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M6-M61  
LINK: WIGAN,  
HINDLEY AND  
WESTHOUGHTON  
BYPASS

An Archaeological Assessment

The Greater Manchester Archaeological Unit

March 1991

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# 1. Introduction

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1.1 The Greater Manchester Archaeological Unit was commissioned by Parkman Engineering Consultants to carry out an assessment of the archaeological implications of the proposed M6 to M61 Link – Wigan, Hindley and Westhoughton Bypass. The aim was to identify sites of significance along the three proposed routes and, where necessary, make recommendations.

1.2 A survey was undertaken and this report presents a summary of the findings.

1.3 The survey consisted of the examination of published and unpublished map series, aerial photographs, documentary material from a variety of published and manuscript sources, and field survey of the route, in order to relate the research findings to the existing landscape.

## 2. The Setting

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### 2.1 GEOLOGY

The Solid and Drift geology is displayed on the Ordnance Survey Geological Survey of Great Britain, sheet number 84.

#### 2.1.1 Solid

The solid geology of the area is composed of the carboniferous rock of the Middle Coal Measures. The fault lines run south-east to north-west from the Pemberton to Great Haigh faults whereupon a gradual shift to east/west running fault lines occurs. It is an area which was long famous for the mining of coal. Direct evidence for the production of coal at Winstanley, for example, goes back to at least the 16th century.

#### 2.1.2 Drift

*Preferred route:* The majority of this route is overlain with boulder clay, though it starts on the Middle Coal Measures with the boulder clay being reached at Highfield. A small patch of sand and gravel and another outcrop of the Middle Coal Measures are crossed at Lower Ince, while a larger area of sand and gravel occurs where the Preferred and Red Routes converge. The rest of the route is boulder clay except for a narrow band of alluvium associated with Borsdane Brook, and a patch of sand and gravel along the Pemberton and Hindley railway line.

*Red route:* This route starts on an area of sand and gravel. After it crosses the A577 it is overlain with boulder clay for its remaining length, except in the vicinity of Hindley where it crosses a band of sand and gravel.

*Pink route:* The majority of this route again overlies boulder clay. The only exceptions are an outcrop of the Middle Coal Measures crossed east of the A49, and the areas to the west and east of the Leigh branch of the Leeds and Liverpool Canal. Here a narrow band of alluvium lies to the east of the canal and an area of peat to its west; both are crossed by the proposed route.

### 2.2 TOPOGRAPHY

The area under study is part of the South-West Lancashire Plain. It is a subdued and slightly undulating landscape. A gradual rise in the level of the land occurs between the eastern and western ends of the proposed routes, the land being approximately 30m OD south-east of Wigan and 140m OD in the vicinity of Hunger Hill. This rise continues and steepens, becoming the West Pennine Moors north of Bolton.

# 3. Historical Background

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## 3.1 PREHISTORIC

Known prehistoric material in the Lowlands of the North-West is scarce and there are no known sites on the proposed routes. A few finds indicate prehistoric activity in the vicinity. These comprise a Neolithic polished stone axe originating from Cumbria and a bronze double looped socketed spearhead, found at Leigh; a Bronze Age axe hammer found at Bottling Wood; a Late Neolithic polished stone axe from Gidlow, and a Neolithic axe hammer discovered in Wigan.

These artefacts are not the only indicators of prehistoric activity in the area. Pollen analysis carried out on samples from Red Moss, to the north of the M61, has shown that occasional clearances of woodland occurred in this area throughout the Neolithic period and that by c. 2400 BC complete deforestation had taken place, a pattern repeated in much of Northern Britain and Wales. Although evidence for prehistoric activity is slight, the isolated finds combined with the palynological evidence from Red Moss indicate some level of occupation and settlement during the prehistoric period.

## 3.2 ROMAN

Evidence for Roman activity along the proposed routes is also slight. Wigan itself is the only known site of this period in the vicinity of the new bypass. It has been identified with 'Coccium' in the Iter X of the 3rd century Antonine Itinerary, recorded as lying 17 Roman miles from 'Mamucium' (Manchester). Isolated finds of Roman pottery, coins – the most famous of which is a gold aureus of the Emperor Vitellius (AD 69) discovered near Mesnes in 1850 (THSLC 1851) – and other artefacts have long pointed to Roman occupation in Wigan from the late 1st to at least the 4th century. The location of most of these finds suggested that the focus of the settlement was on the summit of the hill rather than in close proximity to the river, a situation mirrored in the medieval period. A number of cremation urns, charcoal and ironwork found in the Darlington Street area appear to represent the cemetery of Roman Wigan (Watkin 1883, 20; 1887, 5). In keeping with Roman custom, its location at the foot of the hill was well removed from the suggested focus of settlement.

Excavations carried out in 1982-4 by GMAU at the Wiend confirmed the the existence of a Roman settlement at Wigan. At least four phases of occupation were uncovered, spanning the late 1st and 2nd centuries AD (Jones & Price 1985). The early phases were associated with substantial timber buildings, probably of military construction, and the later ones with heavy industrial activity. The possible military nature of the early phases is substantiated by the discovery of a headless statue of Cautopates, attendant of the god Mithras, at Appley Bridge in 1932 (Shotton 1973, 57). Shotton proposed the existence of a Mithraeum and therefore probably a military garrison in the Wigan area. No evidence of 3rd or 4th century structures or activity was recovered at the Wiend but occupation in these periods is indicated by finds from other parts of the town.

Apart from the evidence of the settlement at Wigan itself, two Roman roads, one leading

from Wigan to Manchester, the other from Wigan to Warrington, intersect the proposed routes. The postulated line of the Wigan to Manchester road (51; see section 4, *Gazetteer of Sites*) crosses the Preferred Route just north-east of Dangerous Corner and the Red Route west of Moss Hall Farm. The Roman road from Wigan to Warrington intersects both the Preferred and Pink Routes, the former east of the Bulls Head pub at Goose Green (28), the latter between Derbyshire House Farm and Link Farm (190).

### 3.3 MEDIEVAL

A study of the medieval period in Lancashire can profitably begin with reference to Yates's survey of 1786. The Lancashire landscape of the late 18th century still displays an essentially medieval settlement pattern, along with the beginnings of the new infrastructure of the rapidly developing industrial landscape. Many of the settlements mapped by Yates have names which are medieval in origin (Ekwall 1922), emphasising the long term and sustained agricultural economy practised during medieval and early post-medieval times.

Yates's map shows a pattern of linear settlements developed around cross roads, on major routes, and dispersed single farmsteads, with halls and houses scattered throughout the whole area, which is dominated by the much larger borough town of Wigan to the north.

This dispersed settlement is typical of medieval England, particularly in those areas which had only sparse settlement before the Norman conquest and were occupied rapidly during the medieval period. The linear village or town is typical of Saxon organic growth or Norman town planning where little or no previous settlement had existed, with individual farms and manors belonging to a more wealthy, land owning class.

At this time most settlements would have been largely self supporting. Each household would have had the facility to spin and weave its own cloth, and tan leather with the help of neighbours. There would usually be a village blacksmith for iron wares, and a local potter for crockery (Salzman 1966, 233-48). Corn may have been ground at home, but it soon became common practice to take it to the manorial mill where a portion would be levied to the manor. Coal mining would also have taken place on a small scale, usually by digging a bell pit, or shallow surface quarry, but any attempts at deeper mining would have been unsuccessful because of the unresolved problem of how to rid the mine of excess water; it was not until the 16th century that this problem began to be resolved (Buchanan 1972, 75).

Wigan's medieval origins are well documented. Although not mentioned by name in Domesday it is thought to have been part of a manor held by the rectors of Wigan since that time. In 1246 the rector James Maunsell persuaded Henry III to grant a charter elevating Wigan to the status of Borough, this occurring only a year after the town had been granted the right to hold a market (Tupling 1936, 110).

Using Yates's map as a base, it is apparent that the proposed routes pass through five townships – Hindley, Ince, Winstanley, Westhoughton and Pemberton – as well as a number of smaller linear settlements, Smithy Brook, Smithy Green, Poolstock, Park Lane, Low Green, Low, Rottenron, Wingates and Chequerbent. Of these, Westhoughton,

Wingates, Chequerbent, Hindley, Ince-in-Makerfield, Poolstock, Pemberton, Winstanley and Lamberhead Green have names of medieval origin. Low and Rottenron no longer exist as modern place names, both have been absorbed into the town of Hindley.

A number of individual halls and farms are also affected by one or other of the proposed routes. Many of them are unnamed on the 1786 map, and appear in the *Gazetteer of Sites* simply as 'House' or 'Farm'. Of those that can be identified more closely, the Halls of Ince are of particular interest, as are Nos 5 and 6 Highfield, Snydale Hall (169), and the Dower House (203), all of which are likely to have medieval origins.

On the industrial side a similar picture emerges, with many of the coal workings and some of the watermills originating in the medieval period.

On the basis of place name and documentary evidence, the proposed routes have strong archaeological potential. The post-medieval industrial period, however, with its vast coal mines, mills, and burgeoning infrastructure of rail, road and canal networks has meant that many earlier settlements have been levelled, rebuilt, or completely destroyed. Many sites listed in the *Gazetteer* have been destroyed by coal mining; this was a particularly destructive industry since it has also largely destroyed any evidence of its own medieval beginnings in the form of bell pits or shallow quarries, though there may still be an occasional surviving example of a bell pit, such as 152. The canals and more especially railways have proved extremely destructive. Ince in Makerfield was particularly affected by railway building, which destroyed much of the original fabric of the town; likewise the centre of Worsley Mesnes was completely demolished to make way for a railway.

There are still areas, however, where complete or partial preservation of medieval features may be found. Individual sites such as houses and farms documented in the 17th century may well go back to the medieval period. Landscape features are less likely to survive, but of particular importance is the mill site recorded at Smithy Brook, which has the potential for good preservation.

Specific sites which will be affected by the proposed road routes include two possible moated sites, Ince Old Hall, affected by the Preferred Route, and Snydale Hall (169), close to the Red Route. Both are shown on Yates's 1786 map.

It was common practice in the medieval period for wealthier homesteads to be situated on a raised platform surrounded by a water-filled moat. Moated sites are particularly prolific in the area. Of an estimated 70 moated sites in Greater Manchester, nearly half are in the Metropolitan District of Wigan (Walker & Tindall 1985, 62). The simplest and most typical form of moated homestead is a square or rectangular platform surrounded by a single water filled moat, 5 metres or more in overall width.

They are thought to have performed one or more of a variety of functions, such as defence, drainage, a fishpond, a fire barrier, a ready supply of water and, more recently, as a status symbol.

A number of other earthwork features can be associated with moated sites: these include water management features such as dams, leats, sluices, fish-ponds, mill-races, and

agriculture features such as orchards, paddocks, open fields, and settlement features such as tofts, hollow ways and deserted villages (Walker & Tindall 1985, 60)

An exact chronology has not yet been established for these moated sites but they are believed to date from the 12th to 16th centuries, reaching a peak in the 13th century. Moated sites in the North-West, however, are probably later in date, and may not have been constructed before the 13th century. In fact the earliest documented evidence for a moated site occurs in the grant of Peel Hall, Ince. The deed is dated 24th August 1300, but survives only in a late 16th century transcription; it granted Henry de Childres the land and house at Peel Hall, Ince, to hold

'freely, quietly, and peacably, according as it is entirely fenced about and moated about' (Hawkes 1936, 64).

The vast majority of the moats in the county are basic in form, comprising a square or slightly rectangular platform, surrounded by a single moat.

The most widely favoured location for moated sites is perched on the lower slopes of gentle hillocks and spurs. They are almost always spring fed and little obvious effort was made to manage the water supply, apart from an occasional overflow channel to a nearby stream. The widespread absence of water management features and ancillary earthworks in the area may be a result of intensive post-medieval land management rather than a real phenomenon (Walker & Tindall 1985).

Ince Old Hall is one of five halls of Ince including Peel Hall, but the only one to be directly affected by the preferred route. According to Dr Kuerden writing in c. 1695, the hall was moated. Describing the approach to Ince from the south on his way from Warrington to Wigan he wrote,

'from thence passing into Ince you leave upon the right a fair built Hall within a mote belonging to the antient Gerards of Ince' (Kuerden 1875-6, 214).

The history of the halls of Ince is somewhat confused. In brief, in 1212 the manor of Ince was held by Alfred de Ince in thegnage with Haydock, and Richard de Perpoint held half of Ince from Alfred. Half a century later Henry de Sefton began to acquire a share in the manor, which then passed into the hands of his son, Richard de Ince. The manor was then passed down to various members of the Ince family until it came into the hands of Ellen, daughter of another Richard de Ince, who married John Gerard in 1425. The manor then remained in the Gerard family until the early 18th century.

It is thought that Ince Old Hall and the New Hall were both occupied by the Gerard family, the Old Hall being the earlier of the two, and therefore of particular interest. Of the others, one was occupied by a family with the surname of Ince who had risen to prominence in the 16th century (Farrer & Brownbill 1911, 102-6). As to the fourth hall, Kuerden says that it was occupied by the Browns of Ince, but gives little further detail and is equally vague about the hall's precise location. Of the five halls, three were almost certainly moated.

Snydale Hall (169), at the eastern end of the Red Route, may also have been a moated site. The present 1930s house is built on a rectangular raised platform, which may once have been surrounded by a moat. It is shown on Yates's 1786 map as Sindle Hall. The

route will not directly affect the site of the hall, but crosses a number of earthworks in the adjacent field (170).

It is impossible to determine which of the industrial sites is medieval in origin, but the site with most potential is Smithy Brook Mill. The mill was demolished over a century ago, but the site appears to have since remained unused, and aerial photographs show an array of strong rectilinear cropmarks, which may indicate the mill foundations.

In conclusion two major medieval sites will be affected by the Preferred Route. The first of these is the potentially moated site, Ince Old Hall, whose origins are probably 15th century or earlier. The other is Smithy Brook mill, again potentially medieval in origin, but even as a post-medieval water mill it is of great importance for the study of the development of water power.

The Red Route crosses earthworks associated with Snydale Hall, again, potentially an important site for the understanding of moated sites in relation to the medieval landscape.

### 3.4 POST-MEDIEVAL AND INDUSTRIAL

A number of industries are represented along the three proposed routes. Many of these had their origins in the medieval period but underwent great changes in the post-medieval and more especially the industrial period. Many industries experienced huge growth in the 19th century, a phenomenon that was made possible by increased demand, increased mechanization, and developments in the communication network. This discussion will concentrate upon the various different types of industry which are known to have existed in the area, and will examine the growth and importance of the communication network which gave added impetus to the developing industries.

Hindley and Westhoughton are among several districts in Wigan which are noted for the production of nails. Nail making was a cottage industry throughout the 17th, 18th, and early 19th centuries (Ashmore 1982, 7). No documentary evidence has been found to indicate nail making along the proposed routes; however, given the dispersed nature of the industry and long period over which it flourished, it seems likely that there were nail making enterprises in the vicinity.

Coal mining must be considered to be the most important industry represented along the proposed routes. The west end of the Preferred Route impinges on an area owned by the Bankes Family of Winstanley, and it is fortunate that many of their documents concerning their coal mining activities have survived.

James Bankes was a native of Wigan, and a citizen and goldsmith of London. He bought the manor of Winstanley from Edmund Winstanley in 1595. His account books show him to have been very shrewd in his selection of lands which would provide a good return on his investment. One of his entries reads 'Good store of coles, praise God for the same' (Bankes 1939, 34), which suggests that coal mining was well established in Winstanley by the 1590s. It seems that from an early date Smithy Brook played an important role in draining the mines. There are records of at least two soughs being constructed for drainage; later a weir was constructed to divert water from the brook

to turn a water wheel (4) which was again being used to drain mines. The latter were the subject of a law suit in the 1760s. A map of the area prepared for the law suit shows several soughs, old and new, in the Winstanley Pemberton border area (Banks 1939, facing p 48). A pump pit, engine pit, and water pit are also shown. A 1792 map of this area also shows an engine pit just south of Smithy Brook (Banks 1939, facing p 31). This area will be affected by the Preferred Route.

Early coal pits were relatively shallow as ventilation was a prime concern. When it was no longer practical to use the pit a new one would be sunk. Hence the pattern of large numbers of individual pits being dug in the same area. An example of this is the area stretching from Hindley Green westwards towards Close Lanes. The Manchester, Eccles, Tyldesley and Wigan branch of the London and North Western Railway runs through here and either side of it there are numerous coal pits. The area also has some collieries but these are relatively small concerns compared to those built later in the century.

The late 19th century saw the development of larger pits and colliery companies which might operate several collieries, each with several shafts. This period also saw the increased mechanization of the coal industry. Winding and haulage became steam powered and ventilation was improved by mechanical fans driven by steam engines. Mechanization developed at the pit head to such an extent that 'the pithead installations of large collieries were like factories in themselves, with winding houses, compressor houses, sorting areas, washeries and workshops, including carpenters' shops, smithies, fitting shops and wagon repair shops' (Ashmore 1982, 9). An example of the kind of growth that could occur is Pemberton Colliery. The 1849 map shows only a few pits, less than 50 years later the colliery covered a substantial area (23 & 25). There is little to be seen of Pemberton Colliery today.

Many collieries also had coke ovens, and banks of coke ovens are often found at sites along canals (Ashmore 1982, 9). A good example of this are the coke ovens shown lying just south of Spring Colliery and east of Ince Hall on the 1849 map (44). A lime kiln (9) is also marked. It stands close to Smithy Brook, and may have been constructed when the 'Arches Viaduct' (6) was being built.

The area around Ince Hall was also used for quarrying sandstone. Sandstone and grit stones have been quarried for centuries. In the 19th century particularly the growth of population, increasing urbanization and the development of the railways meant that stone resources were exploited to the full.

Textiles were another major industry in the area. It is thought that by the latter half of the 16th century there were sizeable woollen and linen industries in the North-West. By the end of the 17th century cotton had been introduced. The industry was based upon domestic production of yarn and cloth, finishing processes being carried out by specialised workers sometimes on the merchants' premises (Ashmore 1982, 3). Some field names hint at this domestic production. For example in the Ashton-in-Makerfield area the Pink Route runs close to a field called 'Yarn Croff' shown on a map of 1798. Another 'Yarn Croff' is shown just south of Smithy Brook in Winstanley on the 1760 map of Pemberton and Winstanley.

Three cotton mill sites may be affected by the proposed routes: the Victoria (142) and

Albion (148) mills in Westhoughton, and Hindley Mill (131) in Aspull. The revolution in textiles began in the 18th century with the erection of water powered mills. Hindley Mill is sited adjacent to Borsdane Brook and possibly represents this early phase of development. It had been demolished by the early part of the 20th century. The Victoria and Albion Mills were built in the second half of the 19th century.

Long before the textile revolution water had been used in corn milling. Smithy Brook was used by several corn mills; Rylands Mill and Moor Mill in the manor of Winstanley (Bankes 1939, 32) and the flour mill at the Smithy Brook settlement in Pemberton (31).

One interesting field name on the 1798 map of Ashton-in-Makerfield is 'soap waste field'. Ashmore (1982, 13) cites supplies of salt and coal as providing an impetus for the soap industry in the late 18th and early 19th century. There is no evidence of a major industry here but possibly a domestic concern grew up as Ashton had supplies of coal and was close to the salt route from Winwick.

The proposed routes may cross three suspected salt roads leading to Lamberhead Green, Wigan, and Hindley. The firmest evidence for any of these salt routes has been found for Lamberhead Green in the area at the extreme north around Smithy Brook. The same area appears to have been at the centre of efforts to drain mines in the 16th to 18th centuries. A dispute of 1570 alludes to a Saltersforthes or Salterford Brook. This stream has been identified as Smithy Brook, and the location of an area called Salterly Fields on a 1760 plan of the Winstanley /Orrell area suggests that the ford was at the point at which Brook Lane crosses Smithy Brook (Crump 1939, 98-9).

Significant road improvements began in the middle of the 18th century and these were aided by a flood of turnpike legislation (Buchanan 1972, 283 & 285). Improved roads enabled the rapid movement of people, mail, and small items, but canals were necessary for the carriage of bulky commodities over long distances (Buchanan 1972, 293).

Canals played an important role in the industrial development of the region. Coal was the most important commodity to be carried, other items included ironstone, iron products, ores and metals, stone, limestone, bricks, timber, slates, salt, cotton, wool, corn and flour (Hadfield 1969, 69). The 18th century was the age of the canal and many ambitious projects, such as the Bridgewater Canal, were undertaken. The proposed routes cross only one canal – the Leigh branch of the Leeds and Liverpool Canal (37 & 196). When completed this totalled 146 miles and was the longest canal in the region. Construction was first mooted in 1765, and the Act of Parliament passed in 1770. By 1779 parts of the main line were opened but work was delayed until the 1790s, and the line was not finally completed until 1816 (Ashmore 1982, 20). Many coal tramroads terminated at various points along the Leeds and Liverpool Canal. The Leigh branch may have served the needs of many of the collieries in the area, including Park Lane Colliery in Ashton-in-Makerfield. This colliery was in turn connected by another railway line to High Brooks Colliery (180).

The origins of railway transport in the region are rooted in the many tramroads of the late 18th century which linked coal mines and quarries with the nearest waterway or major road. Given the industrial nature of the area, the growth of the railway network in the 19th century is of no surprise. The main lines of the system were created between 1830 and 1850 (Ashmore 1982, 22). Work was carried out by various companies but these

tended to amalgamate into larger units such as the London and North Western Railway, and the Lancashire and Yorkshire Railway, both of which are represented along the proposed route.

The most important railway site is situated at Chequerbent in Westhoughton ~~(100)~~. Here parts of the incline and embankment of the former Bolton and Leigh Railway built by George Stephenson in 1828 still survive. The incline starts on the south side of Manchester Road running about 100 yards east of the later London and North Western Railway built in 1885. The embankment continues to Punch Lane and runs for 300 yards further to the east.

It was the interaction between improvements in communications and developments in industry which made the Industrial Revolution possible. The communication network included bridges and viaducts, etc. An example of this type of site aiding industry is the 'Arches Viaduct' at Smithy Brook (6). This viaduct was constructed by John Clarke in the 18th century to carry the wagon road from his mines over the brook to the Leeds and Liverpool Canal.

Although the canals still remain, many of the railway lines are now dismantled. Of the largest industry in the area, coal mining, little of the major collieries remain. Quarries have been levelled, mills and coke ovens demolished. The area was undoubtedly of great industrial significance in the 19th and early 20th century, and although very little surface evidence is extant there exists a potential for archaeological remains.

In conclusion several notable houses will be affected by the proposed routes. The Preferred Route will directly affect Old Taylors (107), which is at least early 19th, probably 18th century, and Nos 5 and 6 Highfield House (18), a Grade II listed building of 17th century origin. The Red Route will affect Aldreds (135), an early 19th century farmhouse on a site dating back to the early 18th and possibly the late 17th century. Beech House (155) is also thought to be 18th century in origin. In addition it is likely that Moss Hall Farm (116), where some of the buildings have been demolished, and the Parsonage (129), which may be an unexpected survival of an early 18th century farmhouse, are of some antiquity. Finally, on the Pink Route, Low Brooks (177) is shown on the 1798 map of Ashton-in-Makerfield.

## 4. Gazetteer of Sites

The following gazetteer lists those sites identified by the GMAU survey along the three proposed routes of the M6 to M61 Link – Wigan, Hindley and Westhoughton Bypass. The abbreviations FW, M, AP refer to the method of identification, ie field walking, map research or aerial photograph analysis. SMR refers to the County Sites and Monuments Record held by the GMAU.

### PREFERRED ROUTE

- 1) SD 5431 0413  
Duke's Barn, Farm M

Shown on 1849 OS 6" map. Rebuilt by 1894 and shown on modern 1:10,000 OS map.

- 2) SD 5435 0412  
Coal pit M

Shown on 1849 OS 6" map.

- 3) SD 5439 0411 & SD 5441 0409  
Buildings M

Shown on the 1838 Winstanley tithe map (when they were owned by Meyrick Bankes and occupied by Hollinshead and Richard Blundell) and on the OS 6" map of 1849. Demolished by 1894. On the 1838 map two other buildings are shown nearby, owned and occupied by the same persons. A plot near to one of these buildings is called 'engine field' on the tithe map.

- 4) SD 5440 0410  
Turners Brook, waterwheel SMR 4668

A waterwheel and weir were erected during the 18th century to pump water from the mines of Alexander Leigh and Thomas Hawarden in Pemberton. No visible remains to be seen.

- 5) SD 5440 0414  
The Pingot, well SMR 4666

A well was situated at the Pingot at least as early as 1785 and was still in use in the 1890s. There are no visible remains.

- 6) SD 5441 0412  
The Arches Viaduct M  
SMR 3290

In the 18th century John Clarke constructed a viaduct known as 'The Arches' to carry the

wagon road from his mines over Smithy Brook to the canal. Shown on the OS 1849 6" map. Now demolished. No visible remains.

- 7) SD 5445 0410  
The Arches M

Building first shown on the 1838 Winstanley tithe map, when it was owned by Meyrick Bankes and occupied by the trustees of John Clarke. Marked as 'Arches Farm' on OS 25" map of 1909.

- 8) SD 5445 0415  
Engine and Whimsey Pits, coal mine M, AP  
SMR 4665

Post-medieval Engine And Whimsey Pits associated with coal mining were owned by Martha Holmes. No visible evidence on the ground, but cropmarks, visible on aerial photographs, may be associated with coal mining.

- 9) SD 5445 0417  
Lime kiln M  
SMR 4667

First shown on OS 6" map of 1849. No visible remains.

- 10) SD 5446 0405  
Gate House M

Shown on the OS 1849 6" and 1909 25" maps. Now demolished.

- 11) SD 5452 0407  
Building M

First shown, with a small outbuilding, on the 1838 Winstanley tithe map when it was owned by Meyrick Bankes of Winstanley and occupied by the trustees of John Clarke. By 1849 the main building had been altered. Marked on 25" map OS map of 1909. Now demolished.

- 12) SD 5455 0412  
Building M

First shown on 6" OS map of 1849. The Pemberton tithe map of 1848 describes it as the 'site of cottages & gardens'. It was owned by Meyrick Bankes and occupied by Richard Rigby and others. Shown as a row of terraces on OS 25" map of 1909, marked Brook Houses. Now demolished. No visible remains.

- 13) SD 5462 0407  
Building M
- First marked on 1849 OS 6" map. The 1848 Pemberton tithe map describes it as the 'site of cottages & gardens'. It was owned by Meyrick Banks of Winstanley, and occupied by John Simm and others. Still standing in 1909, now demolished. No visible remains.
- 14) SD 5470 0405  
Ash Tree Pit, coal mine FW  
SMR 4663
- In the 18th century the Ash Tree Pit was owned by William Banks. During field walking an area of mining disturbance was observed at these co-ordinates.
- 15) SD 5470 0413  
Cropmarks AP
- Linear cropmarks running north/south corresponding to old field boundaries shown on 1849 OS 6" map.
- 16) SD 5550 0388  
Highfield House M
- Shown on 1849 OS 6" map. The 1848 Pemberton tithe map describes it as the 'site of house, outbuilding, yard, garden, & stackyard.' Still standing in 1909. It is now demolished and built over.
- 17) SD 5554 0389  
School M, FW
- Shown on the 1849 OS 6" map. It seems typical of Victorian primary school architecture.
- 18) SD 5556 0391  
Nos 5 & 6 Highfield M, FW  
Listed Grade II  
SMR 4607
- Shown on 1849 OS 6" map. Extended by 1894. Shown as a row of terraces on the 1909 OS 25" map. Nos 5 & 6 remain and are thought to date back to the 17th century, although some parts may be earlier. 17th century features include the stone arch to the open porch, with staved and daubed walls and double planked and studded door to rear, with fleur-de-lys strap hinges, the dog-legged staircase with panelling and barley sugar balusters, and the ovolo moulded beams. Small paned Yorkshire sashes to the front windows are likely to be 18th century. Known as Duck Pond Hall.
- 19) SD 5557 0386  
St Matthews Church and  
Highfield Parsonage M  
Listed Grade II
- Church built in 1894 by Paley and Austin and considered to be one of their finest designs (Pevsner). Currently listed Grade II but to be upgraded. The spire is a prominent landmark.
- 20) SD 5565 0405  
Brick Field M
- Shown on 1849 OS 6" map. The 1848 Pemberton tithe map describes this plot as 'Little Meadow & Finnis Field' and gives no mention of brick making. Built over by 1894.
- 21) SD 5571 0398  
Pemberton Station M
- First shown on OS 6" map of 1849. Still standing in 1974, but now demolished. No building is represented on the 1848 Pemberton tithe map, when the site was owned by the Liverpool and Bury Railway Company, its use being described as 'section of railway'.
- 22) SD 5611 0409  
Hindley to Pemberton Junction,  
Railway line M  
SMR 3288
- Railway line between Hindley No 2 pit and Pemberton Junction. Closed in 1969. Now covered by the extended coal disposal site.
- 23) SD 5615 0370  
Pemberton Colliery M
- All evidence of this 19th century mine and associated railway tracks has disappeared beneath the coal disposal site.
- 24) SD 5617 0381  
Building M
- Marked on 1849 OS 6" map. The 1848 Pemberton tithe map describes the site as 'sites of cottages & gardens'. It was then owned by the Pemberton Township Overseers, and occupied by Peter Topping. Demolished by 1894.
- 25) SD 5625 0384  
Old coal pit M
- Marked on 1849 OS 6" map.
- 26) SD 5644 0404  
Cropmark AP
- Three very irregular rectilinear enclosures, two of

which form a simple complex; the third lies slightly to the south.

27) SD 566 038  
Structures FW, M

Group of 5 structures shown on OS 6" map of 1849: 1) at SD 5663 0379, demolished, now site of a vinegar factory; 2) at SD 5665 0380, demolished, now built over by vinegar factory; 3) at SD 5667 0384, tenements, now demolished and road widened; 4) at SD 5668 0380, shown as an inn on 25" map OS of 1909, now demolished and built over by vinegar factory; 5) at SD 5671 0384, still standing as an outbuilding of vinegar factory.

28) SD 567 038  
Wigan to Warrington Roman Road M  
SMR 4226

Writing in 1957, Margary commented 'The Roman road is now generally invisible although the distinct relic of an agger can be seen in the field beyond the houses of Earlstown. The road then continued north through Bryn and is now still marked by a hollow and cart track, nearly down to the point where the side road called Land Gate is crossed. Half a mile further on were formerly clear traces of the road in the fields opposite the Ben Johnson Inn and on to the Marus Bridge near Wigan, but cultivation seems to have destroyed them now as there are no traces although the land is still open. Then the present road represents the course into Wigan, where the Wall gate leads into town, providing the crossing over the river Douglas.'

Using this projection it would seem likely that the Preferred Route would cut the Roman road at about SD 567 037, and the Pink Route would cross it about SD 569 021 (190).

29) SD 5672 0381  
The Bulls Head M, FW

Described as 'site of house, orchard &c' on 1848 Pemberton tithe map. It was owned by Meyrick Bankes of Winstanley Hall and occupied by Robert Greenall. A public house called the Bulls Head is still standing but is unlikely to be the original building. Possibly some of the rear outbuildings are older than the pub itself.

30) SD 5680 0390  
Rectilinear cropmarks AP, FW

A number of adjacent open ended rectilinear cropmarks as well as several linear cropmarks were observed on both aerial photographs and faintly during fieldwalking. They were in the vicinity of the Roman road line (28) and the

Smithy Brook Flour Mill (31), and may be associated with one or other of these.

31) SD 5683 0382  
Smithy Brook Flour Mill M, FW

Shown on 1849 and 1894 OS 6" maps. Demolished by 1909. The mill race is still visible.

32) SD 5688 0377  
Building M, FW

Shown on OS 6" map of 1849. Now demolished and road widened.

33) SD 5689 0382  
Bridge over Smithy Brook M, FW

A wooden bridge is shown on the 1849 OS 6" map taking a railway track across Smithy Brook. It seems to have continued in use to the present as a footbridge; the visible timbers are new, though there may be original timbers surviving in the footings.

34) SD 5743 0392  
The Tippings, public house M, FW

First shown on the 1894 OS 6" map, this building is not marked as a public house until 1909. Still standing.

35) SD 5749 0398  
Building M

Shown on 1849 OS 6" map. Shown demolished by railway by 1894. Described as the 'site of house, garden, orchard, &c' on the Pemberton tithe map of 1848 when it was owned by James Lowe and occupied by William Alker.

36) SD 5749 0394  
Building M

Shown on 1849 OS 6" map. Demolished by railway by 1894. Described as 'site of house, garden, orchard, pond, &c', on the Pemberton tithe map of 1848.

37) SD 5804 0407  
Old turn bridge M

Situated on the Leigh branch of the Leeds and Liverpool Canal. Shown on 1849 OS 6" map. Demolished by railway (Pemberton Loop) by 1894.

38) SD 5837 0415 & SD 5835 0410  
Fish-ponds of Westwood House gardens M

Demolished by Pemberton Loop railway line by

1894. To the north is the listed 18th century gardener's house with remains of walled gardens including parts of heated walls and a potting shed with ovens.

39) SD 5913 0427  
Building M

Shown on the 1849 6" map, possibly linked to the quarry (40). Partly demolished by 1894, remainder still standing in 1909.

40) SD 5914 0428  
Sandstone quarry M

Marked on 1849 OS 6" map. Levelled by 1894 and built over by railway. Terraces added by 1909.

41) SD 5916 0407  
Ince Cemetery Chapel M FW  
Listed Grade II  
SMR 4230

Built between 1855 and 1857. Designed by Waterhouse. Built in Norman style from rock-faced stone with ashlar dressings and slate roof.

42) SD 5918 0413  
Ince Cemetery Chapel M FW  
Listed Grade II  
SMR 4230

Built between 1855 and 1857. Designed by Waterhouse. Built in Early English style from rock-faced stone with ashlar dressings and roofed with bands of hexagonal slates.

43) SD 5920 0420  
Ince Cemetery Lodge and Gate M, FW  
Listed Grade II  
SMR 4230

The Lodge was built between 1855 and 1857 by Waterhouse and adjoins a pair of elaborate cast-iron gates.

44) SD 5922 0430  
Ince Old Hall M, FW  
SMR 4228

The Hall of Ince was noted by Kuerden in c. 1695. It was part of the manor of Ince and home to the Gerard family until 1716. The hall was then sold to John Walmesley whose family still held it in 1911. It was once timber-framed but was later stuccoed and otherwise modernized. The hall was demolished in 1970, leaving the embanked platform as the only visible remains. Marked as 'Hall of Ince' on 1909 OS 25" map.

45) SD 5925 0422  
Sandstone quarry M

Shown on 1849 OS 6" map. Now built over.

46) SD 592 044  
Crow Orchard Colliery M

In 1849 this complex included an engine house, chimney, 'old coal pits' and an 'old coke oven'. Still standing in 1894. Mostly demolished by 1909. Area now built over.

47) SD 5988 0435  
Coal pit M

Marked on 1849 OS 6" map.

48) SD 5908 0451  
Coal pit M

Marked on 1849 OS 6" map.

49) SD 5944 0423  
Coke ovens M

First shown on OS 6" map of 1849. Demolished by 1894.

50) SD 5945 0425  
Spring Colliery M

Shown on OS 6" map of 1849. Appears to have been demolished and site used by Wigan Waggon Works in 1894. These works were still standing in 1909.

51) SD 6470 0307  
Wigan to Manchester Roman Road SMR 25

Margary (1957) notes that west of Atherton, just to the north of the present road at Dangerous Corner, and opposite the Swan Inn, the remains of an agger could be seen. Between Hindley and Wigan it was noted as being particularly fine on Amberswood Common. This has now disappeared because of coal mining.

The projected line of this Roman Road would also be cut by the Red Route at SD 6050 0455.

52) SD 6024 0430  
Coal pit M

Marked on 1849 OS 6" map.

53) SD 6093 0377  
Junction of several L. & N. W. R. lines M

Shown on 1894 OS 6" map. These include the Lancashire Union line, the Platt Bridge Junction

line, and the Hindley Junction Branch. These were still in use in 1909. The area is also criss-crossed by mineral railways connected to various collieries in the area. All railway routes are now disused.

54) SD 6088 0354  
Lowe School M, FW

Not shown on Yates's map of 1786, but documentary evidence suggests that it dates back to the 17th century. In 1688 a bequest was made by Thomas Cooke of Abram to the protestant school master. There are also copies of trust deeds dated 1747 and 1785. No evidence exists on the ground.

55) SD 6094 0366  
Building and coal pits M

Shown on 1849 OS 6" map. By 1894 the site has expanded into Strangeways Hall Colliery. Colliery still standing in 1909. Now demolished.

56) SD 6100 0346  
Strangeways House M

First shown on 1849 OS 6" map. Still standing in 1909. Now demolished.

57) SD 6122 0348  
Building M

Shown on 1849 OS 6" map. Possibly shown on Yates's map of 1786. Still standing in 1894. Demolished by 1909.

58) SD 6126 0352  
Hindley and Platt Bridge Station M  
SMR 3150

First shown on 1894 OS 6" map. Still standing in 1909. Served L. & N. W. R. Now demolished.

59) SD 6132 0396  
Workhouse M

Shown on 1849 6" map. Still stands unmarked in 1894. Shown as tenements in 1909. Now demolished and built over.

60) SD 6133 0358  
Strangeways Hall M, FW

Shown on Yates's map of 1786. Now demolished. Possible remains on the ground.

61) SD 6215 0305  
Soil marks AP

Undefined soil marks located by aerial

photographs close to Leyland Park where a Roman coin has been found (SMR 592).

62) SD 6225 0290  
Spoil heaps AP, FW

Numerous spoil heaps caused by coal mining or disposal.

63) SD 6245 0297  
Hall Lane Farm M, FW

First shown on 1849 6" map. Farmhouse and barn still standing. Buildings rendered and whitewashed.

64) SD 6262 0293  
Building M, FW

Shown on OS 1849 6" and 1909 25" maps. Now demolished.

65) SD 6270 0280  
Coal mine AP, M

Remains of a coal mine shown on OS 1849 6" map can be seen on aerial photographs.

66) SD 6278 0300  
Colliery M

Shown on 1849 OS 6" map. Area to the north-west became the Hindley Green Colliery by 1894. The colliery was still standing in 1909. The area is marked by many coal pits on the 1849 map.

67) SD 6336 0288  
Six Acre Farm M

Shown on OS 1894 6" and 1909 25" maps. Now demolished.

68) SD 6395 0261  
Old Fold M

First appears on OS 1849 6" map. 25" map of 1909 shows a row of tenements. Now demolished.

69) SD 6397 0265  
Black Horse Row M

Three terraces. First shown on OS 6" map of 1849. Named on 1909 25" map OS map. Now built over.

70) SD 6397 0270  
Gough's House

First shown on 1849 OS 6" map. On 1909 map it is marked as Hindley Green House. Still standing.

- 71) SD 6398 0267  
Building complex M  
Shown on 1849 OS 6" map. Last shown on 1909 OS map. Site now mostly built over.
- 72) SD 6410 0277  
Site of Hindley Green Station M, FW  
SMR 3151  
This station, on the L. & N. W. R. Eccles to Wigan line, was opened in 1864 and closed in 1961. Traces of the old platforms can still be seen although there are no signs of any buildings and the track has been removed.
- 73) SD 6413 0283  
Stone House M  
Shown on Yates's map of 1786. Shown on 1909 OS 25" map. Now demolished.
- 74) SD 6430 0265  
Field boundary AP  
Traces of an old field boundary visible on aerial photographs.
- 75) SD 6440 0300  
Leigh Road Smithy M  
SMR 3235  
Shown on the OS 1849 6" map. Now demolished and the area built over.
- 76) SD 6459 0299  
Yew Tree Farm M, FW  
Shown on the 1849 OS 6" map. Some of the farm buildings have been demolished. Yew Tree Farm is probably an 18th century farmhouse.
- 77) SD 6495 0305  
Brookside Print Works M  
Shown on the 1894 OS 6" and 1909 OS 25" maps. Now demolished.
- 78) SD 6497 0311  
Marl pit FW  
A large hollow, possibly a marl pit.
- 79) SD 6520 0350  
Mound AP, FW  
A large rectangular flat topped mound possibly related to the railway embankment (80).
- 80) SD 5620 0360  
Railway embankment AP, FW  
The embankment of a disused railway; not on the 1974 1:10,000 OS map.
- 81) SD 6535 0370  
Rectangular depression FW  
A large rectangular depression close to and possibly associated with the railway embankment (80).
- 82) SD 6555 0378  
Marl pit FW  
A large subcircular hollow, probably the remains of a marl pit.
- 83) SD 6575 0386  
Marl pit FW  
A large subcircular hollow, probably a marl pit.
- 84) SD 6587 0404  
Casson Fold M, FW  
Probably shown on Yates's map of 1786. Still standing on 1909 OS 25" map. Now demolished. A house of the same name now stands in the vicinity of Casson Fold; it has either been fully renovated or may be a new structure built in an 18th century style.
- 85) SD 6588 0386  
Fine Hoskars M  
Likely to date back to 18th century. Demolished; site built over.
- 86) SD 6594 0390  
Yew Tree Farm M, FW  
May date to before 1786. Marked as 'Egypt' on 1909 map. Now demolished, site covered with rubbish.
- 87) SD 6600 0380  
Field system AP, FW  
Remnants of an 18th century field system were observed on aerial photographs and during field walking.
- 88) SD 6615 0410  
Field system AP, FW  
Remnants of an 18th century field system were observed on aerial photographs and during field walking.

- |   |              |  |                   |
|---|--------------|--|-------------------|
| 89)   | SD 6635 0462 | 99)  | SD 6710 0550      |
| Ridge and furrow  | FW           | Cropmark   | AP                |
| Remnants of ridge and furrow noted during field walking.  |              | A large circular cropmark.   |                   |
| 90)   | SD 6640 0485 | 100)   | SD 6710 0580      |
| Trackway and quarry   | FW           | Field system   | AP, FW            |
| A linear hollow leading to amorphous mounds and hollows, interpreted as a trackway leading to an old quarry.            |              | A linear hollow, which alternatively may represent an old trackway.  |                   |
| 91)   | SD 6650 0484 | 101)   | SD 6727 0607      |
| Reeves  | M            | Beech Hall   | M, FW             |
| Possibly shown on Yates's map of 1786. Still shown on 1909 OS 25" map. Now demolished.                                  |              | Possibly dates to before 1786. Marked on modern map as Beech Hall Farm, but only one barn may be original; the other buildings are late 19th century.  |                   |
| 92)   | SD 6660 0470 | 102)   | SD 6723 0606      |
| Field system  | AP           | Building   |                   |
| Remnants of a field system visible on aerial photographs.   |              | Possibly shown on Yates's map of 1786. Shown on OS 6" map of 1849 and 1894. Now demolished.  |                   |
| 93)   | SD 6670 0490 | 103)   | SD 6734 0600      |
| Field system  | AP, FW       | Chequerbent incline  | AP, FW<br>SMR 496 |
| Remnants of an old field system visible on aerial photographs and during field walking.                                 |              | Chequerbent incline and embankment on the former Bolton and Leigh Railway was built by George Stephenson in 1828. The original embankment runs for 300 yds from the east of Punch Lane, to the A6 road at Westhoughton. The incline, which was operated by a stationary engine, starts from the south side of this road. Some stone blocks from the original railway are still on the incline. |                   |
| 94)   | SD 6675 0525 | 104)   | SD 6740 0610      |
| Hopper Green  | M, FW        | Chequerbent railway  | AP, FW<br>SMR496  |
| First appears on OS 6" map of 1849. Still standing. A farm with stables.  |              | A site of major importance on the former Bolton and Leigh Railway. The embankment of George Stephenson's original track of 1828 still survives north of Manchester Road. Many of the stone blocks on which the track was laid can still be seen. They are approximately 23" square and 9" deep, with two holes to fix chairs, and were laid every two yards along each rail.                   |                   |
| 95)   | SD 6685 0520 | 105)   | SD 6730 0598      |
| Platt Lane  | M, AP, FW    | Engine house   | M                 |
| Platt Lane is probably medieval in origin and remains little changed today.   |              | Marked on 1849 OS 6" map. Demolished by 1894. Electricity sub-station shown occupying site on 1974 1:10,000 map.   |                   |
| 96)   | SD 6685 0530 |  |                   |
| Cropmark  | AP           |  |                   |
| A large circular cropmark.  |              |  |                   |
| 97)   | SD 6690 0525 |  |                   |
| Building  | M, AP        |  |                   |
| The site of a demolished building was observed on an aerial photograph. Probably the structure shown on 1849 OS 6" map. |              |  |                   |
| 98)   | SD 6695 0505 |  |                   |
| Marl pit  | AP, FW       |  |                   |
| A large circular hollow interpreted as a marl pit.  |              |  |                   |

106) SD 6734 0588  
Engine house and coal pit M

Shown on 1849 OS 6" map. By 1894 site had been developed into Chequerbent Pits, which are still shown on the 1909 OS 25" map. Now demolished.

107) SD 6738 0609  
Old Taylor's M, FW

Shown on OS 6" map of 1849. Still standing, this is a twin gabled house with sash windows and an elaborate wrought iron fence at the front door which is reached by a double flight of steps. An inscription can be found on the lower right front of the house: 'A E H' but the date is too badly worn to be deciphered.

108) SD 6765 0620  
Field system FW

A linear hollow which may represent an old field boundary or a trackway.

109) SD 6800 0677  
Brick Croft M, FW

A group of twelve buildings shown on the 1849 OS 6" map. By 1894 site has one major building. Shown as Hulton Brick Works on 1909 OS 25" map. Very little remains today. Evidence of workings; prominent mounds and gate posts.

110) SD 6810 0670  
Pendlebury Fold M, FW

Possibly shown on Yates's map of 1786. The 1909 OS 25" map shows three tenements. Now demolished. Presently an area of open cast coal mining.

111) SD 6825 0713  
Higher Hunger Hill Farm M, FW

Complex of buildings first shown on 1849 OS 6" map. Still standing. Complex is now split between a restaurant, which is stone built and rendered, with a date stone reading '1676', and a brick built tavern, which was probably originally a barn.

112) SD 6850 0716  
Mining subsidence FW

A large shallow hollow, possibly caused by subsidence due to coal mining.

## RED ROUTE

113) SD 6027 0454  
Coal pit M

Marked on 1849 OS 6" map.

114) SD 6061 0442  
Coal pit M

Shown on 1849 OS 6" map. Marked 'Old Shafts' on the 1894 OS map.

115) SD 6075 0453  
Hospital M

First shown on the OS 6" map of 1894. Two main buildings and several outbuildings shown on the 1908 25" map. Hospital demolished but site boundaries still marked on the 1:10,000.

116) SD 6059 0458  
Moss Hall Farm M, FW

Group of three buildings (farmhouse and 2 outbuildings) are shown on the 1849 OS 6" map. By 1894 one outbuilding had been added, and one outbuilding and a wing of the house had been demolished. Field walking showed that the house has recently been demolished but a 19th century outbuilding survives; other remaining outbuildings, on both map and field walking evidence, are of a later date.

117) SD 6079 0471  
Old shaft M

Shown on 1894 OS 6" map.

118) SD 6081 0474  
Old shaft M

Shown on 1894 OS 6" map.

119) SD 6091 0485  
Buildings M, FW

First shown on the OS 6" map of 1894. The OS 25" map of 1909 shows a row of six terraces. These are still standing.

120) SD 6099 0483  
Ince Farm M, FW

Shown on OS 6" map of 1894 as one building and an outbuilding. Two more buildings added by 1909, one of which has now been demolished. One more building is shown on the 1:10000. The farmhouse may be 18th century.

121) Field system	SD 6105 0505 AP	129) Parsonage	SD 6200 0517 M, FW
Linear cropmarks possibly representing an old field system.		Shown on 1849 OS 6" map as two buildings and two small outbuildings. Apart from one outbuilding these were still standing in 1894. The other outbuilding has been demolished by 1908, while the two remaining buildings had been extended. This building is still standing, although it shows signs of much alteration. The larger section is of c. 1840, the smaller may have originated as an early 18th century farmhouse; note large beams and wide close boarded door with decorative strap hinges (Wigan MBC, pers comm).	
122) Burrows	SD 6118 0491, SD 6130 0489 & SD 6131 0488 M, FW	130) The Hole House	SD 6241 0515 M, FW
Shown on the 1849 OS 6" map as one large building and two smaller ones to the east across the lane. Unchanged in 1894, when marked Burrow's Farm. The 1908 25" map shows SD 6118 0491 as four tenements, marked as Low Hall Cottages. The other buildings (SD 6130 0489 and SD 6131 0488) are marked as Burrow's. SD 6118 0491 is still standing. The other buildings may have been extended into one unit.		Shown on 1849 OS 6" map. By the 1894 OS 6" map had been either rebuilt or partly demolished; the same map shows two outbuildings. Marked as Hole House Inn on the 1908 25" map. By that date one of the outbuildings erected by 1894 had been demolished, and others had been built to the rear. Field survey showed that the main house was demolished and replaced by another in the late 19th century; this is still standing along with the later outbuildings.	
123) Lower Farm Coal Pit	SD 6146 0511 M	131) Hindley Mill	SD 6242 0546 M, FW
Marked on OS 6" map of 1849. Engine house also shown. Not marked on the OS 6" map of 1894.		Group of five buildings shown in 1849. By 1894 two had been demolished and another extended. The 1908 25" map OS map shows that most of the complex has been demolished. There are now no visible remains of any of the buildings belonging to the mill complex.	
124) Colliery	SD 618 051 M	132) Wood Bridge	SD 6252 0541 M
Shown on 1894 OS 6" map. Still standing in 1908. Now demolished.		Wooden bridge shown on 1849 OS 6" map. There are no visible remains of a wooden bridge at this location; there is, however, a modern footbridge close by.	
125) Building	SD 6190 0510 M	133) Higher Barn Farm	SD 6262 0538 M, FW Listed complex
Shown on OS 6" map of 1849. Demolished by 1894.		A late 17th century farmhouse with important internal and external features, and a barn, shippon and stable possibly of similar date (listed separately).	
126) Hindley Station	SD 6196 0521 M, FW	134) Crow Nest Farm	SD 6332 0548 M, FW
First shown on 1894 OS 6" map. Still standing.		Three buildings shown on the 1849 OS map. By	
127) Housing	SD 620 051 M, FW		
Area subject to housing development by 1894. Previously only the parsonage was standing. Much of this has been demolished; only three rows of original terracing remain (SD 6205 0518, SD 6212 0518, SD 6217 0520) and of these many are now empty or derelict.			
128) Brick works	SD 620 052 M		
Shown on OS 1908 25" map. Now demolished.			

1894 two appear to have been altered. The 1908 OS 25" map shows further alterations and extensions; some outbuildings have also been erected. Field walking confirmed these observations.

135) SD 6372 0588  
Aldreds M, FW

A farm dating back to at least the early 18th century when it was owned by Abel Aldred. The present farmhouse, now derelict, dates from the first half of the 19th century and may represent the alteration and extension of two 1-up 1-down cottages; the contemporary barn is now demolished. The layout of the 18th century farm is known only from a Bridgewater estate plan of c. 1800

136) SD 6454 0623  
Long Island Farm M, FW

Shown on 1849 OS 6" map. Original building had been demolished by 1894 and two small buildings erected, one of which had been extended at the rear by 1908. Two buildings still exist on the 1:10,000; one is marked Long Island Farm, while the second to the north is the club house for the Long Island Golf Course. Field walking showed that the club house has been demolished and replaced by a modern structure, and that no evidence for the farm is now to be seen.

137) SD 6479 0664 & 6479 0666  
Hindleys M, FW

Two buildings are marked on the 1849 OS 6" map. These appear to have been altered slightly by 1894. By 1909 SD 6479 0666 had been demolished and another building erected to the east. The 1:10,000 shows this site built over and the other building, if still original, altered. Now demolished and the site built over by a modern industrial estate.

138) SD 6480 0620  
Cropmark AP

Faint circular cropmark.

139) SD 6480 0659  
Ainscough's Cottages M, FW

First marked as Croston's Fold on the 1849 OS 6" map. Slightly altered by 1894, and marked as Ainscough's Farm. A second building had been erected by 1909. These buildings have now been demolished and the site built over by a modern industrial estate.

140) SD 6512 0658  
Broom House Farm M, FW

Shown on OS 6" map of 1849. Altered and extended by 1894, by which date one outbuilding had also been added. The OS 25" map of 1909 shows more outbuildings and further alterations to main building. The farm is now demolished although vestiges remain in the form of brick rubble on the site and two pairs of gate posts leading to the farm.

141) SD 6516 0666 & SD 6513 0666  
Kearsley's M, FW

Two buildings shown on the OS 1849 6" and 1909 25" maps. Now demolished and under a slag heap.

142) SD 6530 0690  
Victoria Cotton Mill M, FW  
SMR 4528

A spinning mill, first shown on the 1894 OS 6" map. Still standing, and working. Features an engine house, chimney, and warehouse.

143) SD 6533 0704  
Holden House M, FW

Marked on the 1849 OS 6" map. Possibly still standing in 1894 but substantially altered. One outbuilding has been added in 1894 and another in 1929. Shown on 1929 OS 25" map as part of Holden Stoops Farm. The house is now demolished and the site built over by a modern housing development.

144) SD 6534 0703  
Houses M, FW

Two semi-detached houses. Shown on OS 6" map of 1894. Still standing.

145) SD 6534 0707  
Building M, FW

Shown on 1849 OS 6" map. Altered slightly by 1894. Still standing in 1929 as part of Holden Stoops farm. Now demolished and built over by a modern housing development.

146) SD 6535 0698  
Terraced houses, Church Street M, FW

First shown on the 1894 OS 6" map. Still standing.

147) Terraced houses, Seddon Street	SD 6540 0702 M, FW	'Top o' th' Slack'. All of these buildings have been demolished.
First shown on the OS 6" map of 1894. Still standing.		
148) Albion Cotton Mill	SD 6540 0711 M, FW	155) Beech House SD 6589 0709 M, FW
A spinning mill first marked on OS 6" map of 1894. Now been demolished and replaced by a transport depot.		Shown on 1849 OS 6" map. Named as Beech House on the OS 6" map of 1894, by which date two outbuildings had been added. Beech House is still standing and appears to be late 18th or early 19th century in date.
149) The Grange	SD 6552 0711 M, FW	156) Pendlebury's SD 6616 0727 & SD 6614 0728 M
Shown on OS 6" map of 1849 as one building and an outbuilding. By 1929 it is marked as Crow Trees. Now been demolished, leaving only a pair of impressive gate posts.		May have been included in Yates's survey. Two buildings are shown on the 1849 OS 6" map. The complex appears as 'Colliers Farm' on the 1894 OS 6" map. Now demolished.
150) Bristle Hall	SD 6560 0704 M, FW	157) Chew Moor Gate SD 6640 0725, SD 6639 0721 & SD 6644 0723 M, FW
First shown on 1849 OS 6" map. House and outbuilding, with a well. Still standing.		One of these buildings probably appears on Yates's map. Three separate holdings are shown on the 1849 OS 6" map. All of these buildings had been demolished by 1894, one (SD 6644 0723) being built over. The 1929 25" map OS map shows this new building to be five terraced houses, with several outbuildings; these are all still standing and are now known as Nook Gate.
151) Coal mine, Slack Lane	SD 658 071 FW	158) Chew Moor Station SD 6643 0737 M, FW
An area of disturbance, hollows and spoil heaps on both sides of Slack Lane, thought to represent coal mining.		Shown on 1849 OS 6" map. Not marked on OS map of 1894. Served the L. & Y. R. on the Liverpool, Bolton & Bury line.
152) Bell pit	SD 6570 0745 AP	159) Moorfield SD 6655 0733 M, FW
A large circular depression with a small central mound which may represent a bell pit.		A row of three large terraced houses first shown on the 1894 OS 6" map. These are now one building known as Moorfield Cottage.
153) Ditcher's Farm	SD 6578 0724 M, FW	160) Florence Terrace SD 6658 0738 M, FW
First shown on 1849 OS 6" map, probably a house and barn. Three outbuildings have been added by 1929. Still standing. The barn is stone-built.		A row of five terraced houses first shown on the OS 6" map of 1894. Still standing.
154) Top o' th' Slack	SD 6586 0717, SD 6588 0715 & SD 6590 0712 M, FW	161) Buildings SD 6659 0735 & SD 6661 0734 M, FW
Three buildings shown on the 1849 OS 6" map. By 1894 one (SD 6590 0712) has been demolished. The building at SD 6588 0715 has either been demolished and built over or has been extended at the rear and to the south-west so that it lies much closer to Beech House (155). By 1929 however, much of the extension at the rear has been demolished. The 1929 OS 25" map shows SD 6586 0717 to be four terraced houses, marked as		Two buildings first shown on OS 6" map of 1894. On 1929 OS 25" map these appear to have extended to form one row of tenements. Still standing as three barns.

162) SD 667 074  
Chew Moor M, FW

Yates's 1786 map shows this area to be well populated. His map shows ten buildings on the moor itself and many clustered around the edge. It is difficult to identify which buildings these represent, but some of the farms shown on the 1849 OS 6" map are likely to have been included in the 1786 survey.

The core of the village of Chew Moor appears little changed. However, there is a great deal of housing development taking place around its edges.

163) SD 6664 6738  
Wesleyan Methodist Sunday School M, FW

Shown on the 1849 OS 6" map. The chapel may have been demolished and built over by 1894 or it may have been extended. Some outbuildings are also shown. The 1929 OS 25" map shows this building to be a number of tenements, marked as 'Gravel Hole'. There is now one house with a much older outbuilding attached to the rear.

164) SD 6680 0680  
Coal mine M, FW, AP

Very uneven ground showing the position of old mine shafts.

165) SD 6693 0716 & SD 6689 0714  
Morris's M, FW

Farmhouse and outbuilding shown on 1849 OS 6" map. The latter of these buildings is still standing on the 1:10,000; this may originally have been the barn. The farmhouse appears to have been demolished by 1894, and two new buildings erected. The barn has been altered by 1894. By 1929 one of the buildings erected by 1894 has been demolished and two others erected. Field survey showed that the stone built barn is still standing having had a house built against it to the south and a small lean-to against its north wall.

166) SD 6698 0730 & SD 6697 0728  
Snug Houses M, FW

Two houses shown on 1849 OS 6" map. Still standing in 1894. Demolished by 1929. Housing has now been built over the site.

167) SD 6700 0718  
Pocket Nook M, FW

Shown on 1849 OS 6" map, and as five tenements on OS 25" map of 1929. Still standing as four dwellings.

168) SD 6731 0704  
Coal pit M

Old shaft of coal pit shown on 1849 OS 6" map.

169) SD 6731 0669  
Snydale Hall M, FW

Yates's 1786 map records a Sindle Hall. By 1849, the OS 6" map records it as Snydale Hall, a name which it retains today. The present hall, however, is a 20th century building. This has been erected directly over the earlier demolished hall, the house platform of which can still be seen today, suggesting that the original Sindle Hall may have been a moated site.

170) SD 6750 0660  
Linear mound AP, FW

Linear mound, probably a strip lynchet indicative of early, even prehistoric agriculture.

## PINK ROUTE

171) SD 5484 0180  
Sandyforth M

First shown on OS 6" map of 1849 as three buildings. Two buildings added by 1894. Relatively unchanged on the modern 1:10,000.

172) SD 5495 0195  
Cropmark AP

Well defined L-shaped cropmark.

173) SD 5510 0170  
Cropmark AP

Cropmark, possibly representing part of an old field system.

174) SD 5550 0135  
Cropmark AP

Well defined rectilinear enclosure and linear cropmark.

175) SD 5585 0130  
Brettons Cottage M

Appears on 1798 map of Ashton-in-Makerfield. One outbuilding is also shown on this map; this had been demolished by 1894. The cottage had been extended by 1908. Now demolished.

176) SD 5593 0156  
High Brooks M

Two buildings and an outbuilding shown on the OS 6" map of 1849. On the 1894 6" map the site is marked 'Coroner's Nook', the outbuilding has been demolished, and the other buildings have been altered and extended into one unit. On the 1908 OS 25" map the north-west end is demolished; six tenements are shown. All of these structures are now demolished.

177) SD 5600 0140 & SD 5600 0138  
Low Brooks M, FW

Two buildings and an outbuilding are shown on the 1798 map of Ashton-in-Makerfield. Both buildings had been altered by 1894. SD 5600 0140 had been extended to the rear, and the outbuilding demolished. The 1:10,000 map of 1974 shows two outbuildings: the original buildings may have been demolished, or extended to form one unit. Field survey showed that one outbuilding contains some original fabric. The main house, however, has been renovated so that it is not possible to ascribe a date.

178) SD 5600 0170  
Cropmark AP

Well defined U-shaped cropmark.

179) SD 5637 0156  
Doe Ridings M, FW

Shown on the 1849 OS 6" map, and altered by 1894. Still standing. Field survey showed that this house is no earlier than 19th century.

180) SD 5618 0170 & 5572 0164  
High Brooks Colliery M

First shown on the 1894 OS 6" map. Still standing in 1908. Now demolished.

181) SD 5650 0170  
Cropmarks AP

Subrectangular cropmarks possibly representing an old field system.

182) SD 5670 0180  
Cropmark AP

A faint cropmark possibly representing a double rectangular enclosure.

183) SD 5688 0166  
Park Lane Chapel M, FW  
Listed Grade II  
SMR 4747

17th century chapel, restored in 1826, 1871 and 1904. The chapel is built from brown brick with some rendering. It has a flag roof. The pulpit and some wooden panelling are original and display a date of 1697.

~~184)~~ SD 5682 0211  
Building M

Shown on the 1849 OS 6" map. Demolished by 1894.

185) SD 5685 0209  
Building M

Shown on 1849 OS 6" map. Demolished by 1894.

186) SD 5687 0189  
Cranberry Hotel M, FW  
Listed Grade II  
SMR 4658

A timber-framed farmhouse with wattle and clay daub panels, some of which can still be seen inside one of the bars of the Hotel. It was later extended into a Georgian farmhouse, and is now much modernised and almost completely unrecognisable as having early origins.

187) SD 5687 0226  
Derbyshire House Farm FW  
SMR 3224

Datestone '1863' but may be considerably older. The house had outbuildings, yards, folds, garden, orchard, meadow, several fields and a wood. It was the subject of various land deals in the first half of the 19th century in Pemberton.

188) SD 5689 0193 & SD 5690 0191  
Cranberry Lodge Cottages M

Two cottages shown on the 1849 OS 6" map. SD 5689 0193 is shown slightly altered on the 1894 OS 6" map, and was still standing in 1908. SD 5690 0191 is shown as four tenements in 1908. Both have now been demolished.

189) SD 5689 0195  
Park Lane Smithy M

Shown on the 1849 OS 6" map. Demolished by 1894.

- 190) SD 569 021  
Wigan to Warrington Roman Road M
- Projected line of Roman road. See 28.
- 191) SD 5693 0193  
Building M
- First shown on the 1849 OS 6" map. Unchanged by 1908. Now demolished.
- 192) SD 5770 0250  
Cropmark AP
- Faint row of linear cropmarking possibly representing an old field system.
- 193) SD 5780 0270  
Cropmark AP
- Faint rectilinear enclosure.
- 194) SD 5792 0225  
Park House M, FW
- Two buildings shown on the OS 6" map of 1849. One had been extended by 1894, and two more added by 1908. Still standing as one large building.
- 195) SD 5820 0270  
Cropmarks AP
- Faint rectilinear cropmarks, possibly associated with old tip site.
- 196) SD 5841 0274  
Turn bridge M
- Situated on the Leigh branch of the Leeds and Liverpool Canal. Shown on OS 6" map of 1849. A swing bridge can be seen on the 1908 OS 25" map.
- 197) SD 5871 0281 & SD 5875 0282  
Moss Side M
- Two buildings and two outbuildings are shown on the OS 6" map of 1849. By 1894 both the main buildings had been altered. They were still standing in 1908 but have since been demolished.
- 198) SD 5934 0321 & 5934 0319  
Building M
- Shown on the 1849 OS 6" map. Demolished and built over by a railway line by 1894, when there is a new settlement in the area called Fir Tree House, comprising three buildings, all now been demolished.
- 199) SD 5965 0320  
Bryn Hill Farm M
- First shown on the OS 6" map of 1849. The site is marked Bryn Hill Cottages on the 1894 OS 6" map. By 1908 it was known as Bryn Hill Farm. Now demolished.
- 200) SD 5973 0345, SD 5973 0341 & 5972 0343  
Fir Tree House M, FW
- Shown on the 1849 OS 6" map. By 1894 all the buildings had been demolished. SD 5973 0345 had been built over. This new building is marked as a police station on the 1908 OS 25" map, and was still shown as such on the 1974 1:10,000 map. It is still standing.
- 201) SD 5983 0341  
Building M
- First shown on the OS 6" map of 1894, marked as 'Fir Tree House'. The 25" map of 1908 shows six terraced houses, with two semi-detached houses added to the north. Still standing on modern 1:10,000 map.
- 202) SD 5979 0339  
Building M
- First shown on the OS 6" map of 1894. The 1908 OS 25" map shows a row of ten terraces. Partly demolished on modern 1:10,000 map.
- 203) SD 6013 0329  
Dower House Farmhouse M FW  
Listed Grade II\*  
SMR 4236
- Built from brown brick, an arch-headed stone tablet in the west gable dates it to 1686. It has two storeys and four bays with additions. It is roofed with flags. It has a wide boarded door with strap hinges. The arched windows have narrow hood bands and brick mullions. There is an inscribed heart ornament above the entrance. The building is cellared and there are ovolo-moulded beams throughout. Good urn balustered staircase, timber-framed cross walls.
- 204) SD 6018 0353 & 6017 0355  
Fir Tree Colliery M
- First shown on the OS 6" map of 1894. Marked as disused on the OS 25" map of 1908.
- 205) SD 6070 0350  
Cropmarks AP
- Concentric subrectangular cropmarks.

## 5. Conclusion

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5.1 The prehistoric period is under-represented along all three routes and one suspects that this is a true reflection of the level of human activity, whereby early man avoided the heavy boulder clays in preference for the lighter gravels and higher levels of the Pennine moors.

5.2 There are three Roman sites of importance, the town of Wigan, thought to be Roman Coccium, and two roads to Wigan, one from Manchester (51) and the other from Warrington (28). Much of the route followed by these roads has now been built over, and in some cases modern roads may follow their Roman predecessors almost exactly. However, there may still be opportunities to record sections of Roman road. One site in particular has great potential; where the Preferred Route passes to the north of Dangerous Corner, it intercepts the Manchester to Wigan Roman road. This area is a green field site and thus the potential for preservation is high.

5.3 The centuries following the departure of the Romans show little evidence for settlement, although the area immediately to the south of Wigan has a high concentration of names which may be British or Celtic in origin.

5.4 The proposed routes pass through an area in which the settlement pattern reflects a medieval origin even today. There is, however, little or no evidence for medieval landscape features, much having been destroyed in the intense industrial development of the last two and a half centuries. There are some exceptions to this, and two sites will be directly affected by the Preferred Route, with a third affected by the Red Route. The first of these is Ince Old Hall (44), a moated site, which is of great importance in the study of the medieval landscape. The second is Smithy Brook Mill (31) which may be of great value in our understanding of the development of water mills, especially since it is likely to have been in use in medieval times, and continued in operation until the 19th century. The Red Route will cross earthworks associated with Snydale Hall (170).

5.5 The post-medieval period saw a rise in the building of individual, and distinctive halls and houses. A number of noteworthy houses of 17th or 18th century date will be affected by one of the proposed routes. Numbers 5 and 6 Highfield (18), a 17th century listed building, and Old Taylor's (107), a large twin gabled 18th century house, are very close to the Preferred Route.

The early 19th century farmhouse at Aldreds (135) would be demolished by the Red Route and Beech House, an interesting 18th century building (155), is possibly within the easement of the same route. The 17th century settlement around Park Lane, where several original buildings still stand, is on the edge of the Pink Route (183-9, 191).

5.6 The 18th century saw the dramatic growth of industry, particularly coal mining. The pits, pumps and railways which were integral to the industry have now nearly all been demolished or dismantled. Cuttings, embankments and spoil heaps are today the only tangible reminders of the industry's past.

The few remains which survive should be considered as part of the industrial heritage. Chequerbent railway incline (103 & 104), part of the Stephenson's Bolton and Leigh line is particularly important, showing the achievement and ingenuity of the 19th century engineers.

## 6. Recommendations

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6.1 In order to establish the precise route of the Roman roads (100) and (101), selective trial trenching and a watching brief should take place in those areas (on the Preferred and Pink Routes) where old and new roads are believed to coincide. Sections should be recorded where the Roman roads are located.

6.2 The site of Ince Old Hall (102) almost certainly a moated medieval manorial complex, will be destroyed by the Preferred Route. It requires an archaeological evaluation by trial excavation followed by total excavation if surviving medieval levels are confirmed.

6.3 The origins of Smithy Brook flour mill (103) may be medieval. Evaluation of the site and adjacent cropmarks (104) should be undertaken to establish the date and extent of surviving evidence. Proposals for total excavation could ensue. If possible and feasible provision should be made for the conservation, presentation and interpretation of significant features.

6.4 Numbers 5 and 6 Highfield (105) is listed. This is the only surviving 17th century hall/farmhouse within the former Wigan CB built-up area. Preservation in situ is the preferred option. Otherwise preservation by record is essential.

6.5 A thorough building survey of Old Taylor's (106) should take place if the building is to be damaged or demolished by the Preferred Route.

6.6 Beech House (155) is at least 18th century in date, and Gough's House (70), Ince Farm (120) and Burrows (122) may be historically interesting, as is the Parsonage (129) and Aldreds (135). If these sites are to be damaged or demolished, they should be recorded photographically and by rapid building survey.

6.7 Every effort should be taken to preserve the Chequerbent railway incline (107 & 108), as a monument to the ingenuity of the early railway engineers.

6.8 If the Victoria Mill (142) is to be damaged by the Red Route, a more thorough building survey should be carried out to augment its entry on the GMAU Mills Survey.

6.9 Earthworks (170) associated with Snydale Hall lie within the easement of the Red Route and should be thoroughly surveyed and recorded if any damage or destruction is likely.

6.10 Cropmarks 174 and 182 should be evaluated if they are to be disturbed by the construction of the Pink Route.

6.11 A watching brief along the whole line during topsoiling should be maintained.

6.12 GMAU would welcome an early discussion on the implementation of these recommendations.

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## MAPS

1760 'Reproduction of Plan Showing the Coal-workings in Winstanley and Pemberton Prepared in 1760 for the Law Suit Between William Bankes and Dr. Hawarden,' in Bankes 1939, facing p 48.

1786 William Yates's Map of Lancashire, approx. 6/10" to 1 mile.

1792, 'Reproduction of Plan of Orrell and Winstanley (1792), with Geological Faults and Early 19th Century Pits Added', in Bankes 1939, facing p 31.

1798 'Plan of the Manor of Ashton-in-Makerfield with Lands Situate in Billinge & Ince in the County of Lancaster Belonging to Sir Willm Gerard Bart,' DDGE, Lancashire Record Office, Preston.

c. 1800 Maps of the Estates belonging to the Trustees named in the Will of the late Duke of Bridgewater in Lancashire and Cheshire. City of Salford Archives.

1838 Map of the Township of Winstanley in the Parish of Wigan, County of Lancaster.

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1839 Map of the Township of Hindley in the Parish of Wigan, County of Lancaster.

1841 Map of the Township of Ince in the Parish of Wigan, County of Lancaster.

1848 Map of the Township of Pemberton in the Parish of Wigan, County of Lancaster.

1849 Ordnance Survey First Edition 6" to 1 mile, Lancashire Sheets 93, 94 & 101.

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1908/9 Ordnance Survey 25" to 1 mile, Lancashire Sheets 93.10-12, 14-16; 94. 4-11, 13, 14; 101.3.

1928/9 Ordnance Survey 25" to 1 mile, Lancashire Sheets 94.3 & 101.3.

**AERIAL PHOTOGRAPHS**

a) Verticals held at the Greater Manchester

Minerals and Waste Disposal Unit, Peel House, Eccles:

1977 & 1979 black & white verticals at a scale of 1:10,000

1988 colour verticals at a scale of 1:10,000

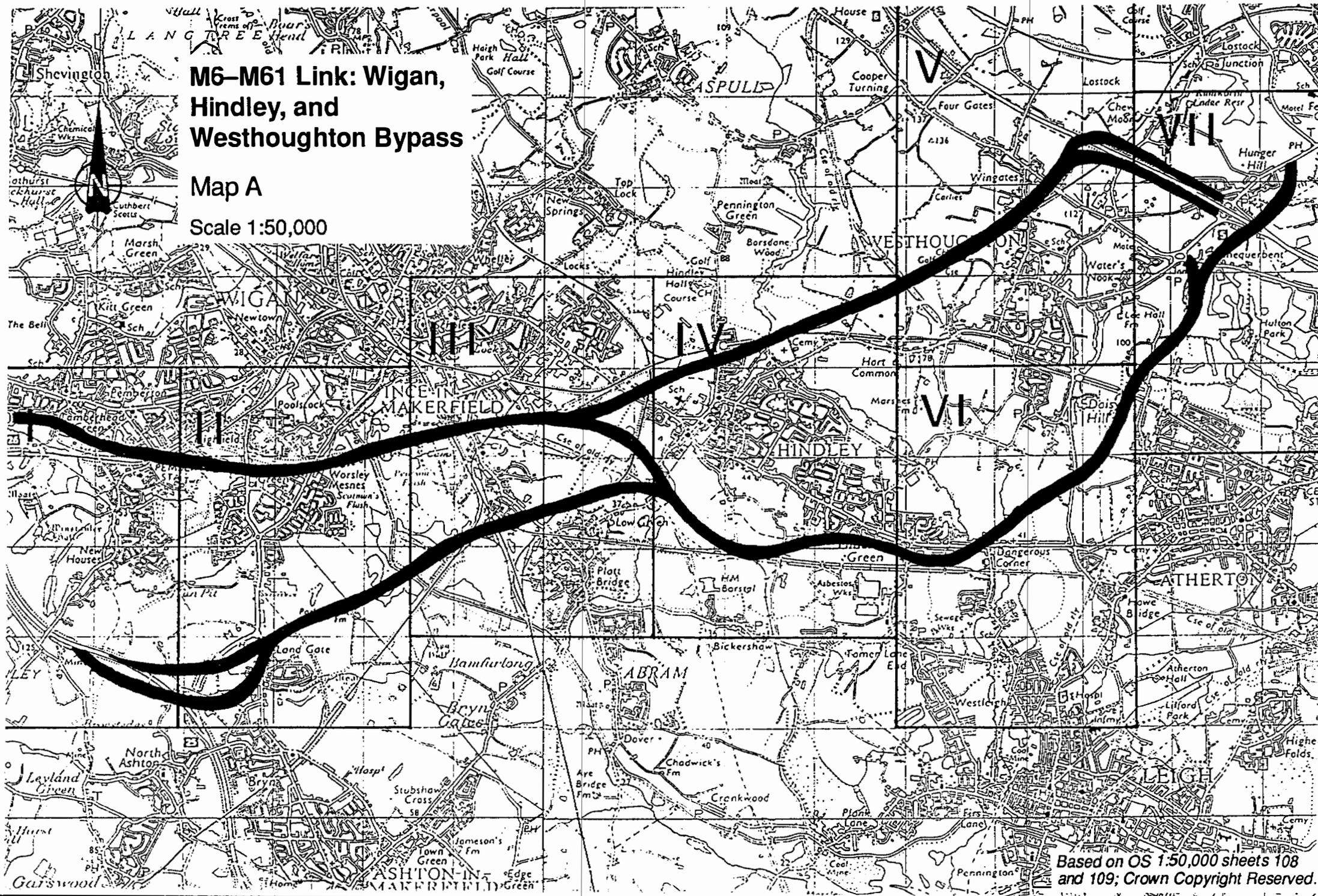
b) Verticals held by Parkman Consulting Engineers:

1990 black & white verticals at a scale of 1:3000.

**M6-M61 Link: Wigan,  
Hindley, and  
Westhoughton Bypass**

**Map A**

**Scale 1:50,000**



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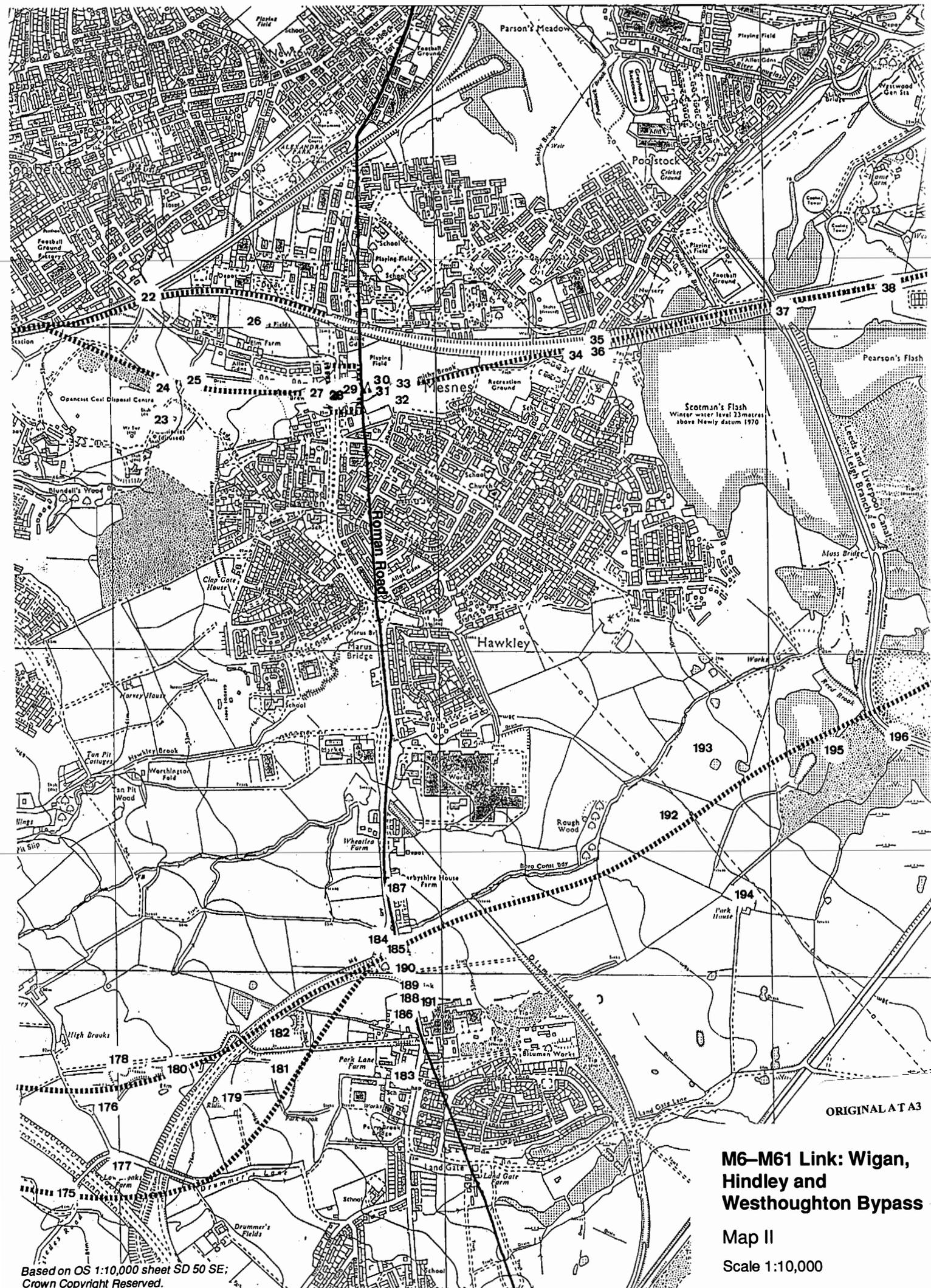
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Map I

Scale 1:10,000

ORIGINAL AT A3

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ORIGINAL AT A3

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Map II

Scale 1:10,000

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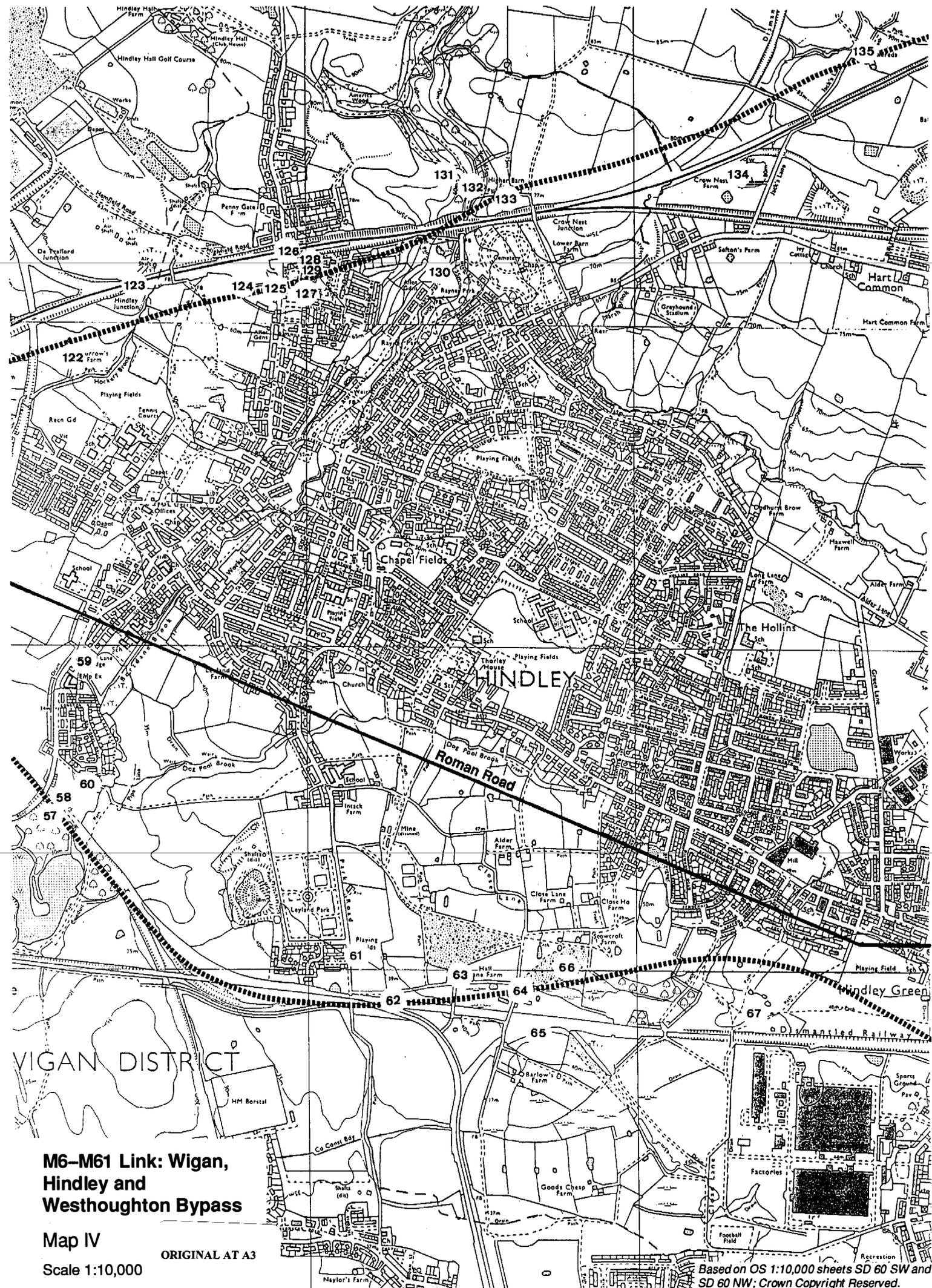


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Map III  
Scale 1:10,000

ORIGINAL AT A3

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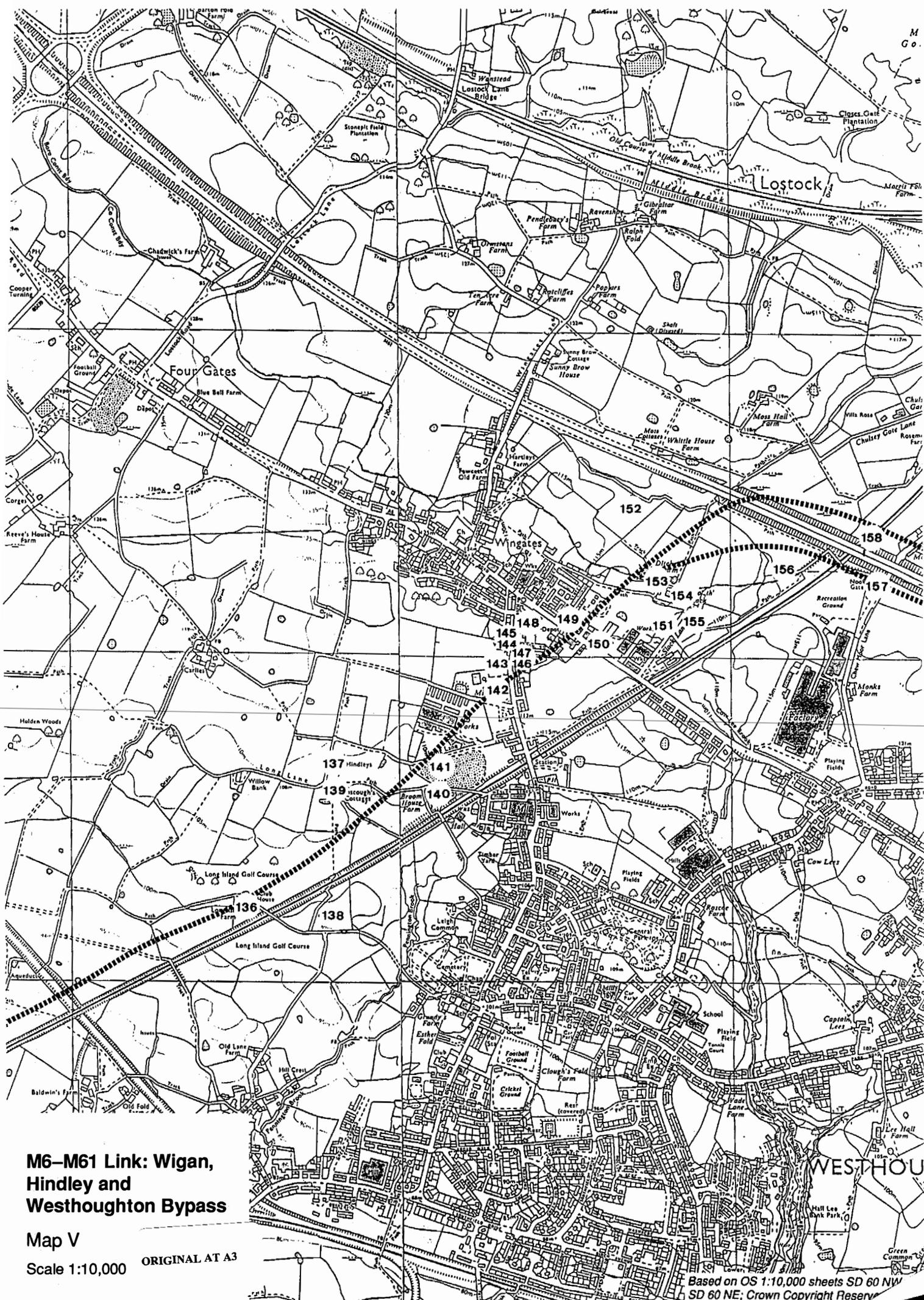
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Map IV

Scale 1:10,000

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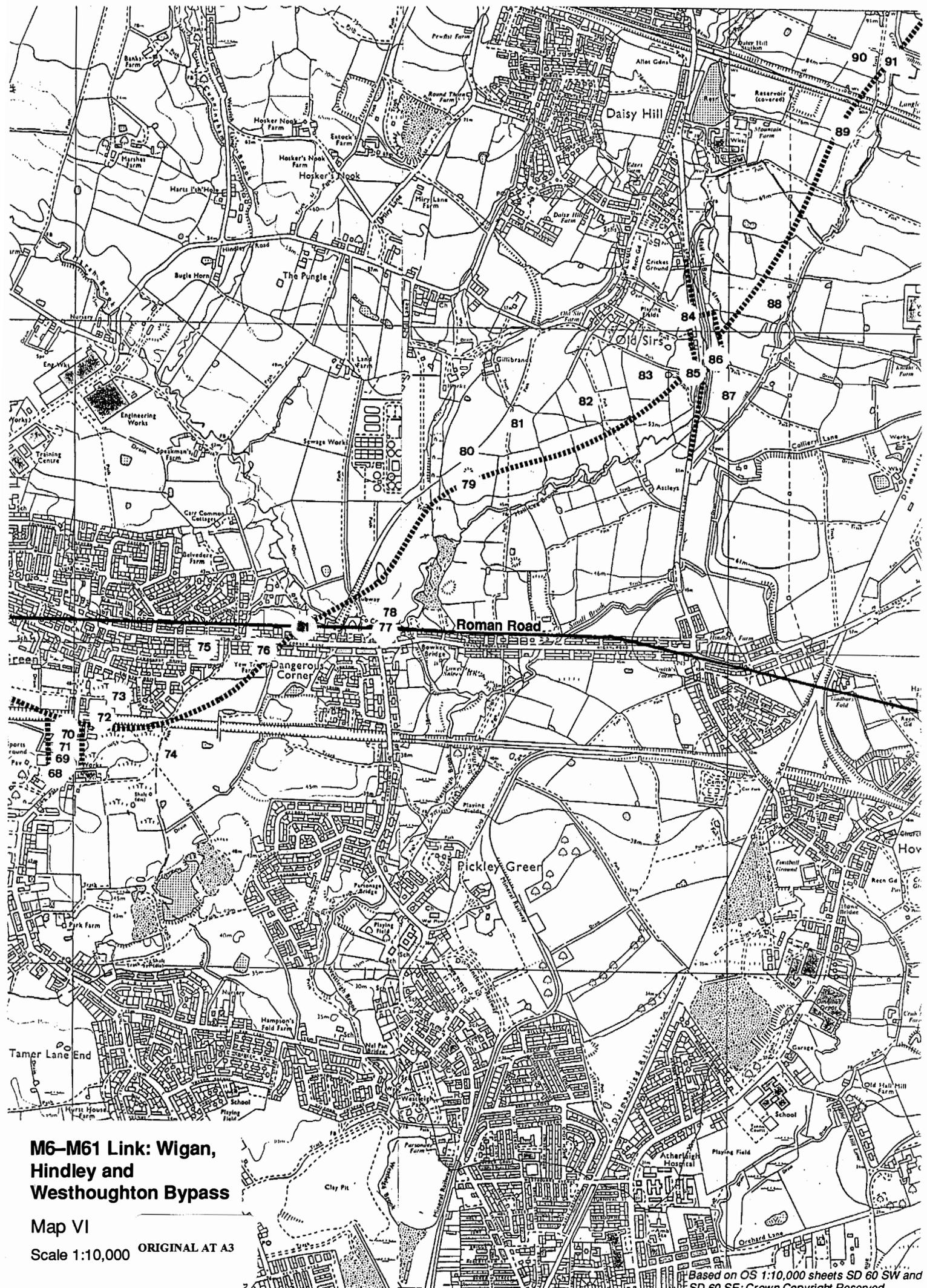


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Map V  
Scale 1:10,000

ORIGINAL AT A3

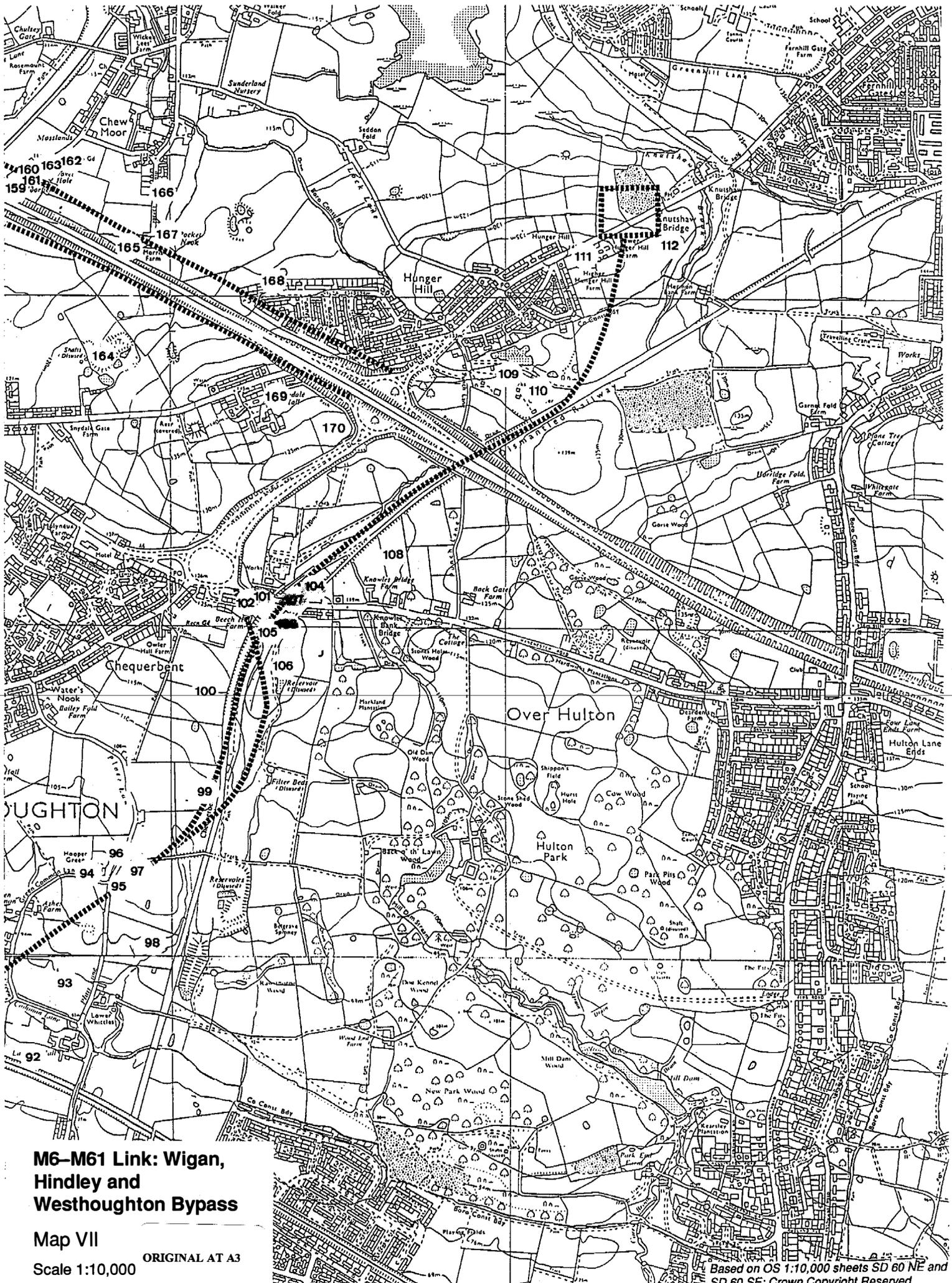
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Scale 1:10,000

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