



Planning, Transport  
and Environment

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# A5225 WIGAN, HINDLEY AND WESTHOUGHTON BYPASS

## OBJECTORS' ALTERNATIVE – CHEQUERBENT/JUNCTION 5 SECTION

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### An Archaeological Assessment

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The Greater Manchester Archaeological Unit

January 1994

**DRAFT**

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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 Objectors' Alternative - Chequerbent/Junction 5 section for the A5225 Wigan, Hindley and Westhoughton Bypass. The aim was to identify sites of significance along the proposed route 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**1.3** The survey consisted of the examination of published and unpublished map series, aerial photographs, documentary material from a variety of published and manuscript sources, and field survey of the route, in order to relate the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.

**1.4** This survey follows an earlier report by the GMAU on the M6 to M61 Link - Wigan, Hindley and Westhoughton Bypass, carried out in 1991. The present revised survey extends over a wider route corridor than the earlier report.

**1.5** Complete land access was not sought at this stage and field work was restricted to public rights of way.

## **2. The Setting**

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### **2.1 GEOLOGY**

The solid and drift geology of the study area is displayed on the Ordnance Survey Geological Survey of Great Britain, sheets 84 and 85.

#### **2.1.1 Solid**

The solid geology of the study area is composed of coal seams and sandstones of the Middle Coal Measures, otherwise known as the Westphalian B series of the Carboniferous period.

#### **2.1.2 Drift**

The overlying drift geology of the study area is composed of glacially deposited boulder clay.

### **2.2 TOPOGRAPHY**

The highest point within the study area is Snydale Hill in the north-western part of the area at a height of c 140m OD. The land slopes downwards both to the east and south of this point, descending to c 105m OD at the southern end of the study area. A small stream passes through the northern part of the study area.

# 3. Historical Background

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## 3.1 PREHISTORIC

No sites from the prehistoric period have been identified within the study area or in the immediate vicinity. Although this does not necessarily imply an absence of prehistoric activity, the local geological conditions may in this case be a significant factor in accounting for the paucity of sites. The boulder clay subsoil of the area is not generally regarded as providing ideal conditions for settlement during this period. The heavy, poorly drained soils were not conducive to early farming techniques and there is growing regional evidence for prehistoric settlement concentrating on sand and gravel beds adjacent to rivers and mosslands.

The cropmark site (Site 2; see section 4, *Gazetteer of Sites*) is of unknown date or function and while it may be prehistoric in origin there is as yet no evidence. This would also apply to the earthwork interpreted as a lynchet (29).

## 3.2 ROMAN

The only site of Roman date identified within the study area is the assumed line of the Roman road between Manchester and Blackrod, thought to follow the line of the A6 at this point (Watkin 1883, 47). However, the continual use of this alignment, together with recent widening in the area around Chequerbent, is likely to have removed any traces of the present road's Roman predecessor.

## 3.3 MEDIEVAL AND POST-MEDIEVAL

The study area is located on the boundary between two townships, namely Westhoughton and Over Hulton. The names of both of these townships indicate pre-Conquest settlement but in neither case is there evidence that these place-names can be associated with the study area. One other place-name of possible pre-Conquest origin can, however, be linked with the study area. Ekwall (1922, 43-4) suggests that Snydale may derive from the Old English 'snite' (a snipe) and 'hyll' (hill).

As well as possibly having a place-name of pre-Conquest derivation, Snydale Hall (28), which lies within the township of Westhoughton, is also one of the principal sites of medieval origin within the study area. Snydale is first attested in 1212 when it was held by Elias de Pendlebury, as a free tenant of the lord of Manchester. The estate remained in the hands of the Pendlebury family until the end of the 16th century, when it passed by marriage to the Worthingtons. In 1744, on the bankruptcy of William Worthington, Snydale was bought by the Starkie family of Huntroyde (near Padiham in Lancashire) who were still owners in the early 20th century (Farrer & Brownbill 1911b, 23).

The date at which a hall was established at Snydale is not known. In 1212 the principal manor and seat of Elias de Pendlebury was probably Pendlebury itself, from which the family took its name. However, the family's lordship of that manor was relatively short-lived, Pendlebury being sold by 1300 to Adam de Prestwich (Farrer & Brownbill 1911a, 397). The continuing ownership of Snydale by the Pendleburys may indicate that

prior to 1300 the estate had become the property and seat of a younger branch of the family, which continued to flourish after the demise of the senior branch in Pendlebury itself.

A document of 1574 suggests that at this date the Snydale estate included a windmill (Farrer & Brownbill 1911b, 23 n 29); the location of this is not known. Barns and orchards associated with the hall are mentioned in 1595 (*ibid*).

The hall is marked, as 'Sindle Hall', on Yates's map of Lancashire, published in 1786, suggesting that at that date it was still a prominent local landmark. However, in 1836 Baines's history of Lancashire, while naming Brinsop Hall and Daisy Hall as the 'most ancient houses' in Westhoughton, makes no mention of Snydale (Baines 1836, 50), suggesting that the site then showed little evidence of its early origin.

The township of Over Hulton formed part of the manor of Hulton, together with the townships of Middle Hulton and Little Hulton. In c 1200 three-quarters of Hulton was held by the Worsley family, with the remaining quarter held by the Hulton family in Over Hulton. The Hultons of Hulton were based at Hulton Park, a small part of which lies within the study area (21). Although not shown as a deer park on Saxton's map of 1577 the park is documented as early as the 14th century (Farrer & Brownbill 1911b, 27). In 1304 Richard de Hulton obtained a grant of free warren in all his lands of Hulton and Ordsall, while a document of 1335 mentions Adam de Hulton's park in Hulton and Westhoughton (*ibid*).

The location for the majority of the farm sites and houses contained within the study area focuses on the junction of Park Road and Manchester Road at the village of Chequerbent. Both of these roads were turnpiked in 1752, but are certainly earlier in date: both are shown on an enclosure plan of Chequerbent Common of 1725 and the potential antiquity of the alignment of Manchester Road has already been alluded to.

None of the surviving buildings would appear to be earlier than the late 18th century and most are probably later. Although some of these sites may have an earlier foundation date – for example there is a 17th-century reference to a smithy at Chequerbent (DDHu/37/34) – there is no direct evidence to identify any such site.

A number of field boundaries survive within the study area, although none appears to be particularly early in date. The enclosure pattern would tend to suggest an 18th-century date for many of these field divisions.

### 3.4 INDUSTRIAL

The principal industrial sites located within the study area are associated with the mining industry. Several coal pits and collieries are shown across the area on the Ordnance Survey First Edition (7, 22, 33, 35, 40, 42 and 43). This map also shows a group of coke ovens (38) and both rail and tramways (34 and 39), all of which are probably associated with the coal industry. The brick croft site (36) in the north of the study area is also likely to be related to this mining industry, as bricks were used both for surface structures and shaft linings.

The principal industrial site within the study area and one which is also connected with the mining industry is the former course of the Bolton and Leigh Railway. This is a site

of some importance in terms of railway history. The Act for its construction was Lancashire's first successful public railway bill, and the line was the first in the county to be opened for public transport (Basnett 1953, 157). The line, which was engineered by George Stephenson, ran from the Manchester, Bolton and Bury Canal in Bolton to the Leeds and Liverpool Canal in Leigh. Although passenger carrying took place, the principal purpose of the line was to facilitate coal transport in the area.

As well as having an historical interest, the section of the line contained within the study area also includes a significant engineering element of the railway's design. The Chequerbent incline (6), the top of which was located c 0.1km to the south of Manchester Road, was a steep section of the railway and in 1828 could not be climbed by a locomotive, but required the pulling power of a stationary steam engine (8). The stationary engine at Chequerbent was a 50hp engine and hauled both the locomotive and the waggons up the incline. The present line of the incline is believed to be a recent restoration. On the north side of Manchester Road the railway line was carried on a stone embankment (26) and this feature survives to the present day.



## 4. Gazetteer of Sites

The following gazetteer lists those sites identified by the GMAU survey along the proposed Objectors' Alternative - Chequerbent/Junction 5 section for the A5225 Wigan, Hindley and Westhoughton Bypass. Italicized numbers after the site title refer to the Gazetteer of Sites in the earlier GMAU report (GMAU 1991). The abbreviations FW, M and AP refer to the method of identification, ie field walking, map research or aerial photograph analysis. SMR refers to the Greater Manchester Sites and Monuments Record held by the GMAU.

- 1) SD 6690 0542  
Platt Lane/Higher Whittles M FW

Building shown on the 1849 map, and named there as Platt Lane. The Westhoughton 1850 tithe apportionment describes the property as 'house, garden and fold'; it was then owned by William Hulton and occupied by Jane Withington. Named on the 1894 and later maps as Higher Whittles. Site now vacant with no visible remains.

- 2) SD 670 055  
Cropmark (99) AP  
SMR 4560

A large circular cropmark.

- 3) SD 6730 0557  
Pond M

A pond is shown on this site on the 1849, 1895 and 1908 maps. It may be a water-filled marl pit.

- 4) SD 6707 0570  
Pond M

A pond is shown on this site on the 1849, 1895 and 1908 maps. It may be a water-filled marl pit.

- 5) SD 6710 0580  
?Field boundary (100) AP FW  
SMR 4561

A linear hollow, possibly a field boundary although alternatively this may represent an old trackway.

- 6) SD 6724 0578  
Chequerbent incline (103) M FW  
SMR 496/1/1

The incline on the former Bolton and Leigh Railway was built by George Stephenson in 1828.

The incline, which was operated by a stationary engine, starts from the south side of Manchester Road (A6). This line of this feature is believed to have been restored and landscaped and now comprises a grassed over bank.

- 7) SD 6729 0581  
Engine house and coal pit M AP  
SMR 4565

An L-shaped building described as 'engine house' and a single coal pit are shown on this site on the 1849 map. A square shaped pond is also shown to the north-east of the engine house. On the 1895 map the site is called Chequerbent Pits and the earlier building appears to have been replaced by three large structures with a number of tram lines connecting the site with the main railway line. A much larger pond/reservoir is shown on the east side of the site on this map. A similar arrangement of surface works is shown on the 1908 map when the site is called Chequerbent Pits (Nos 1 and 2). Two shafts are shown on the site. The early building and pit would appear to have been removed by the later works. The site is now vacant.

- 8) SD 6728 0596  
Engine House (105) M FW  
SMR 4564

Two rectangular structures are shown on this site on the 1849 map. The more northerly building is described as an 'engine house' and probably housed the engine which powered the Chequerbent incline. By the 1895 map the engine house would appear to have been built over by a row of terraced houses or some other type of rectangular structure on Brancker Street. The other rectangular structure may still be shown on the 1895 and 1908 maps. By the 1908 map development along Brancker Street has continued further southwards. All the buildings along Brancker Street have been demolished and the site is now grassed over.

- 9) SD 6697 0585  
Pond M

A pond is shown on this site on the 1849, 1895 and 1908 maps. It may be a water-filled marl pit.

- 10) SD 6696 0596  
Owler Hall M FW

An L-shaped building with a pond to the east is

shown on this site on the 1849 map. On the 1908 map the property appears to be divided into four units. There is also a rectangular structure in the field to the south. The present house is a 2-storey building with a slate roof and gable stacks. It has a rendered exterior and modern windows.

11) SD 6698 0604  
Structures M FW

Two rectangular structures are shown on the 1849 map on the east side of Park Road either side of the lane leading to Owler Hall. The more northerly building is called 'Cottages and gardens' on the 1850 tithe award. A similar arrangement of buildings is shown on the 1895 map. On the 1908 map the northern building is shown as a row of nine terraced properties and the southern building as a row of four called Higher Folly. The sites of these structures are now vacant.

12) SD 6700 0642  
Structure M

A rectangular structure is shown on this site on the 1849 map. The 1908 map refers to this site as Maypole Terrace and it is shown as a row of eleven properties. This is a terrace of 2-storey brick-built properties. A datestone reads 'Maypole Terrace 1905'.

13) SD 6795 0615  
New Palace and Rose Cottage M FW  
SMR 499

A T-shaped structure, a small rectangular structure and a small dogleg shaped structure are shown on this site on the 1849 map. A similar arrangement is shown on the 1895 map although the roadside rectangular structure appears to have been demolished. Also shown on 1908 map. The SMR records that Rose Cottage was formerly a handloom weaver's cottage with a warping shed behind. The present buildings are 2-storey with slate or modern tiled roofs. Both have rendered exteriors and modern windows although the internal arrangement may retain earlier fabric.

14) SD 6698 0623  
Chadwicks M FW

An irregular shaped building is shown on this site on the 1849 map. A second building is also shown on the site on the 1895 and 1908 maps. The site would now appear to be partially built over by the junction of the A6 and the A58. There are some earthworks visible immediately to the west of the site and a prominent bank, the remains of

an earlier field boundary, is visible to the north of the site.

15) SD 6709 0610  
School M FW

Infant school named on the 1908 map. The eastern half of this building has been converted into a 2-storey house, while the western half retains its original form and is open to the roof. The building has a rendered exterior and a slate roof. The eastern half has modern windows and doors. The western half retains three large windows, the east and west of which have 6 lights, with the central one having 9 lights. Both the east and west windows have a top opening casement. A gablet rising from eaves level is located above the three windows.

16) SD 6723 0606  
Building (102) M  
SMR 4563

Possibly shown on Yates's map of 1786. Shown on the 1849 and 1895 maps. Now demolished.

17) SD 6727 0607  
Beech Hall (101) M FW  
SMR 4562

Possibly dates to before 1786. Marked on modern map as Beech Hall Farm. A single barn appears to be the only building of early date remaining on the site. This is a barn and shippon built of handmade brick in an English Garden Wall bond. An extension has been added to the south of the barn and has a hipped roof. Both the extension and the original building have a slate roof. There are opposed barn doors each with a catslide roof.

18) SD 6722 0611  
Buildings M FW

Terraced housing shown on the 1908 map and later maps. Site now vacant.

19) SD 6738 0608  
Old Taylors M FW  
SMR 4566

A rectangular shaped structure is shown on this site on the 1849 map. The site is described as 'House, garden and fold' on the 1850 tithe award. The building, which has a Georgian appearance, is a twin gabled house. It is built in handmade brick in an English Garden Wall bond, with some stone at base. It has a slate roof and a ridge stack. There are 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 rightfront of the house,

'AEH', but the date is too badly worn to be deciphered.

20) SD 6742 0608  
Hope Cottage M FW

A building is shown on this site on the 1849 map. The present structure is a 2-storey building with a slate roof, rendered exterior and modern windows. It has a modern datestone which reads 'Hope Cottage 1828'. The building is built at an angle to the road and parallel with the former railway. The date 1828 which corresponds with the foundation date of the Bolton and Leigh Railway suggests that the building had a link with this line and Ashmore suggests that it is the station/crossing house (Ashmore 1982, 146).

21) SD 6757 0598  
Hulton Park M AP FW

This park is shown on the 1786 map. By the 1849 map the boundary would appear to have been extended northwards to run alongside Manchester Road. The park is surrounded by a high fence at this point and any surviving park pale could not be viewed.

22) SD 6757 0604  
Coal pit M

A coal pit is shown on this site on the 1849 map. Site not accessible.

23) SD 6758 0606  
Knowles Bridge M

This bridge is first named on the 1849 map. It carries Manchester Road (A6) over a small brook at this point. Site was not visible from the roadside.

24) SD 6760 0609  
Knowles Bridge Farm M FW

A T-shaped structure is shown on this site on the 1849 map. This site has a more irregular plan on the 1895 and 1908 maps. This site consists of a brick-piered hay barn, and a single storey L-shaped range of stables. These are largely brick-built, although the southern arm is stone-built. The house to the east is a 2-storey building with a rendered exterior and modern windows. It also has a ridge stack. The house has a modern datestone of 1696. All the buildings have slate roofs.

25) SD 6765 0620  
Field system (108) M FW  
SMR 4567

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

26) SD 6740 0610  
Chequerbent railway (104) M AP FW  
SMR 496/1/0

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. The stone causeway upon which the track was laid survives along its full length to the motorway (M61) especially on the eastern side. Timber sleepers are still in position at the northern end.

27) SD 6743 0615 (centre)  
Rope and Twine Works M FW

Elongated rectangular building c 110-120m long, aligned south-west to north-east (from SD 6738 0622 to SD 6748 0627), continued as external ropewalk, c 170m long, to the north-east (to SD 6763 0636). Shown on the 1908 map and later maps. Only a square shaped structure at the western end of this building is still standing, although in a ruinous condition. This is 1½-storey brick structure. There are no visible remains of the long building.

28) SD 6731 0660  
Snydale Hall (169) M FW  
SMR 8029

A building called 'Sindle Hall' is shown on this site on the 1786 map. Two irregular shaped structures are shown on this site on the 1849 map; both lie outside the study area. The 1850 tithe award describes the property as 'House, outbuildings, fold and croft'. On the 1895 map a third irregular shaped structure has been added on the south-east side of the site and lying within the study area. A similar arrangement of buildings appears on the 1929 map, although a fourth rectangular structure has been added on the south-west side of the site. The present house is a 20th-century building, built to the north of the structures shown on earlier maps. The house sits on a stone platform which may be the site of an earlier building. All of the outbuildings are of modern construction.

|  |  |   |
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| 29)<br>Linear mound (170)  | SD 6750 0660<br>AP FW<br>SMR 8030      | 1909 and 1929 maps. Site now appears to form part of an opencast site.  |
| Linear mound, probably a strip lynchet indicative of early, possibly prehistoric agriculture.  |  |   |
| 30)<br>Pond  | SD 6748 0647<br>M                      | 37)<br>Pendlebury Fold (110)<br>SD 6810 0670<br>M<br>SMR 4569   |
| A pond is shown on this site on the 1849, 1895 and 1908 maps. The field within which the pond lies is called Round Pit Field on the 1850 tithe award. The pond may therefore be a water-filled marl pit.                                     |  | Possibly shown on Yates's map of 1786. Named on the 1849 map and later maps. The 1909 and 1929 maps show an irregular shaped structure, a rectangular structure divided into three units and a small rectangular structure. Site now appears to form part of an opencast site.              |
| 31)<br>Pond  | SD 6760 0647<br>M                      | 38)<br>Coke ovens<br>SD 6808 0656<br>M  |
| A pond is shown on this site on the 1895 and 1908 maps. It may be a water-filled marl pit.   |  | Two rectangular structures described as 'coke ovens' are shown on this site on the 1849 map. By the 1895 map the site appears to have been built over by tramways. Site now appears to form part of an opencast site.   |
| 32)<br>Woodland  | SD 6775 0673<br>M                      | 39)<br>Railway<br>SD 6809 0652<br>M   |
| An area of woodland is shown on this site on the 1849, 1895, 1909 and 1929 maps.   |  | A line of trackway described as 'Railway to Collieries' is shown on this site on the 1849 map. By the 1895 map a second line of tracks has been added. Site now appears to form part of an opencast site.   |
| 33)<br>Coal pit  | SD 6776 0675<br>M                      | 40)<br>'Quarter Pits' and coal pit<br>SD 6809 0648<br>M   |
| A coal pit is shown on this site on the 1849 map. A small area of spoil is shown on this site on the 1895, 1909 and 1929 maps. Site now appears to form part of an opencast site.  |  | A group of three shafts is shown on this site on the 1849 map. By 1895 the site is described as 'collieries' and a large surface structure is in place. On the 1909 and 1929 maps the site is called Hulton Collieries (Arley Pit No 2). Site now appears to form part of an opencast site. |
| 34)<br>Tramway   | SD 6781 0674 (linear)<br>M             | 41)<br>Pond<br>SD 6821 0641<br>M  |
| A tramway is shown on this site connecting three small coal pit sites and a brick works with the main railway on the 1849 map. The line does not extend as far westwards on the 1909 map. Site now appears to form part of an opencast site. |  | A pond is shown on this site on the 1849 map. It may have been a water-filled marl pit.   |
| 35)<br>Coal pit  | SD 6791 0675<br>M                      | 42)<br>Colliery<br>SD 6808 0631<br>M  |
| A coal pit is shown on this site on the 1849 map. A pond is shown on the opposite side of the tramway to the pit. Site is vacant on the 1895 map. Site now appears to form part of an opencast site.   |  | A single surface building and a coal shaft are shown on this site on the 1849 map. The site appears vacant on the 1895 map.   |
| 36)<br>Brick Croft (109)   | SD 6798 0675 (centre)<br>M<br>SMR 4568 | 43)<br>Colliery<br>SD 6810 0623<br>M  |
| At least twelve structures and an area of extractive working is shown on this site on the 1849 map. This area is called 'Brick Works' on the 1895 map. Described as Hulton Brick Works on  |  | A single T-shaped structure is shown on this site on the 1849 map. The site would appear to be vacant on the 1895 map. A single pond is shown   |

on the opposite side of the railway to this site on the 1849 map and by the 1895 map two further ponds are shown.

45) SD 6785 0631  
Woodland M

An area of woodland is shown on this site on the 1849, 1895, 1908 and 1928 maps.

44) SD 6808 0620  
Woodland M

An area of woodland is shown on this site on the 1849, 1895, 1908 and 1928 maps.

46) SD 6786 0628 (linear)  
Punch Lane M FW

This lane is shown on the 1849 and later maps. The lane is now a poorly tarmacked routeway.

## 5. Conclusions

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**5.1** The line of the Roman road between Manchester and Blackrod, which follows the alignment of the present A6, is crossed by the study area. However the continued reuse of this road alignment and the widening of the A6 at this point may have removed all traces of the earlier Roman routeway.

**5.2** The principal site of medieval and possibly pre-Conquest date is Snydale Hall (28). The precise location of the original hall site is uncertain and may lie on the platform of the present house or to the south of the present house.

The site of Hulton Park (21) is another significant site of medieval date. The park is documented from the 14th century and has retained its park status through to the present day.

**5.3** The remaining sites within the study area date from the post-medieval or industrial periods. The majority of the standing buildings are of late 18th- or early 19th-century date and are of no great architectural or historic merit. However, the barn at Beech Hall Farm (17) and Old Taylors (19) on Manchester Road are of some interest, while Owler Hall (10), Knowles Bridge Farm (24) and the complex of buildings which includes New Palace and Rose Cottage (13) may retain some elements within their structural fabric which are of some architectural merit. All of these buildings, although not of great importance individually, collectively represent an important element in the historic landscape.

**5.4** The majority of industrial sites within the study area are connected with the coal-mining industry. All of these sites can be dated to the 19th century, although some may be earlier and there is some potential for early workings surviving.

**5.5** Of the surviving industrial sites within the study area the Chequerbent incline (6) and embankment (26), part of the Bolton and Leigh line originally designed by George Stephenson, must be considered of particular importance.

## 6. Recommendations

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6.1 If the cropmark site (2) is affected by the proposed scheme it is recommended that an archaeological evaluation by trial excavation is carried out. Depending upon the results, further recommendations on this site may follow.

6.2 If the site of Snydale Hall (28) is directly affected by the proposed scheme it is recommended that a programme of archaeological evaluation by trial excavation is carried out. Should early levels be encountered further recommendations for full excavation may follow.

6.3 It is recommended that the proposed route should not directly affect the site of Hulton Park (21). This park is of medieval origin and every attempt should be made to maintain its integrity. Any landscaping proposals should attempt to minimize the impact of the road on the park's setting.

6.4 Should any of the buildings identified in the survey be directly affected by the proposed scheme these may require some level of survey record. Verification of the need for such a survey may require a closer inspection of the buildings affected.

6.5 The line of the Chequerbent incline (6), although a restoration, represents the former course of a significant industrial railway site and every attempt should be made to preserve this earthwork in situ. The embankment (26) of the same railway on the north of Manchester Road is in a good condition and, like the incline, represents a significant industrial railway site. It is recommended that, if possible, the road should leave the remains of the embankment intact. If the embankment is to be affected by the proposed route full archaeological recording will be required.

6.6 It is recommended that a watching brief is carried out along the line of the route during the removal of topsoil.

6.7 It is recommended that a field visit along the length of the fixed line is carried out once this has been established, and this in turn may lead to further recommendations.

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

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## MAPS

1725 Plan of the division of Chequerbent Common and Chapel Common. DDX/55/23 Lancashire Record Office.

1786 William Yates's Map of Lancashire, approx.

6/10" to 1 mile.

1849 (Surveyed 1845-6) Ordnance Survey First Edition 6" to 1 mile, Lancashire sheet 94.

1850 Plan of the Township of West Houghton in the Parish of Deane and County Palatine of Lancaster.

1895 (Re-Surveyed 1888-92) Ordnance Survey Second Edition 6" to 1 mile, Lancashire sheet 94.

1908 (Re-surveyed 1892, revised 1907) Ordnance Survey 1:2500, Lancashire sheet XCIV.7.

1908 (Re-surveyed 1891-92, revised 1907) Ordnance Survey 1:2500, Lancashire sheet XCIV.8.

1909 (Re-surveyed 1892, revised 1907) Ordnance Survey 1:2500, Lancashire sheet XCIV.4.

1928 (Re-surveyed 1891-92, revised 1927) Ordnance Survey 1:2500, Lancashire sheet XCIV.8.

1929 (Re-surveyed 1892, revised 1927) Ordnance Survey 1:2500, Lancashire sheet XCIV.3.

1929 (Re-surveyed 1892, revised 1927) Ordnance Survey 1:2500, Lancashire sheet XCIV.4.

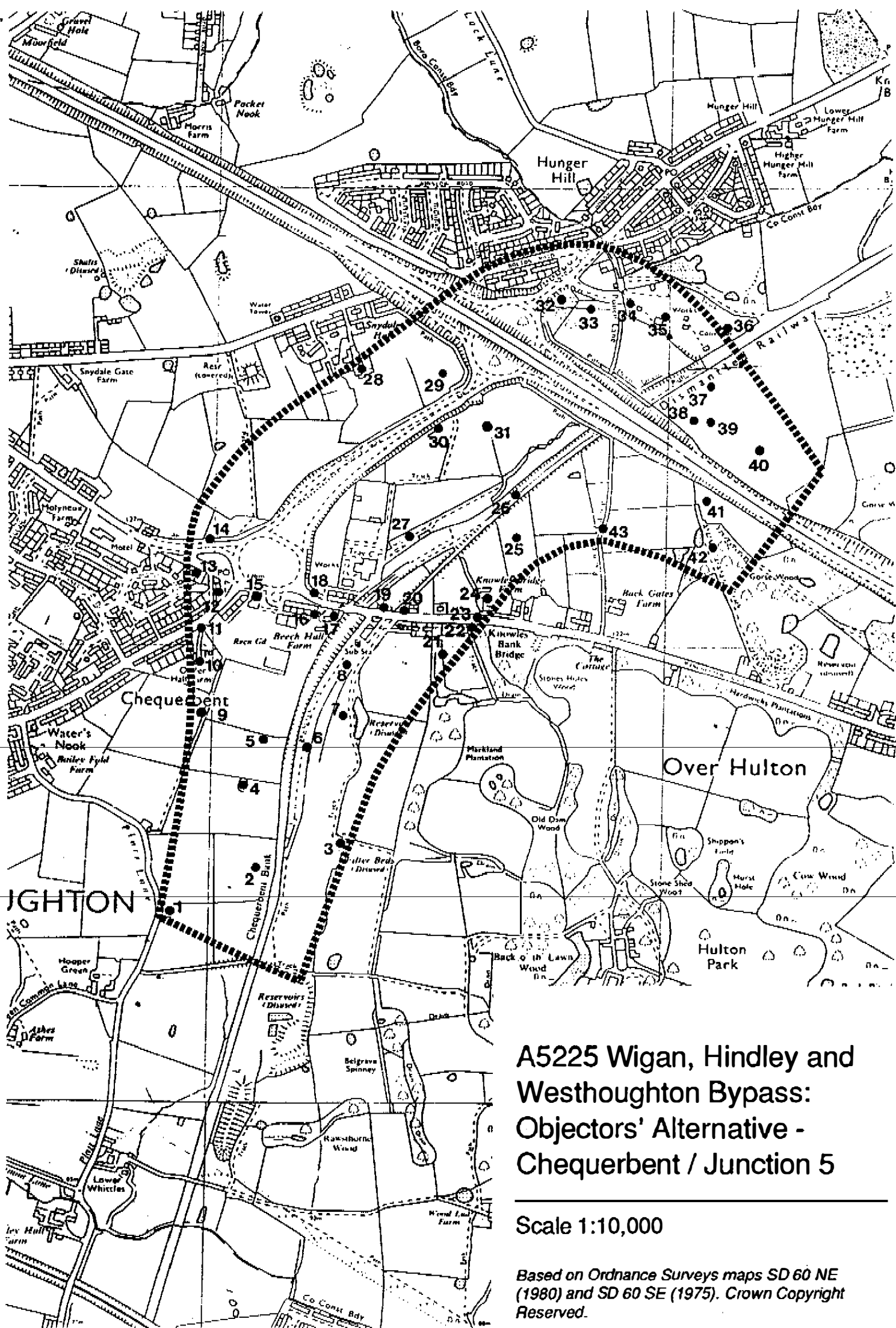
## AERIAL PHOTOGRAPHS

Held at the Greater Manchester Geological Unit, Peel House, Eccles:

1977, 1979 & 1984 black & white verticals at a scale of 1:10,000

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





# A5225 Wigan, Hindley and Westhoughton Bypass: Objectors' Alternative - Chequerbent / Junction 5

Scale 1:10,000

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