is currently a wall of sandbags located on the northern site of the River Stour and adjacent land used by the Bonded Warehouse.’

- 3.11 In order to discharge Condition 25 of the planning consent, a Level 1 Building Survey to record the river bridge prior to its repair work, will be conducted to preserve the original bridge through preservation by record.

The WSI indicated that significant deposits may be defined as those likely to be of medieval and post-medieval date.

4 Project methodology

A Written Scheme of Investigation (WSI) was prepared by EDP (2019) and a Methods Statement produced by Worcestershire Archaeology (WA 2019) for undertaking the works.

4.1 Condition 26 – River widening watching brief

The watching brief of groundworks was undertaken between January and February 2020. It is understood from the client, that between May and June 2020 a remaining curtain wall was removed, however this was not archaeologically monitored, due to it being a minor element of the works.

Reduced ground and demolition groundworks amounting to just under 1500m² in area, were excavated across the site. The location of the trenches is indicated in Figure 2.

The watching brief involved the demolition of an existing brick and concrete wall which had canalised the river. The walls were removed to a depth of 2m below ground level and the bank battered at a 45° angle, removing all modern footings as part of the works.

Deposits considered not to be significant were removed under constant archaeological supervision using a 360° tracked excavator, employing a toothless bucket, where possible.

Observation of excavated areas was undertaken during and after machine excavation. The exposed surfaces were sufficiently clean to observe well-differentiated archaeological deposits, though any less clear may have not been identified. Access to deep trenches was not made for safety reasons.

Deposits were recorded according to standard Worcestershire Archaeology practice (WA 2012) and trench and feature locations were tied into scaled plans provided by developer and older OS Maps and georeferenced in QGIS.

All fieldwork records were checked and cross-referenced. Analysis was undertaken through a combination of structural, artefactual and environmental evidence, allied to the information derived from other sources.

4.2 Condition 25 – Bridge Building Survey

The Level 1 building record of the Evans and White bridge was undertaken in October 2019. This involved a photographic survey. Reference was also made to a recently completed emergency bridge inspection by Structural Engineers to ascertain the current condition of the bridge prior to repair work, as part of the current project (OES 2019). The underside of the bridge was photographed by Structural Engineers in May 2020 without an archaeologist in attendance, and the photographs forwarded by EDP for inclusion in the building recording section of this report.

4.3 Project Archive

The project archive is currently held at the offices of Worcestershire Archaeology. Subject to the agreement of the landowner it is anticipated that it will be deposited at Dudley Museum.

5 Archaeological watching brief results

5.1 Trench descriptions

The monitored areas are shown on Figure 2 and Plates 1-10. Figure 3 is the 1901 Ordnance Survey Map with tramways. Later development of the site by 1938 is shown in Figure 4.

Removal of existing hardstanding exposed a series of cellars with reinforced concrete walls and some brick walls, backfilled with modern demolition rubble. There were also frequent drainage manholes, service chambers and large footings for steel girders of the recently demolished development. A trench 2m wide and 2m deep was excavated behind the existing canalised river retaining wall, in order to safely remove the wall.

The subsequent reprofiling of the river bank to a maximum of 8m back from the river edge exposed foundation pillar bases, wall foundation and drainage chambers.

No significant archaeological deposits, layers, structures or horizons were identified, predating the early 20th century relating to the former Rolling Mills.

Context	Brief description	Max depth (m)	Depth from ground surface (m)	Comments
100	Concrete flooring	0.45	0.00	Concrete slabs of the existing mid 20 th Century industrial buildings
101	Concrete and brick cellars from 20 th Century development of the site	Unexc.	0.45	Reinforced concrete and brick 20 th Century cellar structures and foundations. Removed by machine to final excavation depth.
102	Modern mixed backfill of 20 th Century cellars	0.23	0.00	Dark blackish blue clay silt with frequent brick and concrete hardcore rubble and metalwork. Mixed with clinker ash and lime deposits. Demolition material underlying the concrete slab and filling the cellars
103	Humic topsoil	0.60	0.23	Humic topsoil in western part of site away from the buildings and backfilling cut for canalised river retaining wall
104	Alluvium	0.40	1.50	Firm dark blue grey gleyed clay underlying cellar floors
105	Natural / alluvial substrate	0.30+	1.80	Compact cohesive orangey brown clay, natural alluvial deposit at base of trench for river retaining wall

Table 1: Summary context descriptions

6 Artefactual evidence

Recovery of artefacts was undertaken according to standard Worcestershire Archaeology practice (WA 2012). In the event, no artefacts were identified which were considered to be suitable for analysis. Only 20th century material was observed. This was recorded and left on site.

7 Environmental evidence

Environmental sampling was approached using standard Worcestershire Archaeology practice (WA 2012). In the event, no deposits were excavated which were considered to be suitable for environmental analysis.

8 Building Survey

The photographs are shown in Plates 11 – 21 and the bridge location is indicated in Figure 2. Figures 3 and 4 indicate the bridge in 1902 and 1938 respectively. Reference can also be made to the Arch Bridge Inspection recently undertaken by OES Consulting (OES 2019). The bridge was heavily overgrown with vegetation while the road surface tarmacadam had many re-patched potholes.

The bridge lies at the north-east corner of the site, crossing the River Stour. It measures 11m in length, with a single carriageway 3.30m wide at its narrowest point, surrounded on both sides by 1.90m high brick masonry parapet walls. The tall parapet walls and corresponding bridge arch are 8.80m in length. The bricks in the upper part of the parapet walls are 9" x 4" x 3" engineering bricks with a cement mortar, of 19th century date, with subsequent repair and addition. The bricks in the lower 0.80m are 7" x 3" x 4", and appear to be an earlier phase. The parapet wall is two bricks thick. On the north-west side of the bridge, the adjoining wall is 0.70m high with capping stones 5 ½" x 10" x 7", along the north side of the canalised river.

A modern brick culvert can be seen on the south-west side of the bridge, feeding directly into the river (Plates 17 and 18).

Access to the underside of the bridge was limited due to high water causing safety issues on the initial site visit. Access to the underside of the bridge was made by Structural Engineers OES in May 2020 via a barge, when it was then possible to photograph the arch (Plates 19-21).

9 Discussion and conclusions

The methods adopted allow a high degree of confidence that the aims of the project have been achieved, for those areas of groundworks monitored. Conditions were suitable in all of the trenches and areas to identify the presence or absence of archaeological features. The removal of the modern floor surfaces and cellars and the retaining wall for the river was monitored. It is considered that the nature, density and distribution of archaeological features revealed provides an accurate characterisation of the development site as a whole. The works demonstrated that the mid-20th century development of the site had truncated the area and there was no evidence of any earlier activity, such as the possible palaeochannel identified to the west. Historic maps indicate that the south bank was undeveloped apart from tramways associated with the Rolling Mills on the north bank of the River Stour connected by a series of concrete bridges until at least 1901.

Having undertaken the project the following comments may be made with regard to access issues. Only the first stage of groundworks was made available to be monitored, while the river level was too high to carry out detailed photographic survey of the underside of the bridge arch, which was photographed from the bank adjacent. Structural engineers did have access to the underside of the bridge in May 2020 and photographed the bridge at river level from a barge, with the resulting photographs included in this report.

10 Project personnel

The fieldwork was led by Graham Arnold PCIfA.

The project was managed by Tom Vaughan, MCIfA. The report was produced and collated by Graham Arnold. Specialist contributions and individual sections of the report are attributed to the relevant authors throughout the text.

11 Acknowledgements

Worcestershire Archaeology would like to thank the following for the successful conclusion of this project: Charlotte Bellamy and Rob Skinner (Archaeology and Heritage Consultants, The Environmental Dimension Partnership Ltd), Sundeep Singh Batt (Director, Optimum Engineering Solutions), the staff at Amphion Construction including Anthony (Project Manager) and Craig (Supervisor), and Jayne Pilkington (Senior Conservation Officer, Dudley Metropolitan Borough Council).

12 Bibliography

BGS, 2020 Geology of Britain viewer, <http://mapapps.bgs.ac.uk/geologyofbritain/home.html> , accessed: 25 February 2020

ClfA, 2014a *Standard and guidance: for an archaeological watching brief*. Reading: Chartered Institute for Archaeologists, published December 2014, updated 5 June 2020,

ClfA, 2014b *Standard and guidance: for collection, documentation, conservation and research of archaeological materials*. Reading: Chartered Institute for Archaeologists published December 2014

ClfA, 2014c *Standard and guidance: for the creation, compilation, transfer and deposition of archaeological archives*. Reading: Chartered Institute for Archaeologists, published December 2014, updated 5 June 2020

ClfA 2014d *Standard and guidance for the archaeological investigation and recording of standing buildings or structures*, Chartered Institute for Archaeologists, published December 2014, updated 28 June 2019

Daffern N, Bradley, R Nicholson, M 2013 *Archaeological Investigations at Lion Medical Centre, Lowndes Road, Stourbridge, West Midlands*, Worcestershire Archaeology Unpubl report **1930**, Worcestershire County Council

EDP 2019 *Ramsay Medical Centre, Stourbridge, West Midlands, Written Scheme of Investigation for Archaeological Works*, The Environmental Dimension Partnership Ltd, unpublished document, dated August 2019, Reference **edp5404_r003d**

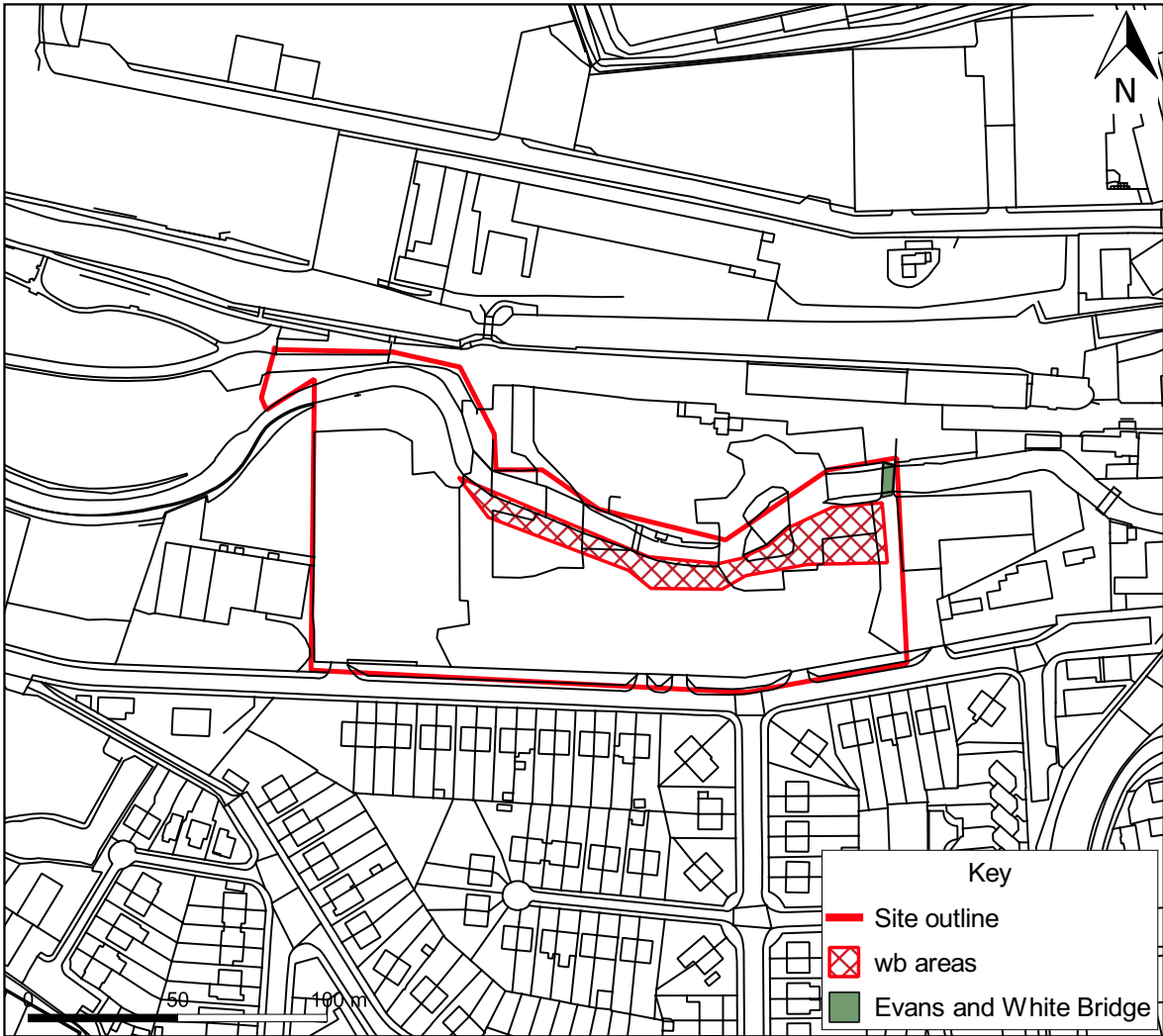
Historic England 2016 *Understanding historic buildings: a guide to good recording practice*. Historic England

OES 2019 *Emergency Inspection of Arch Bridge Structure adjacent Evans and White Manufacturing, Bradley Road, Stourbridge*, Optimum Engineering Solutions Consulting, unpublished document, correspondence dated 5 September 2019

WA, 2012 Manual of service practice, recording manual, Worcestershire Archaeology Unpubl report **1842**. Worcestershire County Council

WA, 2019 Method Statement for archaeological watching brief and building recording at the proposed Ramsay Medical Centre site, Bradley Road, Stourbridge, Worcestershire Archaeology Unpubl document **P5670**, dated 16 October 2019, Worcestershire County Council

Figures

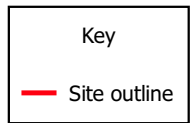
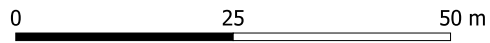
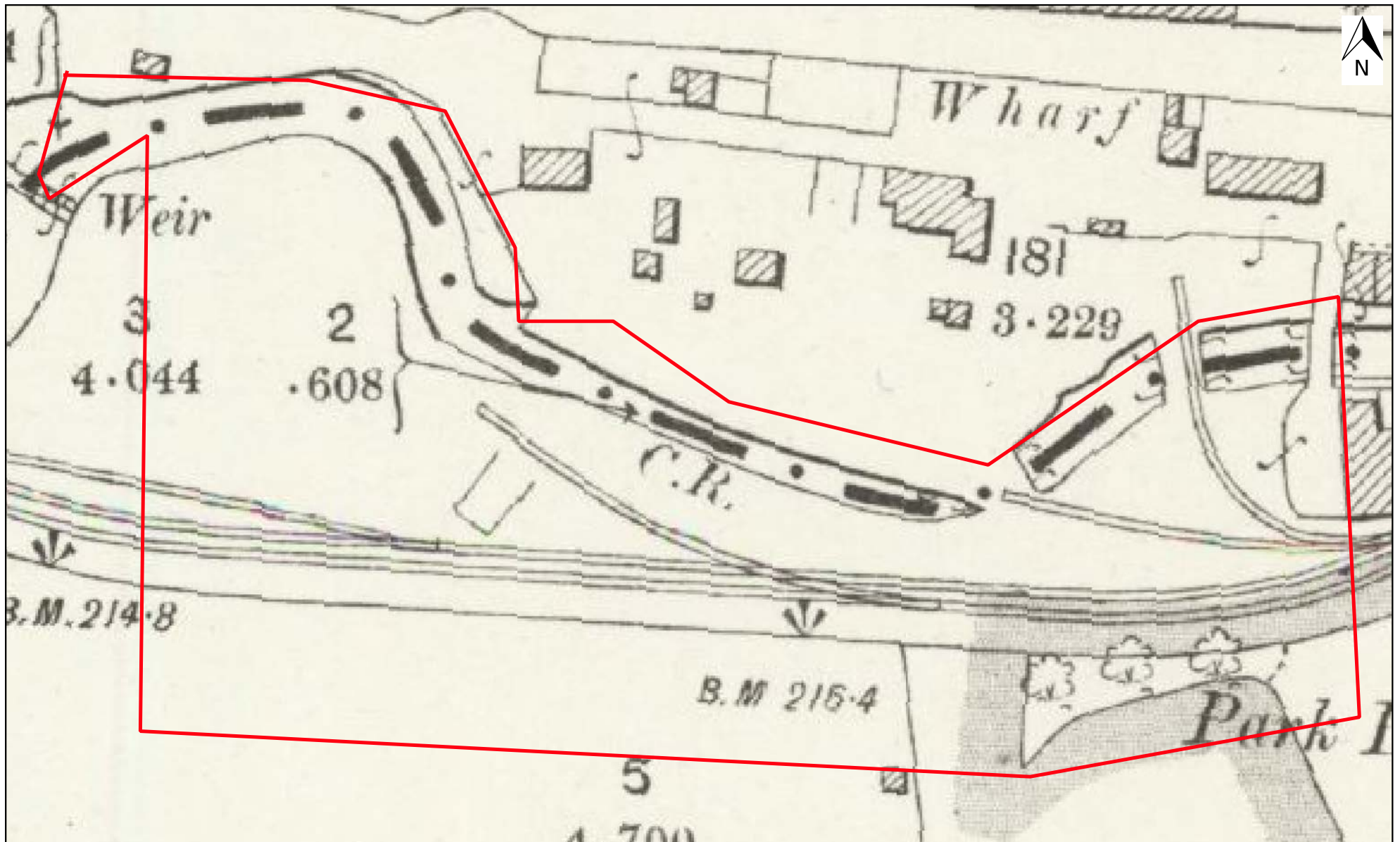


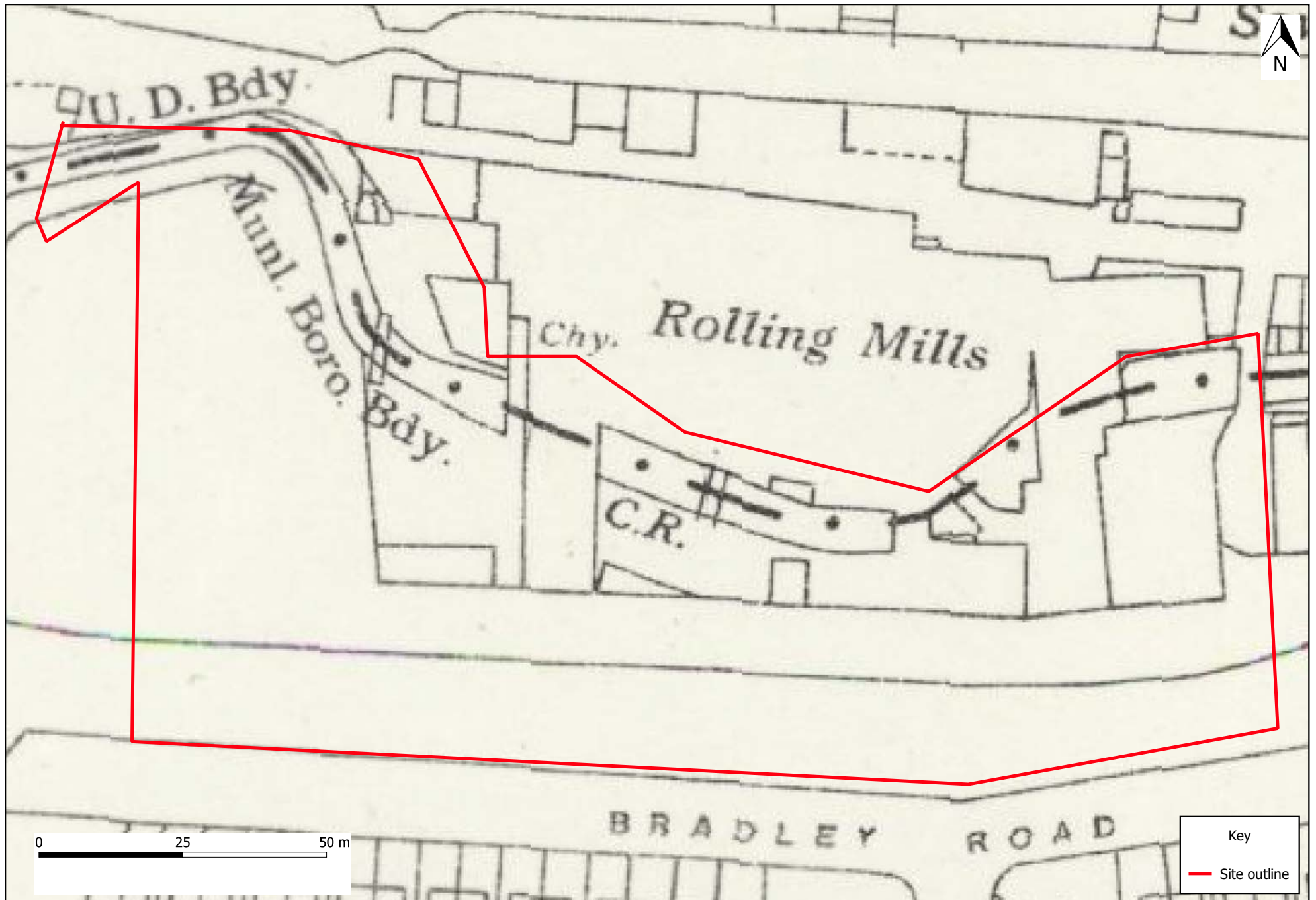
© Crown copyright and database rights 2020 Ordnance Survey 100024230

Location of the site

Figure 1







Plates



Plate 1: The site along river edge as works started, view west



Plate 2: Brick walls of mid-20th century cellars in the centre of the site, view south-east, 1m scales



Plate 3: Retaining wall along the edge of the canalised river Stour, view west, 0.5m and 1m scales



Plate 4: Modern drainage chamber on surface, view north-west, 1m scale



Plate 5: Remaining steel girder of existing building and general east view of the site



Plate 6: The trench excavated behind the retaining wall before wall removal, view east



Plate 7: Collapsing retaining wall into trench, view east



Plate 8: The bank profiled following wall removal, view east



Plate 9: Trench excavated behind retaining wall in west of site, view north-west



Plate 10: Profiling the western end of the site following removal of the retaining wall and modern foundations, view west



Plate 11: Western face of bridge adjacent to Evans and White Manufacturing, view east



Plate 12: Eastern face of bridge adjacent to Evans and White Manufacturing, view south-west



Plate 13: View north of bridge Bradley Road towards Canal Street, 1m scales



Plate 14: View south of bridge from Canal Street towards Evans and White Manufacturing, Bradley Road, 1m scales



Plate 15: Brick wall at north-west side of bridge, view east , 0.5m and 1m scales



Plate 16: Brick wall with coping stones on north-east side of bridge, view south, 1m scales



Plate 17: Western side of bridge arch, view south towards modern culvert on southern bank



Plate 18: Western side of bridge from water level, view south towards modern culvert on southern bank



Plate 19: The underside and west face of the bridge, view south-east



Plate 20: The arched brick underside of the bridge, view south



Plate 21: Eastern face of the bridge from river level, showing brick edgings and keystone, view west

Appendix 1: Summary of project archive

TYPE	DETAILS*
Artefacts and Environmental	None
Paper	Context sheet, Diary (Field progress form), Report
Digital	Images raster/digital photography , Survey, Text

*OASIS terminology

Appendix 2: Summary of data for HER

No significant finds were recovered, or environmental samples taken during the investigations.