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Tyldesley,
Wigan

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Summary

Outline planning consent has been obtained for a proposed development on the site of the former Parr Bridge Works in Tyldesley, Wigan (centred on NGR SD 71570 01760). The consented scheme allows for a mixed-use development comprising the erection of up to 154 dwellings, together with some commercial units and restaurants, together with associated landscaping and access, the construction of which is likely to cause damage to any surviving archaeological remains (Planning Ref: A/17/83702/OUTMES).

The potential for archaeological remains to survive across the development site was highlighted in an archaeological desk-based assessment that was prepared to support the planning application in 2017. This concluded that the site had some potential to contain buried remains of archaeological interest. In particular, the course of the Roman road between Manchester and Wigan was projected to take a route across the north-eastern corner of the site, which comprises agricultural land with scrub vegetation.

In the light of this conclusion, and in order to secure heritage interests, Wigan Council attached a condition (Condition 9) to planning consent that required an appropriate scheme of archaeological investigation to be implemented in advance of construction work. Following consultation with the Greater Manchester Archaeological Advisory Service, it was recommended that it would be appropriate in the first instance to excavate three evaluation trenches across the projected course of the Roman road. This aimed to establish the presence, extent and nature of any below-ground remains, to enable informed recommendations to be made for the future of any surviving features.

In September 2018, Salford Archaeology was commissioned by Heritage Archaeology, acting on behalf of the developer, to undertake the recommended scheme of evaluation trenching. This was carried out in September 2018, and comprised the excavation of three trenches. The results obtained from the trenches have demonstrated that there are no physical remains of the Roman road survive within the development site. Similarly, there were no remains of archaeological interest deriving from any other periods, and it seems possible that the site was subject to large-scale earth-moving works during the construction of the railway in the mid-19th century.

It is concluded that the proposed development of the site will impart no harm to buried archaeological remains, and there is no merit in carrying out any further investigation in advance of or during the construction programme.

1. Introduction

1.1 Planning Background

Maxilead Ltd has obtained outline planning consent for a proposed mixed-use development of land at the Parr Bridge Works in Tyldesley, Wigan. The consented scheme all for the erection of up to 154 dwellings, three Class A1 units up to 2,169 sqm floor space, one Class D2 unit of 753 sqm, three Class A3 (cafes and restaurants) up to 1,144 sqm floor space, one children's day nursery (Class D1) and one life centre (GP Practice and ancillary services within D1) up to 1,255 sqm, together with associated landscaping and access (Planning Ref: A/17/83702/OUTMES).

The potential for archaeological remains to survive across the development site was highlighted in an archaeological desk-based assessment that was prepared to support the planning application. This concluded that the site had some potential to contain buried remains of archaeological interest. In particular, the course of the Roman road between Manchester and Wigan was projected to take a route across the north-eastern corner of the site (MAP Archaeological Practice 2017). In the light of the conclusions drawn from the desk-based study, and in order to secure heritage interests, Wigan Council attached a condition (Condition 9) to planning consent that required an appropriate scheme of investigation to be implemented in advance of construction work. Condition 9 stated:

‘No phase of the development hereby approved shall commence until the applicant has secured the implementation, in relation to that phase, of a programme of archaeological work in accordance with a Written Scheme of Investigation which has previously been submitted by the applicant and approved in writing by the Local Planning Authority.

Reason: Prior approval of such details is necessary since they are fundamental to the initial site preparation works and form of the development in order to secure the satisfactory removal or retention of the archaeological remains and/or recording of the subsequent findings, having regard to Policy CP11 of the Wigan Local Plan Core Strategy.’

Following consultation with the Greater Manchester Archaeological Advisory Service (GMAAS), on their capacity as Archaeological Advisor to Wigan Council, it was recommended that it would be appropriate in the first instance to excavate three evaluation trenches across the projected course of the Roman road in the north-eastern corner of the site (Fig 1). This aimed to establish the presence, extent and nature or any below-ground remains, to enable informed recommendations to be made for the future of any surviving features.

In July 2018, acting on behalf of the developer and in consultation with GMAAS, Heritage Archaeology compiled the required Written Scheme of Investigation. This allowed for the excavation of three evaluation trenches that each measured approximately 50m in length. Following the approval of the Written Scheme of Investigation, Heritage Archaeology commissioned Salford Archaeology to undertake the agreed programme of evaluation trenching.

1.2 *Aims and Objectives*

The main aim of the evaluation was to establish the presence or absence of buried archaeological remains within the site and, if present, establish their extent, date and significance in order to enable a decision to be reached as to whether any further archaeological investigation is merited in advance of development. This approach to devising proposals to offset the harm of development on the archaeological resource of the development area is in accordance with national guidelines set out in the National Planning Policy Framework: Section 12 –*Conserving and Enhancing the Historic Environment*.

Specific objectives of the evaluation were to:

- to record, as far as is reasonably possible, the location, extent, condition, significance and quality of any surviving archaeological remains observed;
- to establish the presence or absence of any buried remains dating to the Romano-British period, and particularly any physical evidence for the road from the Roman fort in Manchester to Wigan;
- to provide sufficient information to enable an informed decision to be made about the need for any additional archaeological mitigation.

2. The Setting

2.1 Location

The consented scheme occupies 10.55 hectares of land near Tyldesley in the Greater Manchester borough of Wigan (centred on NGR SD 71570 01760). The site is bounded by to the north by the Leigh Guided Busway, to the west by Mosley Common Road and to the south and east by Honksford Brook. The western part of the site is currently occupied by industrial units (Plate 1), whilst the ground cover in the area of archaeological interest comprises agricultural land that has become overgrown with scrub vegetation (Plate 3).



Plate 1: Development area boundary superimposed on a recent satellite image of the site

2.2 Topography and Geology

The site lies at a height of between 46m and 52m above Ordnance Datum, and predominantly on deposits of till and, in the areas along Honksford Brook, alluvium deposits of clay, sand, silt and gravel, all above Pennine Middle Coal Formation (BGS 2017).

3. Historical Background

3.1 Introduction

In this section, a brief discussion of the historical and archaeological context of this evaluation will be undertaken. The known history of the site area and in particular the targeted remains of this investigation (*ie* the Roman road) indicate that the most relevant periods to understand in the context of the site are Romano-British, Post-medieval, Industrial, and Modern.

Period		Date Range
Prehistoric	Palaeolithic	Pre-10,000 BC
	Mesolithic	10,000 – 3500 BC
	Neolithic	3500 – 2200 BC
	Bronze Age	2300 BC – 700 BC
	Iron Age	700 BC – AD 43
Romano-British		AD 43 – AD 410
Early Medieval		AD 410 – AD 1066
Late Medieval		AD 1066 – AD 1540
Post-medieval		AD 1540 – c 1750
Industrial Period		AD1750 – 1914
Modern		Post-1914

Table 1: Summary of British archaeological periods and date ranges, as referred to in this report

3.2 Prehistoric

Archaeological remains relating to prehistoric periods in the Greater Manchester area are notably sparse. Occasional prehistoric artefacts have been found around Manchester, but many of these remain without context (Nevell 2008, 11-2). The desk-based assessment prepared in support of the planning application concluded that there are no prehistoric archaeological remains recorded within 500m of the site boundary (MAP Archaeological Practice 2017), while the Portable Antiquities Scheme database shows no prehistoric finds have been recorded within at least 3km.

3.3 Romano-British

3.3.1 Background to the Roman North West

The primary period of interest to this archaeological investigation relates to the Romano-British period, c 43-410AD. While it is likely that the original line of the Roman road linking Wigan and Manchester crossed the development area, no Roman artefacts or features have previously been uncovered within the site boundary.

Roman activity is well documented within both Manchester and Wigan, the Roman towns of *Coccium* and *Mamucium* respectively. The *Itinerarium Antonini* – Itinerary of Antoninus Pius – recorded *Coccio* and *Mancunio* as being within a road network connecting Whitchurch and Ravenglass (Parthey, Binder, 1848), approximately 17 miles apart.

The site of *Mamucium*, modern-day Castlefield in Manchester city centre, was a fort near the River Irwell purportedly constructed during Agricola's governorship of the province of Britain, c 77-85AD, after the pacification of the Welsh tribes and the defeat of Boudicca's revolt (Tacitus 110, 18-34). Additionally, a small settlement or *vicus* grew up around the fort around what is today Chester Road in the 2nd century AD (Grealey 1974, 11). A considerable amount of archaeological work has taken place in the vicinity of the Romano-British settlement.

The Romano-British settlement at Wigan was known as *Coccium*, the earliest archaeological evidence for which was an *aureus* found in 1850 dating to the reign of Vitellius, AD69 (Miller and Aldridge 2011, 12). Vitellius was emperor (one of four claimants) for only a matter of months in AD69 during the power vacuum following the suicide of Nero in AD68. The date of AD69 may be slightly early for the foundation of *Coccium* as this was during the civil war later referred to as the Year of the Four Emperors and prior to both the destruction of the druids at Mona (Anglesey) c 77AD and the relocation of what would become the local legion at Chester in c 88AD, *Legio Valeria Victrix*. Tacitus recorded that several military units based in Britain joined Vitellius and marched on Rome and briefly occupied it, including elements of the 2nd, 14th, and 20th legions (Morgan 2006, 167-8). After Vitellius was murdered and replaced as emperor by Vespasian, Vitellius' former troops returned to their respective posts (Weinrib 1990, 15-8), presumably taking all wages with them – and perhaps explaining the appearance of the *aureus* at Wigan, which was most likely minted in Rome.

A considerable amount of archaeological fieldwork has also taken place within Wigan. The most impressive archaeological features of course relate to a bathhouse although various other archaeological features and finds have been uncovered, including military tent pegs, defensive ditches, and various ceramics, the earliest of which date from the late 1st to early 2nd century AD. Evidence pointed towards a fort having been established in the 2nd century near the top of Millgate in the town centre, with evidence for metal-working being revealed near The Wiend (Miller and Aldridge 2011 28-30; Miller 2005).

A single 'Kräftig Profilierte'-style copper brooch was recorded with the Portable Antiquities Scheme in 2007 1.5km from the present study area (PAS 2018). This brooch dated to the 1st century AD, and was almost certainly produced in *Pannonia* (present-day Hungary) and has therefore been linked to the infamous *Legio IX Hispana*, which although established in Spain had been garrisoned in *Pannonia* prior to the invasion of Britain by Claudius in 43AD. *Legio IX* was a Roman military unit active in Britain from AD43 to c 110AD, first based in Lincoln and later in York (Davies 2008, 10-11).

3.3.2 Roman Roads in the North West

The roads constructed in the Romano-British period were the first ‘roads’ in Britain by any modern definition. Most were surveyed and constructed by the Roman military machine during the 1st and 2nd centuries AD during the conquest and consolidation of this new province. These roads were essential for the movement of troops, as lines of communication, and for the movement of goods.

The construction of Roman roads is well understood by archaeologists due to the large amount of evidence available. A large bank or *agger* is constructed to raise the road above the surrounding ground surface. As shown below, the size of the *agger* can vary considerably, although it is usually in the region of 7m wide (Davies 2003, 32-3). Either side of the *agger* is a small ditch, almost certainly to further help the drainage of the construction. Above the *agger* is a foundational layer of metalling, which in north-west England usually consisted of large sandstone blocks or mid- to large river pebbles. Above this was the surface layer of metalling, which though probably paved within larger settlements, would mostly have consisted of a compacted layer of gravel and smaller stones. Plate 2 shows an example of the Roman road between Wigan and Walton-le-Dale, near Preston, that was revealed during a recent archaeological investigation.



Plate 2: An excavated section of the Roman road from Wigan to Walton-le-Dale, Cuerden, 2018.

The Roman road which was the target of this investigation linked the settlements of *Coccium* (Wigan) and *Mamucium* (Manchester), and would have been approximately 17 miles long. Sections of the course of this road are annotated on the first edition Ordnance Survey map of Lancashire, published in 1850 and revised in the 1860s (Fig 2). This has enabled several archaeological investigations to be carried out along its length although, as of yet, no firm dating evidence has been recovered and therefore historical records and archaeological data from nearby excavations offers the most accurate construction date.

Roman military units were active in the North West from the AD60s, although it perhaps took another 25 years to fully subjugate the local population, around the time that *Deva* was established by *Legio XX*. Consensus is that the fort at Manchester was constructed during the governorship of Agricola (c 77-85AD) while archaeological evidence from excavations in Wigan, such as Samian ware recovered at Ship Yard in 2004, indicate activity from c 80AD onwards (Shotton 1996, 11; Miller 2005). It would seem most plausible then that the Wigan to Manchester road was constructed in the late 1st century AD, probably c AD80 during the fort-building programme and consolidation of the North West by governor Agricola.

Interestingly, the bathhouse in Wigan appeared to have been dismantled as early as the mid-2nd century AD (Miller and Aldridge 2011, 34-5) suggesting that the settlement had become less important within the region. Archaeological excavations have suggested that the civilian *vicus* settlement at Manchester was abandoned by the mid-3rd century AD, although the military fort may have been in use until the 4th century AD (Gregory 2007, 185-8). Due to this contrasting data it is somewhat difficult to establish an accurate date of abandonment of the Roman road under investigation, although given that at least part of its course was traced by antiquarians in the 19th century, it is entirely possible that the road continued in use well into the medieval period.

Fortunately, there has been a considerable amount of archaeological work with regard to Roman roads within the North West, including the Wigan to Manchester stretch. The Roman roads around Wigan and Manchester were recognised from at least the early 19th century, when in 1836 the Rev E Sibson recorded the roads around Wigan, and referred to a Mr Groome of Salford, who could trace all the Roman roads in the vicinity (Watkin 1881, 3-4). Since then several excavations have taken place, particularly since the 1980s by Wigan Archaeological Society (WAS), as at Brimelow Farm on the route from Wigan to Standish, where the road was demonstrated to be 5m wide with the foundation layer constructed of large sandstone blocks (Miller and Aldridge 2011, 17-8). Recent excavations have also been undertaken by the University of Salford at Cuerden and Landgate near Wigan. The road excavated at Cuerden connected Wigan to Walton-le-Dale and survived to a considerable degree. The road was approximately 11m wide and was constructed of compressed pebbles and gravel on a clay bank. The continuation of this route from Wigan to Warrington was also excavated recently at Landgate, near Wigan. Although somewhat disturbed and slightly smaller than the road excavated at Cuerden, the section at Landgate essentially had the same construction technique; it was 7m wide with a layer of compressed gravel above a layer of mid-sized river-pebbles. Similarly, several excavations, mostly undertaken by WAS, have been undertaken in regards to the *Coccium-Mamucium* road. Excavations at Atherton Road, Hindley, and Ellesmere Park, Eccles showed that the road was between 6 and 8m wide and was constructed of pebbles and rammed gravel. An excavation undertaken by WAS in 2003 in Higher Ince suggested that the bank of the road itself may have been 11m wide. Interestingly, the excavation at Ellesmere Park in 2005 showed that the road had been built upon a layer of organic material, most likely brushwood (Miller and Aldridge 2011, 21), a feature that has been observed in similar contexts around the North West, eg Altrincham.

3.4 *Medieval*

Data relating to the medieval period in the area of Tyldesley is scant, and likely indicates a relatively low population. Tyldesley nor any of the surrounding villages warranted a record in the Domesday survey of 1086, with the largest nearby town being Salford. A single medieval moated site is known at Tyldesley (New Hall Moat), which is likely to date from the 14th century. There is no known medieval settlement within the site area although known activity in the vicinity during the post-medieval period suggests that farming was probably taking place by at least the later medieval period.

3.5 *Post-medieval and Industrial*

Several mid-sized manor houses are known within greater Tyldesley area from the post-medieval period. These included Chaddock Hall, which had medieval beginnings but was likely rebuilt in 1698. Mid-sized halls such as that at Chaddock were not particularly uncommon, while most of the surrounding countryside was covered by small cottages and farmland. It was not until the 18th century that the landscape fundamentally changed with the onset of industrialisation, resulting in rapid expansion in coal mining. While there is no evidence of coalmining within the present development site, the extraction of coal from the Lancashire Coalfield became the most significant industrial activity within the immediate area.

The earliest accurate cartographic evidence is in the form of the 1850 Ordnance Survey OS map. This map clearly shows the site and the general vicinity as farmland, where most of the surviving field boundaries have been retained in the same position today. Parr's Farm can be seen at the west of the site.

By the time of the survey for the 1893 OS map, a small cotton mill had been constructed to the south-west of the site at Parr Bridge. The Eccles, Tyldesley and Wigan Line can be clearly seen traversing east/west to the immediate north of the site boundary. This railway opened in 1864 and closed in 1969.

From this time to the present day, the surrounding settlement at Mosley Common and Tyldesley continued to expand, although the site itself continued as farmland.

3.6 *Modern*

While the surrounding townships of Worsley, Tyldesley and Mosley Common expanded during the 20th century, particularly in the form of residential buildings, the site area itself continued as farmland. The most significant change occurred by the OS map of 1973 when the first group of group of industrial units had been constructed, ultimately replacing the Parr's Farm and taking the form of the structures at the site today. Finally, the disused Tyldesley Loopline running to the north of the site was re-used as a guided busway and cycle path in 2016.

4. *Methodology*

4.1 *Excavation Methodology*

Prior to the commencement of the evaluation trenching, the areas of trenching were scanned for live services with a cable avoidance tool. In total, three evaluation trenches were excavated using a 13 ton tracked mechanical excavator, fitted with a toothless ditching bucket. Spoil was placed next to the excavated trenches, and was backfilled on completion of the evaluation.

4.2 *Recording Methodology*

Separate contexts were recorded individually on Salford Archaeology *pro-forma* trench sheets. The trench was located and planned by total station theodolite using EDM tacheometry. Photography was undertaken in digital format using a high-resolution digital SLR camera.

All fieldwork and recording of archaeological features, deposits and artefacts were carried out to acceptable archaeological standards. All archaeological works carried out by Salford Archaeology was in accordance with the standards set out in the Code of Conduct of the Chartered Institute for Archaeologists (CIfA).

5. *Evaluation Results*

5.1 *Introduction*

The three evaluation trenches were located in the north-eastern part of the study area (Plate 3), adjacent to the guided busway and the public footpath, known historically as ‘Sheep Lane’. All trenches were targeted across the projected course of the Roman road from Manchester to Wigan, and initially measured 50 x 2m, as per the specification outlined in the approved Written Scheme of Investigation.



Plate 3: The site prior to excavation, looking south-east

5.2 *Trench 1*

Trench 1 was the most northerly of the three evaluation trenches (Fig 1). It was aligned east/west, and was excavated initially for a distance of 50m, and to a maximum depth of 0.45m. In order to increase the coverage of the evaluation, however, the trench was extended subsequently to a length of 75m, although no features of archaeological interest were identified, and there was no physical indication of the Roman road.

A thick deposit of stiff, mid-brown clay (**105**), clearly representing the natural superficial drift geology, was revealed along the base of the entire trench at a depth varying between 0.3-0.45m below the existing ground surface (Plate 4). Natural geology **105** was cut by several field drains, clearly of a modern date, but no features of any archaeological interest were present.

The natural clay geology was overlain by a homogenous layer of slightly compacted, dark brown, clay loam (**101**), which had a maximum depth of 0.45m. This contained very occasional sub-rounded stones, together with small fragments of coal, glass, and ceramic vessels with a date range spanning the late 18th to 20th centuries.

There was almost no subsoil present in the simple stratigraphic sequence. Where any differentiation was visible between natural clay **105** and topsoil **101**, it consisted of a thin mid-brown clay lens mixed with dark brown clay loam (**104**), which had a maximum depth of 0.1m.



Plate 4: Trench 1 looking west towards the industrial units

5.3 Trench 2

Trench 2 was aligned north-east/south-west, measured 50 x 1.8m, and was excavated to a maximum depth of 0.4m (Plate 5). The simple stratigraphic sequence revealed in the trench was identical to that excavated in Trench 1, with stiff, mid-brown clay **105** exposed along the entire trench at a depth of 0.35-0.4m below the modern ground surface.

No archaeological features were uncovered in Trench 2, although a small assemblage of 19th- and 20th-century pottery was recovered from the topsoil (**102**).



Plate 5: Trench 2 looking south-west, with the warehouses visible in the background and a land drain visible in the foreground

5.4 Trench 3

Trench 3 was the final trench to be excavated during the evaluation. It was aligned north-south, and was ultimately excavated for a length of 55m, extending right into the north-eastern corner of the site, between the guided busway embankment and the public footpath. The maximum depth of Trench 3 was 0.4m (Plate 6). No archaeological features were identified in the trench, although a small assemblage of 19th- and 20th-century pottery was recovered from the topsoil (**103**).

The stratigraphic sequence mirrored those recorded in Trenches 1 and 2, with stiff, mid-brown clay **105** exposed along the entire trench at a depth of 0.35-0.4m below the modern ground surface.



Plate 6: Trench 3, looking south

6. Finds

6.1 *The Finds*

A very small assemblage of finds was recovered from the programme of evaluation trenching, comprising a few fragments of pottery and glass vessels, and a single short fragment of a clay tobacco pipe, with a maximum date range spanning the late 18th to 20th centuries. All of the finds were recovered from the topsoil, and was thus essentially unstratified. Other common material categories, such ceramic building materials and animal bones, were absent from the finds assemblage.

For the most part, the fragments of pottery and glass were small with evidence of abrasion, indicative of post-deposition disturbance through agricultural activity, as may be anticipated with the topsoil.

Topsoil **101** (Trench 1) contained three sherds of blue-and-white transfer-printed ware, a single sherd of red-brown glazed earthenware, and a single sherd of a machine-made glass bottle, with a maximum date range spanning the late 18th and 19th centuries.

Topsoil **102** (Trench 2) contained two sherds of blue-and-white transfer-printed ware and two sherds of glazed stoneware with a date range spanning the 19th and early 20th centuries.

Topsoil **103** (Trench 3) contained four sherds of black-iron-glazed earthenware, a single clay tobacco pipe stem, a single sherd of stoneware and a single sherd of white porcelain. The finds from Trench 3 have a date range spanning the late 18th and 19th centuries.

6.2 *Conclusion*

The small finds assemblage recovered from the evaluation almost certainly represents the deposition of domestic waste on agricultural land through processes such as ‘night soiling’, and is likely to have been subject to post-depositional disturbance. The material is of no intrinsic or archaeological interest, and is recommended for discard.

7. Discussion

The line of the Roman road from Manchester to Wigan that is shown on the first edition Ordnance Survey map was identified in the 19th century by antiquarians such as Rev Edmund Sibson and W Thompson Watkin. Archaeological investigations carried out since the mid-20th century have confirmed the accuracy of their observations in several locations. In 1957, for instance, an archaeological excavation at Mosley Common, a short distance to the south-east of the present study area, revealed a section of the road in the position shown on the first edition Ordnance Survey map. Similarly, some evidence for the road on the projected course was provided by an excavation at Hindley Green, situated to the north-west of Parr Bridge, by Wigan Archaeological Society in 1995.

Despite placing all three trenches across the line of the Roman road at Parr Bridge as shown on the historical mapping, and extending two of the trenches subsequently to ensure that the projected route was tested, no features of archaeological interest were present in any of the trenches. Whilst there was absolutely no physical indication for the former road, it is nevertheless possible, and even likely, that first edition Ordnance Survey map identified the course correctly, in the light of the results from excavations at Mosley Common and Hindley Green. At the latter site, the remains of the road only survived to a depth of 0.2m, and could easily have been removed through activity such as ploughing. At Parr Bridge, however, the absence of any depth of subsoil / ploughsoil, and the shallow depth at which the drift geology was exposed, suggests that the site has been subject to extensive ground disturbance previously.

It is of note that the modern guided busway immediately to the north of the site lies atop a man-made embankment that rises several metres above the surrounding ground level (Plate 7). This embankment appears to have been created for the Tyldesley Loopline railway in the 1860s, and is marked as a topographic feature on the Ordnance Survey map of 1893 (Fig 3). Given the lack of ploughsoil within the study area, it seems possible that the site was stripped of soil to create the railway embankment in the 1860s, removing all trace of the Roman road.

An archaeological watching brief was maintained during the construction works for the guided busway in 2014, although monitoring in the vicinity of Parr Bridge did not identify any evidence for the Roman road, further suggesting that it may have been removed during the construction of the railway. Similarly, the low occurrence of small stones and gravel in the topsoil in the excavated trenches implies that the road had not been merely ‘ploughed out’, as scatters of would persist in the topsoil, but it had been subject to larger-scale earthworks consistent with a large infrastructure project, such as building a railway.



Plate 7: The location of Trench 1 parallel to the embankment of the former railway / modern guided busway

8. Conclusion

The archaeological evaluation has provided a valuable opportunity to investigate a section of the Roman road from Manchester to Wigan in a location shown on mid-19th-century Ordnance Survey mapping. However, the results obtained from the evaluation have demonstrated that there are no physical remains of the Roman road survive within the development site. There was similarly no evidence for any archaeological remains from other periods, and it seems likely that the site has been subject to earth-moving activity previously, either during the construction of the Tyldesley Loopline railway in the 1860s, or later development associated with the Parr Bridge Works.

It is concluded that the proposed development of the site will impart no harm to buried archaeological remains, and there is no merit in carrying out any further investigation in advance of or during the construction programme.

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Archive and Acknowledgements

Archive

The archive is currently held by the Centre for Applied Archaeology, and a copy of this report will be forward to the client and deposited with the Greater Manchester Historic Environment Record. No artefacts were recovered from the evaluation trenches, and the archive is thus primarily in digital format.

Acknowledgements

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The evaluation trenching was directed by Andrew Radford, who was also responsible for compiling the report. The illustrations were produced by Sarah Mottershead, and the report was edited by Ian Miller, who was also responsible for project management.

Appendix 1: Figures

- Figure 1: Site boundary and location of the three evaluation trenches superimposed on modern mapping
- Figure 2: Site boundary and location of the three evaluation trenches superimposed on the first edition Ordnance Survey map of 1850 (revised mid-1860s)
- Figure 3: Site boundary and location of the three evaluation trenches superimposed on the Ordnance Survey map of 1893



Figure 1: Site boundary and location of the three evaluation trenches superimposed on modern mapping

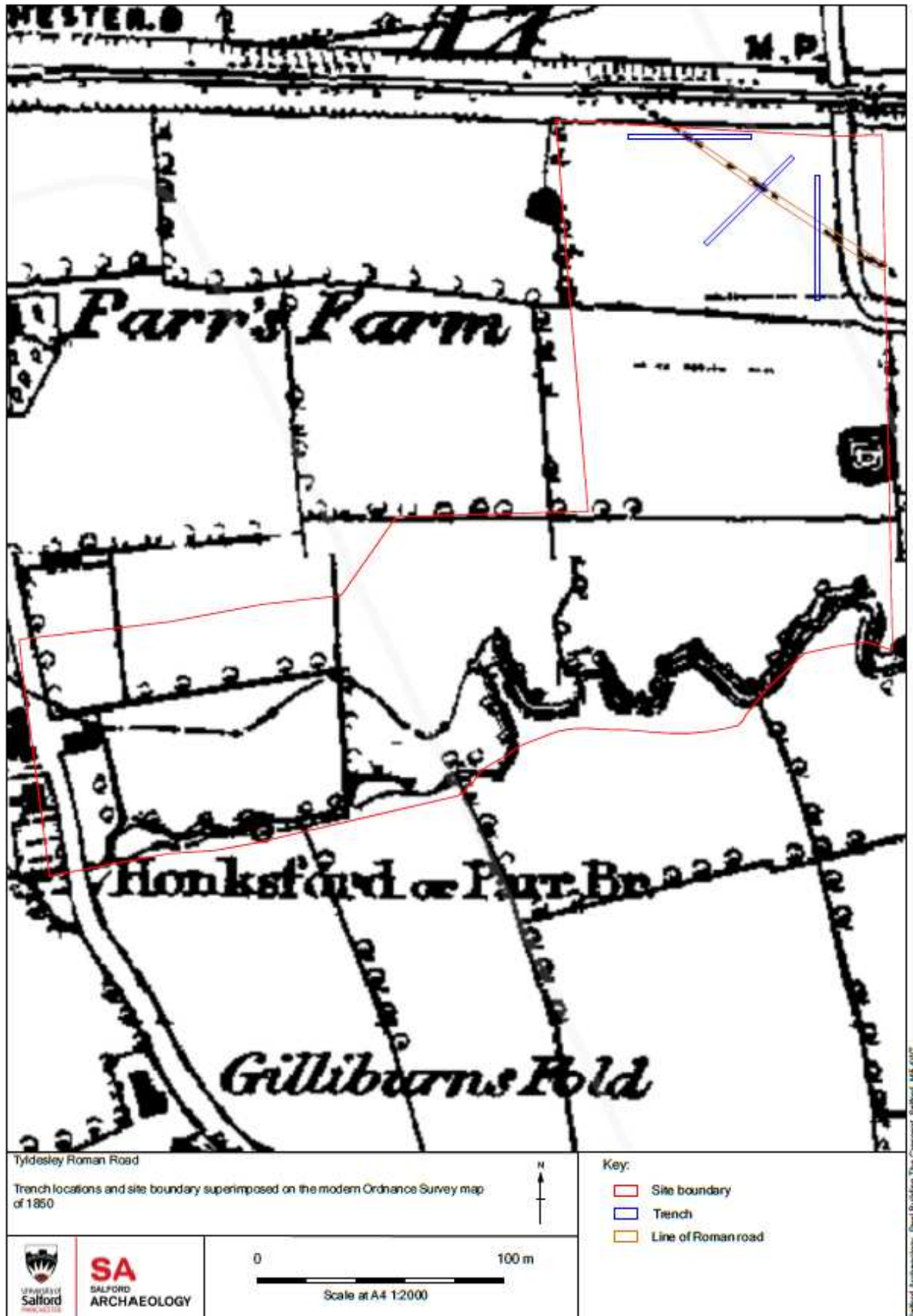


Figure 2: Site boundary and location of the three evaluation trenches superimposed on the first edition Ordnance Survey map of 1850 (revised mid-1860s)

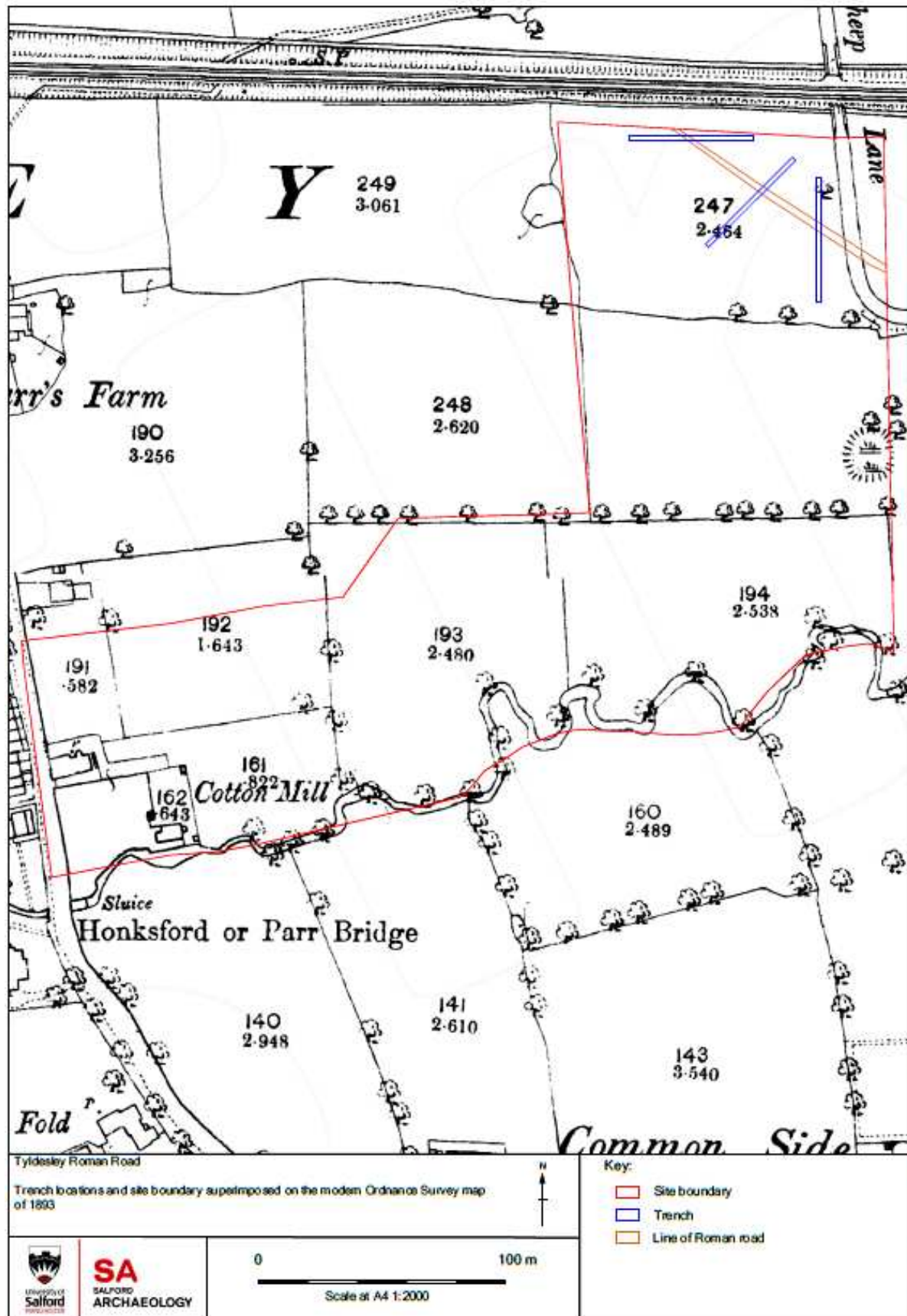


Figure 3: Site boundary and location of the three evaluation trenches superimposed on the Ordnance Survey map of 1893