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M63

IMPROVEMENT, JUNCTIONS 6-9

An Archaeological Assessment

The Greater Manchester Archaeological Unit

January 1993

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1. Introduction

1.1 The Greater Manchester Archaeological Unit was commissioned by Parkman Consulting Engineers to carry out an assessment of the archaeological implications of the proposed M63 Improvement, Junctions 6-9. The object was to identify sites of significance 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1.3 The survey consisted of the examination of published and unpublished map series, aerial photographs, documentary material from a variety of published and manuscript sources, and field survey of the area, in order to relate research findings to the existing landscape.

2. The Setting

2.1 GEOLOGY

Solid

North of the site of Longshot Farm (Site 8; see Section 4, *Gazetteer of Sites*) in a line east-west is a band of Upper Mottled Sandstone, part of the Bunter Sandstones of the Permo-Triassic period. South of this running east-west as far as the area about Sale Old Hall (22) is a Keuper Sandstone band. Below this line and including the rest of the corridor is a wide band of Keuper Waterstones.

Drift

The overlying drift geology of the area is composed of alluvial soils and river terraces along the line of the River Mersey and fluvio-glacial gravels on the valley floor further from the river.

2.2 TOPOGRAPHY

The study route passes through the lower reaches of the Mersey valley. The river descends from c 28m OD at the eastern end of the study area to c 20m OD at the western end. The floor of the valley is very flat through this section and before high sided banks were built along the river this area was susceptible to heavy flooding.

3. Historical Background

3.1 PREHISTORIC AND ROMAN

There are no known prehistoric sites within the study area, although the river valley with its gravel terraces would have been an attractive settlement area particularly in the later prehistoric period. The Iron Age/Romano-British enclosure site at Great Woolden Hall, c 8km to the west on the banks of the Glaze Brook, is located in a similar topographic position to much of the study area. A number of finds dated to the prehistoric period were recovered from the River Irwell, which forms part of the same river system as the Mersey, during the construction of the Manchester Ship Canal.

An undated rectangular enclosure cropmark site (Greater Manchester Sites and Monuments Record No 7884/1/0) has been identified immediately to the south of the study area, near New Manor Farm, and represents the only possible site from the prehistoric period in the immediate vicinity.

The most significant site dating from the Roman period within the study area is the Roman road from Manchester to Chester – Margary 7a – (SMR 26/1/1), with Crossford Bridge possibly representing the site of the Roman ford across the Mersey (12 & 14). The presumed line of the Roman road runs along the line of the present A56. A number of fields shown running along the western side of the road, north of the Mersey, on the 1782 Trafford Estate Survey are called 'Causeway side'; the term causeway is often associated with fields adjacent to Roman roads.

Other than the road, only two sites of Roman date are recorded in the vicinity of the study area and these are both Roman coin findspots (SMR 365/1/0 & 1472/1/0). The location of Roman coins is not necessarily an indicator of settlement, and while there may be roadside settlement the level of development which has taken place in the area means that its survival has to be considered unlikely.

3.2 ANGLO-SAXON

There are no sites from this period within the study area, although the names Crossford and Cross Street may have derived from a cross which was once situated at the northern end of the bridge. The Great Stone (SMR 13/1/0) in Stretford is possibly the base of an Anglian cross and is said to have originally been located at Crossford Bridge. All other evidence for Anglo-Saxon activity in the area is derived from place-name evidence: Swain suggests Dane Road to be one of the oldest roads in Sale, deriving the word Dane from the Old English 'denu' meaning valley (Swain 1987, 12). Another element found in several field-names in the area is 'hurst', derived from the Old English 'hyrst', meaning a wooded eminence (Mills 1976, 98).

Of some historical interest is the fact that Bradley Brook, which runs across the study area, represents the boundary between Sale and Northenden, and also between the hundreds of Bucklow and Macclesfield. (Hundreds were Anglo-Saxon administrative divisions.) The River Mersey represented the border between the kingdoms of Northumbria and Mercia.

3.3 MEDIEVAL AND POST-MEDIEVAL

The study area passes through four townships: Urmston and Stretford in what was formerly part of Lancashire; Sale and Northenden in part of Cheshire. The four townships were each in a separate parish: Urmston in Flixton; Stretford in Manchester; Sale in Ashton-upon-Mersey; and Northenden in the parish of Northenden.

Urmston

The earliest reference to the manor of Urmston occurs in 1193-4 when it was held by Richard de Urmston (VCH vol 5, 51). In 1305 Adam de Urmston conferred all his lands in Urmston, together with the lordship, to Gilbert de Ashton. The manor then passed by marriage to the de Trafford family and then to the de Hyde family, in which family it remained until the 18th century. The land within the manor appears to have been subdivided at an early date: a suit of 1317 records that Gilbert de Ashton held 3 oxgangs in Urmston, Richard son of Adam de Urmston held 3 oxgangs, and William son of William the Serjeant 1 oxgang, leaving 1 oxgang unaccounted for (*ibid*). Of these smaller estates the study route passes through at least one and possibly more. The former estate of Hillam is almost certainly passed through by the proposed corridor. Hillam estate, probably based at Hillam Farm (3), is first recorded in 1548 in a dispute between Giles and William Partington over the title to 'Hylland'. In 1559 John Partington of Manchester sold all his lands in Urmston to Edmund Trafford; amongst his tenants was one 'Thomas Gregory of Hillam' (*ibid*, 55). Only a single cottage survives as a standing building on the site of Hillam Farm; much of the remainder has been removed by motorway construction.

The site of Hillam Farm (3) has previously been the subject of an archaeological excavation. This was carried out in 1986 prior to the construction of the Carrington Spur and only produced evidence of 19th-century occupation. Only a single piece of 16th-century pottery provided any evidence of earlier activity on the site.

The other estate is possibly New Croft which may have been a sub-manor and which was held by the Trafford family in the 14th century. The site of New Croft farm is likely to be the location of the medieval residence; this is supported by the fact that it was once moated (VCH vol 5, 55). New Croft farm, however, lies outside the study area and is not to be confused with the relatively modern farm of the same name (10).

The north-south alignment of field boundaries (5) which marks the boundary between Urmston and Stretford, as well as that between Flixton and Manchester parishes, would appear to be of some antiquity. This ditch, north of the study area, is the western terminus of Nico Ditch which is generally thought to be Anglo-Saxon in origin, and the eastern terminus of Carr Ditch, often assumed to be the continuation of Nico Ditch but more probably medieval in date (GMAU 1992, 5). The north-south alignment is also likely to be medieval in date and to have been dug to delineate the local boundary. This ditch ran through Hennets Moss (4); during the medieval period disputes over mossland ownership were common, and within a featureless landscape a ditch provided the easiest means of defining the portions held by neighbouring townships or manors (*ibid*).

Stretford

Although not mentioned in the Domesday Book the manor of Stretford is first recorded in the year 1212 when it was held by Hamon de Massey (VCH vol 4, 330) and is probably earlier than this date. The manor houses and town core of the township are all located outside the study area and their history will therefore not be examined. There are, however, two sites within the area which can be traced to the medieval period, namely Stretford mill and Crossford Bridge. The mill at Stretford is said to have been a water-mill situated on the river bank near Crossford Bridge (Crofton 1903, 5). The mill is first recorded in the Exchequer Lay Subsidy Roll of 1332, where for Stretford Johannes Molendinarius (John the Miller) is mentioned (*ibid*). In 1373 Sir Henry de Trafford settled his estates in Trafford and Stretford, 'my mill of Stretford' being mentioned as one of his possessions (*ibid*).

That Stretford mill existed would seem certain, but what remains in doubt is its exact location. The Trafford Estate Survey of 1782 shows that almost every field on the east side of Chester Road between Crossford Bridge (14) and Stretford was called 'Mill Door' and would tend to indicate that the mill was situated somewhere along the north bank of the Mersey between Crossford Bridge and the later Barfoot Aqueduct (18).

The ford across the Mersey in use during the Romano-British period is thought to have become redundant at some later date, because in 1367 the crossing point was referred to as Cross Ferry (Swain 1987, 27). By c 1535, however, a bridge had been built at this point, as Leland observed that he crossed the Mersey 'by a great bridge of timber called Crossford Bridge' (VCH vol 4, 329). The exact date of the earliest bridge built at Crossford is not known, although a medieval origin is possible. The bridge (14) was rebuilt in the 18th century and widened in 1907 (Swain 1987, 29).

Sale

The manor of Sale was divided at an early date between two principal holders; Thomas de Sale and Adam de Carrington held half the manor each from William Fitz Nigel in the 12th century (Swain 1987, 20). The de Sale half of the manor later passed to the Holt family and then to the Booths who later became the Earls of Stamford. The de Carrington half of the manor in 1187 passed to Richard Massey (*ibid*), a member of a younger branch of the Masseys, Barons of Dunham. The descendants of Richard Massey retained most of their half of the manor and probably based themselves at the site of Sale Old Hall (22). The hall had more than one phase of building, the most recent phase being when the hall was entirely rebuilt in 1840 by Mrs Mary Worthington. This building was demolished in 1920. The datestone, salvaged at that date, read 'JM AD 1600 MW 1840'. The JM refers to James Massey who in fact did not succeed his father Richard until 1603 (*ibid*). The date of 1600 may be that of an earlier rebuild of the hall. Swain argues that the E-shaped hall plan of the 1801 Sale Enclosure map reflects the typical layout of a hall in the Elizabethan and Jacobean period. He goes on to suggest that this was a brick-built hall, as a number of 65mm thick bricks were found 'by digging on the site' (*ibid*, 22).

That an earlier medieval timber-framed hall existed has to be considered likely, although the location of this hall is not known. It may have been demolished to make way for the 1600 hall, or the latter may have been added to it and the medieval hall demolished after 1600. The other buildings located near to the hall on maps of the 19th century are

likely to have been farm buildings or stable blocks. The dovecote associated with Sale Old Hall still survives albeit in a ruinous state (21); it is said to have been built c 1895 (Swain 1987, 18) and is therefore to be associated with the 1840s' hall.

Northenden

Northenden and its parish church are first mentioned in the Domesday Book of 1086:

'In BUCKLOW (East) Hundred
Ranulf and Bigot hold NORWORDINE (Northenden) from the Earl. Wulfgeat held it as 1 manor; he was a free man. 1 hide paying tax. Land for 2 ploughs. It is waste.
A church.
Woodland, 2 furlongs.
Value 3s; before 1066, 10s' (Morgan 1978, 268a).

The study route passes through the northern part of the township, and an area called Kenworthy which was a hamlet and probably a small sub-manor within Northenden. This place is first recorded in the Plea Rolls of 1276-8 when '...Kenworthie' was defendant in a suit for tenements in 'Norworthin'. The Kenworthy family, Barlowe family and the Tatton family (who later acquired the manor of Northenden and based themselves at Wythenshawe) appear to have resided or held land in Kenworthy. The Kenworthys and Tattons appear in the Plea Rolls and in charters of the early and mid-14th century. The Kenworthy family can be traced to this sub-manor for several generations, while the Tattons 'continued here in their old abode' (Ormerod 1882, 604), and are recorded in 1377-8 in a bond as follows:

'Rob. de Tatton de Keneworthay Wills. de Tatton de Keneworthay & Wills de Keneworthay were bound to Thme. de Legh de Northewode & Matho. de Legh, in 20 marks silver &c.' (*ibid*, 604).

The Barlowes passed their interest in Kenworthy to Gilbert de Ashton before 1295-6, when he was sued by Cecily, widow of Henry de Barlowe, for dower of 2 messuages, 16 acres and a mill in 'Kenwuerthy' (*ibid*, 611). The mill in question may be Northenden mill lying to the east or a mill on the Mersey north of Kenworthy. The evidence for the latter is provided by the 1641 map of the lordship of Northenden which shows a field called 'mill croft' at the north end of Kenworthy and the location of a weir on the river on a direct projected line north of Kenworthy Lane.

The 1641 map is the earliest evidence consulted which shows the extent of Kenworthy. This map shows eleven properties dotted along both sides of Kenworthy Lane. All except one have a chimney and would therefore indicate human occupation. A rental dated 1558 also indicates that Kenworthy had a number of residents at this period; the rental lists the following tenants :

'17 paying chief rents as freeholders (the places mentioned are Lawton, Hasilhurst and Kenworthy)...
19 tenants at Kenworthe and the Moor Syde' (Shercliff 1974, 38).

Even as late as the 1882 map there were as many as twelve structures along Kenworthy Lane, but today almost the entire hamlet now lies under the large roundabout which links the M63 and the A5103(T) (41, 42 & 43). The site of Kenworthy Hall, which from its 'hall' title may be the earliest part of Kenworthy, lies on the north side of the roundabout (40). The building which was demolished prior to motorway construction

was described as a '200 year old ivy-covered farmhouse...It was a brick-built house with a pillared doorway. There were six rooms on the ground floor and four bedrooms.' Although the description suggests an 18th- or 19th-century house, it is possible that this was built on the site of a medieval predecessor.

General

The landscape contained within the area has for much of the time been a predominantly rural one. With the exception of the hamlet of Kenworthy, settlement in the area was confined to farm sites and the manorial site of Sale Old Hall. Developments in the present century have, however, radically altered this rural setting. The construction of the motorway, of Sale Golf Course, the University playing fields and the controlled dumping which has taken place on the north side of the motorway between the Carrington Spur and Chester Road, have all but removed any trace of the earlier landscape.

An examination of the tithe awards and survey maps for the townships through which the corridor passes reveals that much of the land was used for meadow; this is not surprising considering the flood potential of the area before the modern banks were constructed. An examination of field patterns and field-names also provides some evidence of common field agriculture – the characteristic form of farming in the medieval period and early post-medieval period. A small area of land on the south side of the river immediately adjacent to the Bridgewater Canal (16) is a good example of this: on the 1806 map this area was still divided into narrow strips and many had the typical open-field strip name of 'dole'. A dole was the name usually given to a piece of land which formed part of a larger common field. Perhaps a better example occurs on the Northenden map of 1641 where a field to the north-west of Kenworthy is divided into three strips called the 'Three West Fields' (39).

Hennets Moss (4), which no longer survives, straddled the boundary between Urmston and Stretford. This would have provided peat for fuel and at a later date was reclaimed for agricultural use.

3.4 INDUSTRIAL

Industrial activity within the study area is virtually non-existent. The study area is principally a corridor through which various transport systems pass. The one site of significance is the Bridgewater Canal and particularly Barfoot Aqueduct (18) – the point at which the canal is carried over the Mersey. This bridge was constructed by Gilbert and Brindley, the agent and engineer for the Duke of Bridgewater respectively. Although this bridge was perhaps not as technically difficult as that at Barton built in 1761, it nevertheless remains an important monument to canal construction.

A late 19th-century kiln site lies under the roundabout at the Carrington Spur (7), and the existence of two other, earlier brick kiln sites is suggested by field-name evidence (31 & 37); these would have been used to fire bricks for local use.

The railway line which passes through the study area and itself crosses the Mersey immediately to the east of Barfoot Aqueduct was opened in July 1849, the line being known as the Manchester South Junction & Altrincham Railway.

4. Gazetteer of Sites

The following gazetteer lists those sites identified by the GMAU survey of the proposed M63 Improvement Junctions 6-9. The abbreviations FW and M refer to the method of identification, ie field walking or map research. SMR refers to the Greater Manchester Sites and Monuments Record held by the GMAU.

- 1) SJ 775 947
Structures M

A group of six structures is shown situated along the east side of Moss Road on the 1848 map. The site of these buildings together with the road is now occupied by the M63.

- 2) SJ 775 944
Brook House/The Grange M

Four structures are shown on the east side of Moss Road and south of Stretford Road on the 1848 map; one of these properties is named as Brook House. On the 1895 map the largest of these buildings, approximately rectangular in plan, is referred to as The Grange and is situated along with the other structures within a small estate park. The site of these buildings is now occupied by the M63.

- 3) SJ 7779 9392
Hillam Farm M FW
SMR No 7752/1/0

The earliest reference to the farm is 1548. The 1848 map shows two L-shaped structures and one T-shaped structure on the site. Most of the site is now occupied by the slip road which links the M63 with the Carrington Spur, and has already been excavated. One building survives. This is a 2-storey house, brick-built in English Garden Wall bond, with a slate roof and a ridge chimney stack with four pots. The building is in two phases with a 2-storey extension of similar construction on the north side. This house would appear to be of early 19th-century date.

- 4) SJ 781 939
Hennett's Moss M FW

On the 1848 map this small area of moss is shown divided into five rectangular fields. This area appears to have been used for the dumping of either waste disposal or motorway spoil. All features of the earlier landscape have gone.

- 5) SJ 7823 9380 (linear)
Boundary Ditch M FW

This ditch which divides the townships of Urmston and Stretford and the parishes of Manchester and Flixton is shown on the 1848 map. This ditch has also disappeared as a result of dumping. A small section of it may survive on the south side of the motorway but this area was inaccessible.

- 6) SJ 7806 9377 (linear)
Track M FW

A small section of track is shown on the 1848 map, but does not appear to come from or lead to anywhere. The track was not visible on the ground.

- 7) SJ 7780 9378
Kiln M
SMR No 7751/1/0

A small square shaped structure is shown on the 1895 map where it is described as 'kiln'. The site now underlies the junction of the Carrington Spur with the M63.

- 8) SJ 7789 9374
Longshot M

Two structures - a rectangular building and a small squared structure - are shown on the 1895 map. The site now underlies the slip road on the south side of the M63 linking with the Carrington Spur.

- 9) SJ 7777 9363
Ponds M FW

Two ponds are shown on the 1848 map, one of which is still extant on the modern OS. This site was not accessible.

- 10) SJ 7790 9362
Newcroft Farm M FW

First shown, as two structures, on the 1907 map. Three structures are shown on the modern OS. The site consists of a 2-storey brick-built farmhouse with a slate roof, ridge and gable chimneys, and two gablets on the south elevation. A single storey brick stable block, a 2-storey stable with hayloft above, and a number of poorly constructed timber buildings, make up the remainder of the structures on the site.

11) SJ 7755 9353
Overflow River Channel M FW

This channel which diverts water from the Mersey is shown on the 1848 map. The channel now takes the form of a narrow brick-lined water course.

12) SJ 7909 9320 (linear)
Roman Road M FW
SMR No 26/1/0-1

Part of the Roman road linking Manchester and Chester. The presumed line of this road runs along the western lane of the A56 which is of modern construction.

13) SJ 7927 9360
Eye Platt Bridge M FW

This bridge, which is shown on the 1848 map, carries the Chester Road over the overflow channel. The present bridge appears to be of concrete construction with a rough coursed stone cladding.

14) SJ 7908 9314
Crossford Bridge M FW
SMR No 386/1/0

This bridge carries the Chester Road over the River Mersey. The bridge is of sandstone construction and has been widened

15) SJ 7906 9308
Structure M FW

An L-shaped structure on the south side of Crossford Bridge is shown on the 1848 map; two boundary stones are shown on either side of Chester Road close to this site. The site of this structure is now occupied by a car park. The boundary stones were not observed.

16) SJ 784 931
Dole Fields M

Great Barrow Dole, Little Barrow Dole, Barrow Dole (2), Second Barrow Dole and Third Barrow Dole are all field-names located in this area on the 1844 tithe map. The dole element of the name indicates medieval agriculture.

17) SJ 7948 9336
Mosley Acre Farm M FW

Six structures are shown on this site on the modern map. The site consists of a very modern brick-built farmhouse, a number of single storey brick stables and numerous poorly constructed corrugated outbuildings.

18) SJ 7957 9336
Bridgewater Canal - M FW
Barfoot Aqueduct SMR No 7334/1/0
Listed Grade II

Listed Building Description:

'Aqueduct over River Mersey. c1776. J. Gilbert and J. Brindley engineers. Dressed stone and brick. Single segmental-arched brick span. The arch is constructed in brick with a segmental stone band and two continuous bands above that. The west parapet has been rebuilt in brick, concrete and steel whereas the east side retains its stone-coped brick parapet wall. Sometimes referred to as Barfoot Aqueduct.'

19) SJ 796 930
Dole Fields M

Broad Eye Dole (2), Dole in Broad Eye (2), Dole in Broad Acres, Broad Eye Great Dole and Second Dole in Acres are all field-names in this area. The dole element indicates medieval agriculture. This area is now occupied by the M63 and Sale Ees.

20) SJ 8052 9233
Wallbank Farm M

This site first appears on the 1806 map as two rectangular structures and is described as "Building and land". At least three structures are shown on this site on the 1882 map: an L-shaped structure and two rectangular structures; two further buildings on the opposite side of Old Hall Lane may also be associated with farm; there is a well also on this side of the lane. The site now underlies the junction of the M63 and the A6144.

21) SJ 8059 9230
Sale Old Hall Dovecote M FW
SMR No 7390/1/0
Listed Grade II

Listed Building Description:

'Dovecote (used for pigeons). c.1880. Thomas Worthington for Mary Worthington. Flemish bond brick, stone dressings and Westmorland slate roof. Octagonal, of 2 stages (the lower having been half buried when the motorway was constructed) with a conical roof. Lower stage has 2 doorways with elaborately moulded pointed brick arches and four small lancet openings. The upper stage is corbelled out from the octagonal base to form a circular stage which housed the nesting boxes. Moulded eaves cornice, 4 picturesque gabled dormer bird entries with planted timber decoration. An elaborate vane no longer exists and much of the brickwork is in a

poor state of repair. The only remaining building of the once important site of Sale Old Hall.'

22) SJ 8066 9233
Sale Old Hall M FW
SMR No 7390/2/0

Situated on the south side of Rifle Road. The hall site lies adjacent to the junction of the M63 and the A6144. The hall is shown on Saxton's map of 1577. The 1806 map shows the hall to be E-shaped in plan, but of two sections. The accompanying survey described the property as 'Hall, court, outbuilding, yard and garden'. The 1882 map shows a very large, almost T-shaped building, with a small wing on the north side. There appear to be three smaller buildings associated with the hall; two small square shaped structures to the north, adjacent to Rifle Road, and a rectangular building to the east of the hall. There are no upstanding buildings remaining, although the site appears to lie sufficiently far from the motorway to have been unaffected by motorway construction. Some stone debris is visible over the overgrown site.

23) SJ 8059 9212
Lodge M

A small circular lodge, probably associated with Sale Old Hall, is shown on the 1882 map on the eastern side of Old Hall Lane. The site now underlies the junction of the M63 and the A6144.

24) SJ 8076 9221
Pond M FW

An elongated pond is shown on the 1882 map. This pond is still extant on the modern OS. This site was not accessible.

25) SJ 8072 9201
Sale Lodge M FW

This large roughly L-shaped structure is shown on the 1844 map; there is a smaller U-shaped building to the south-east. Two further small rectangular structures are shown to the south-east on the 1882 map. The lodge and possibly one of the rectangular structures are still extant on the modern OS. This site was not accessible.

26) SJ 8065 9187
Rutland Cottages M FW

A rectangular structure with this name is shown on the 1882 map on the northern side of Rutland Lane. The rectangular plan would in fact appear to represent two groups of building. The first comprises two semi-detached 2-storey brick-

built houses with an M-shaped roof with one ridge chimney to each property and a common central eaves stack; the houses have a decorative brick string course and modern windows. The second structure is a 2-storey brick house with small timber casement windows; there is a very tall eaves chimney stack and a ridge stack.

27) SJ 8067 9189
Structure M FW

A second rectangular structure on the north side of Rutland Lane is also shown on the 1882 map. Either this building or the former (26) is shown on the 1806 map appearing as an L-shaped structure and a small square shaped structure and described as 'Building and garden'. This building is a farmhouse and outbuildings laid out in a longitudinal plan. The house is 2-storey and of brick construction with a slate roof, ridge chimney stack and coped gables. The outbuilding (or laithe) part of the building is in two phases; the easternmost part appears to be a later addition and has a lean-to brick extension on its east gable. The middle section is constructed in honeycomb brickwork on the front (south side). There is a brick piered hay barn to the rear.

28) SJ 8072 9186
Salelodge Farm M

On the 1806 map two square shaped structures are shown on this site and described as 'Building and garden'. Three structures - an L-shaped, a T-shaped and a rectangular shaped building - make up this farm site on the 1882 map. The site now underlies the M63.

29) SJ 9172 9180
The Oaks M FW

On the 1806 map two square shaped structures are shown on this site and described as 'House, barn, garden and back orchard'. Four structures comprise this farm site on the 1882 map: two irregularly shaped, an L-shaped and a small rectangular shaped building. Most of this site has now been built over by the M63. The farmhouse itself survives as a partially ruined 2-storey brick-built structure, with two phases of construction. An outbuilding abuts on the east side.

30) SJ 8079 9188
New Farm M FW

This farm site only appears on 20th-century maps. The farmhouse is a large 2-storey building with a rendered exterior with gable chimney stacks. The outbuildings are of breezeblock construction with corrugated roofs.

31) SJ 8085 9181
Brick Kiln Field M FW

This field-name, which appears on the 1844 tithe map, indicates the presence of a brick kiln in this field. Nothing was visible on the ground.

32) SJ 8084 9166
Gratrix Farm M

On the 1806 map two L-shaped structures are shown on the site and described as 'Building, garden &c'. Five structures are shown on the 1882 map, two L-shaped and three rectangular. The entire site is now occupied by the M63.

33) SJ 8083 9158
Structures M

A group of three rectangular structures are shown on the north side of Fairy Lane on the 1806 map and appear to have been included with New Sale Hall (34). This site, which lies immediately adjacent to the M63, is now vacant.

34) SJ 8087 9155
New Sale Hall M

A large rectangular structure is shown on the north side of Fairy Lane on the 1806 map and described as 'Hall, court, building, garden, yard and orchard'. The site is now occupied by the M63.

35) SJ 8091 9161
Earthworks and Track FW

A number of earthworks and what appears to be the remains of a tree-lined track lie on the far side of the road opposite Shevington Farm.

36) SJ 8099 9162
Shevington Farm M FW

This farm site only appears on 20th-century maps. A very modern farmhouse.

37) SJ 8170 9150
Brick Kiln Field M

This field-name appears on the 1844 tithe map and indicates the presence of a brick kiln in the field. The site now appears to be occupied by an electricity sub-station.

38) SJ 8150 9106
Fairylane Farm M FW
SMR No 7856/1/0

This site first appears on the 1844 tithe map as a small square shaped structure and is there

described as 'Homestead and garden'. A rectangular structure, with two very small structures to its north, is shown on the 1882 map. The site is now vacant.

39) - SJ 820 911
'Three West Fields' M

These three strip fields are shown on the 1641 map and represent the previous open-field system of agriculture which existed in the area. ■

40) SJ 8235 9097
Kenworthy Hall M FW

Three rectilinear structures are shown on this site on the 1882 map. The site is immediately adjacent to the junction of the M63 and the A5103(T). There are no visible remains of the site which appears to underlie a large earthen bank.

41) SJ 8239 9089
Structure M

A rectangular structure is shown on the west side of the lane which ran through Kenworthy on the 1882 map. The site is now occupied by the junction of the M63 and the A5103(T).

42) SJ 8244 9084
Structure M

An L-shaped structure is shown on the west side of the lane which ran through Kenworthy on the 1882 map. The site is now occupied by the junction of the M63 and the A5103(T).

43) SJ 826 907
Kenworthy M

A concentration of six properties make up the hamlet of Kenworthy on the 1882 map; two small square structures are associated with these buildings. One of the properties, irregular in plan, is called Kenworthy House. The majority of this site is now occupied by the junction of the M63 and the A5103(T).

44) SJ 8235 9054
Piperhill M FW

A group of four rectilinear structures is shown on this site on the 1882 map. Much of this site is now occupied by the A5103(T) although the farmhouse is still present. This is 2-storey, brick-built, with a hipped roof and a symmetrical facade with a central brick porch; there is a datestone on the front of the building which appears to read 'JMB 1805'.

5. Conclusions

5.1 The topography of the landscape within the study area would suggest that some level of prehistoric activity may have taken place. However no sites from this period have been discovered within the area. This does not necessarily preclude the possibility that sites exist.

5.2 The significant site within the study area relating to the Roman period is the Roman road (12) and particularly the point at which it crossed the Mersey, namely Crossford (14). The several phases of rebuilding at Crossford Bridge, together with the widening of the A56, are all occasions when much of the Roman activity could have been destroyed and therefore because of this later activity the level of Roman remains may be small at best. It cannot, however, be assumed that the Roman road followed exactly the same line as the later road; slight changes of alignment may leave some stretches undisturbed.

5.3 A number of sites from the medieval period are situated within the study area. The site of Stretford corn mill would certainly appear to be located somewhere on the north side of the Mersey and close to Crossford Bridge. Unfortunately map evidence or surface observation have not produced a precise location for the site.

The site of Sale Old Hall (22) has witnessed several phases of rebuilding. The Massey family held the manor of Sale from the 12th century until the 17th century and are likely to have resided at the same site for most if not all of this period. Although rebuilt in the 19th century, it would seem probable that the hall had an Elizabethan and a timber-framed medieval predecessor.

The site of Kenworthy is mentioned as early as the 13th century and from an examination of the 16th-century rental and 17th-century map the site appears to have evolved into a hamlet of at least eleven properties. Unfortunately much of the hamlet now lies under the motorway junction, although the site of Kenworthy Hall (40), potentially the most important of the buildings within the hamlet, would seem to lie immediately to the north-west of the roundabout.

The boundary ditch (5) which divides the townships of Urmston and Stretford probably represents one of the earliest landscape features within the corridor but now lies beneath a waste dump.

5.4 A timber bridge at Crossford is first documented in 1538, but rebuilding in the 18th century and widening in the 20th century are likely to have removed all evidence for the earlier bridge.

The site of Hillam Farm (3) is documented in the 16th century. The site has already been the subject of an archaeological excavation prior to the construction of the Carrington Spur and produced only 19th-century structures.

The buildings on Rutland Lane (26 & 27), the Oaks farmhouse (29) and Piperhill (44), together with the remaining structure at Hillam Farm (3) and a small number of field

boundaries are all that remain of this once rural and agriculturally based area. There are a number of indications that an open-field system existed in some parts of the area, particularly sites 16 and 39, although no visible evidence survives for this.

5.5 The Barfoot Aqueduct (18) is the most significant industrial site within the study area primarily in terms of its historical importance. The three brick kiln sites (7, 31 & 37) are the only other sites relating to the industrial period identified within the study area.

6. Recommendations

6.1 The sites of Sale Old Hall (22) and Kenworthy Hall (40) probably represent the sites of medieval manorial halls. Although both halls were subject to phases of rebuilding, elements of their medieval predecessors may survive and therefore it is recommended that should either site be affected by development they should be evaluated by trial excavation in order to establish the level of surviving archaeology.

6.2 Hillam Farm (3) has already been excavated. It is therefore recommended that an evaluation of the site beneath the one remaining building is carried out to establish whether any evidence for 16th-century activity survives.

6.3 The buildings on Rutland Lane (26 & 27), and Oak farmhouse (29) are the last surviving examples of the 18th- and early 19th-century agricultural economy which existed within the study area and as such require an architectural survey should they be affected by development. Sale Old Hall Dovecote (21) is a listed building and if affected by development should also be subject to an architectural survey.

6.4 The brick kiln site (31), if affected, should be tested by magnetometer survey followed by trial excavation should anomalies be encountered.

6.5 The Roman road (12) and its ford at Crossford may not survive. It is recommended that a watching brief is maintained over these sites during construction work should they be affected. The site of the 16th-century Crossford Bridge (14) is also unlikely to have survived due to the rebuilding phases, although a watching brief should take place if affected. The present bridge would require a short survey if affected. Stretford corn mill is unlocated but a watching brief along the north bank of the river between Crossford Bridge and Barfoot Aqueduct should be maintained during construction work if affected.

6.6 It is recommended that Barfoot Aqueduct (18) should be retained in its present condition.

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

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1844 Sale Tithe Map (Sale Library).

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Aerial Photographs

All aerial photographs are held at the Greater Manchester Geological Unit, Peel House, Eccles:

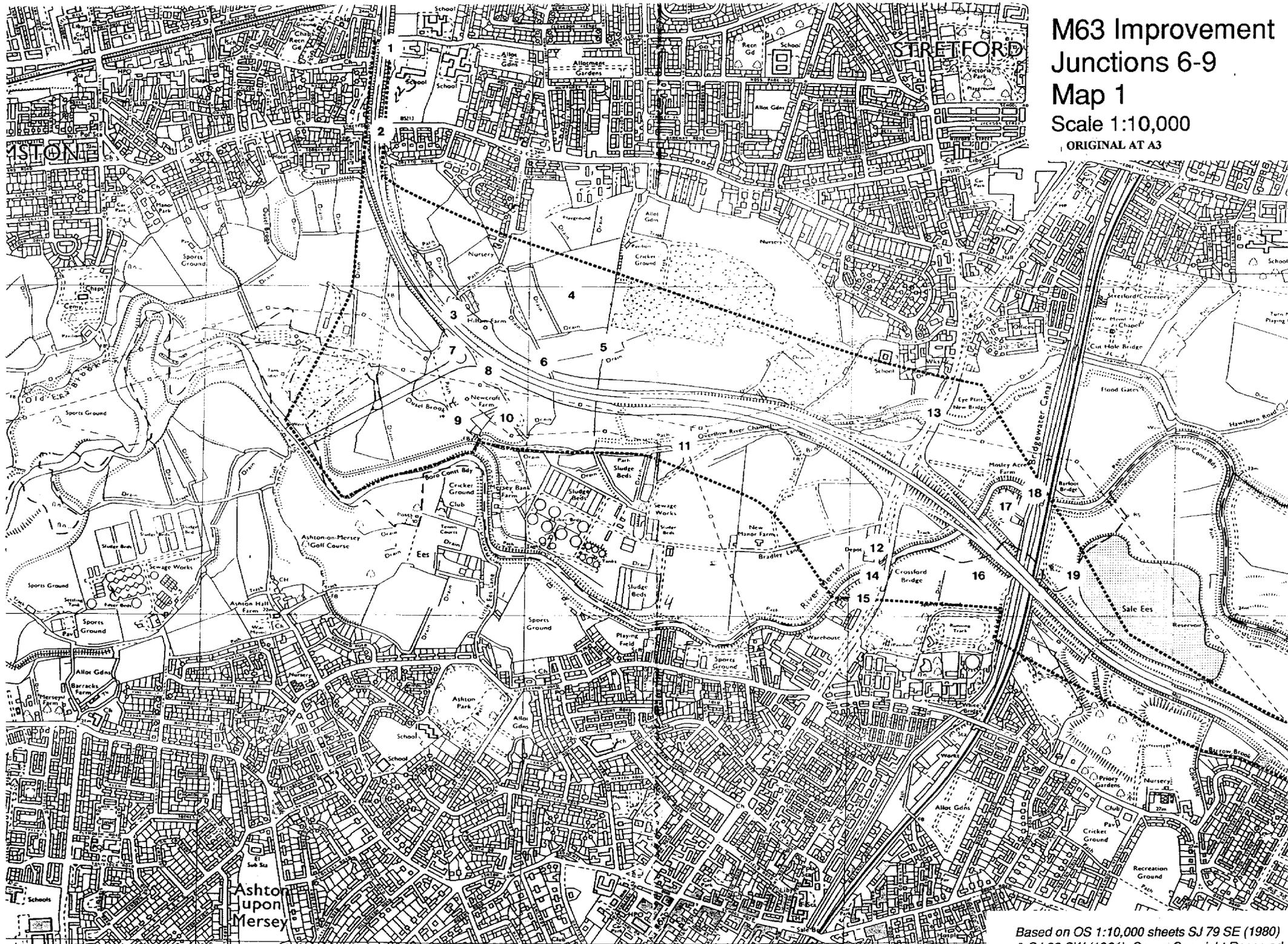
1948 Black and white verticals, RAF, scale 1:10,100.

1977-9 Black and white verticals, scale 1:10,100.

1984 Black and white verticals, scale 1:10,100.

1989 Colour verticals, scale 1:10,100.

M63 Improvement
Junctions 6-9
Map 1
Scale 1:10,000
ORIGINAL AT A3



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M63 Improvement Junctions 6-9 Map 2

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