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1. Summary

Muse Places and Bury Council, which together form The Prestwich Regeneration LLP Joint Venture Partnership, is devising proposals for the redevelopment of land at Prestwich Village (centred on NGR 381289, 404124). In order to support the planning applications for the scheme The Prestwich Regeneration LLP have commissioned Salford Archaeology to carry out an archaeological desk-based assessment for the proposed development. This was intended to establish, as far as possible, the nature and significance of the sub-surface archaeological resource in order to enable informed recommendations to be made for the designs of the proposed schemes and the future treatment of any surviving remains.

The proposed development area lies within Prestwich, which was the seat of the ancient parish of Prestwich-cum-Oldham, in the hundreds of Salfordshire. Early 18th-century maps reveal that the proposed development area lay just north-east of the Prestwich medieval village core, bounded by the Manchester to Ribchester Roman Road in the west. The site was most likely agricultural fields in the post-medieval period, with Poppythorn lane running through the centre of the site.

Weavers' cottages have been recorded within the site, although their presence was not included on historic mapping and the cottages may not have been located within the site. Most of the site had been developed by the early to mid-19th century, including workers' terraced housing along Longfield and a police station in the south. By the later 19th century, several irregular shaped roads lay within the southern half of the site and were accompanied by additional rows of terraced housing. The Prestwich Railway Station had been constructed just south-west of the proposed development area, in which some stationary railway lines fell partially within the site boundary. Several buildings, most likely used for industrial purposes lay within the north of the site, just below a cricket ground.

The proposed development area remained largely unchanged throughout the 20th century, apart from more terraced housing constructed along Fairfax Road and Barrow Street. A corporation yard and other 20th-century industrial buildings were also built over the footprint of the previous cricket ground. In 1965, the majority of the proposed development area had been cleared and the Longfield Shopping Centre was built, which still currently occupies the site.

The potential for prehistoric, Roman and medieval remains within the site is considered to be low. There is also low potential for the survival of the post-medieval Poppythorn Lane to remain within the site and an unknown potential for remains of 18th-century weavers' cottages. The potential for the site to contain buried archaeological remains associated with the industrial period is considered to be high. Remains may include workers' housing, a police station, Prestwich Railway Station, industrial buildings, a cricket ground and a corporation yard. Any such remains that do exist within the site are likely to be of low (local) significance, and negligible significance.

The exact scope and extent of any further investigation of the proposed development area will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Bury Council, however, following consultation with GMAAS it may be anticipated that an intrusive archaeological evaluation will be required prior to commencement of development.

2. Introduction

The Prestwich Regeneration LLP have prepared a part full planning application for the development of Prestwich Village. The development proposals are as follows:

“Hybrid application comprising: Full planning application proposing demolition of existing buildings and structures and the erection of a phased mixed use development including a Community Hub comprising flexible uses including library, offices, medical or health services (Use Classes F1 (a-f), F2(b), E(c), E(e), E(g)) and retail uses (Use Classes E(a), E(b) F2(a)) and Sui Generis (hot food takeaway and bar), a new Market Hall (Use Classes E(a), E(b) and Sui Generis (hot food takeaway and bar)), a Commercial Building comprising flexible uses including retail, offices, gymnasium (Use Classes E(a), E(b), E(c), E(d), E(g), F2(a), a Travel Hub comprising car parking and cycle parking (Sui Generis), a public square and public realm and associated landscaping, car parking provision, cycle storage and other associated works; and part Outline planning application (with all matters reserved) proposing a phased residential led mixed use development comprising residential (Use Class C3), flexible commercial, business, service, local community and learning uses (Use Classes E, F) and Sui Generis (hot food takeaway and bar), engineering works to Rectory Lane, new public realm, associated landscaping, car parking provision, cycle storage and other associated works”.

The desk-based study aimed to identify as far as possible the nature, extent and significance of the sub-surface archaeological resource within the site so as to enable informed recommendations to be made for the future treatment of any surviving remains.

2.1 Site location

Prestwich lies within the Metropolitan Borough of Bury, in the north part of the modern county of Greater Manchester. The proposed development area (centred on NGR 381289, 404124; referred to herein as the Site) comprises of a plot of land containing the current Prestwich Village. The Site is bounded by Highfield Place to the north, the Metrolink railway to the east, St Mary’s Church of England Primary School and residential properties to the south and New Bury Road to the west (Fig 1: Plate 1).



Plate 1 Site Boundary superimposed onto Satellite image of the Site.

2.2 Topography and geology

Topographically, Greater Manchester is bounded by the Pennine uplands to the east and to the north. Prestwich is situated in a valley south of the Rossendale uplands. The River Irwell is the principal watercourse in Prestwich, which lies c. 1.6km south-west of the Site. The Site lies at a height of 92.4m above Ordnance Datum (aOD) in the south and inclines slightly to 95.7m in the north along New Bury Road.

The Site is located on a band of solid geology comprising of sandstone of the Worsley Delf Rock Formation. This formed between 315.2 and 309.5 million years ago during the Carboniferous Period. Glaciofluvial Deposits of Devensian sand and gravel overlain the northern portion of the solid geology within the Site. Hummocky Glacial Deposits of Devensian sand and gravel overlain the southern half of the solid geology within the Site. These sedimentary superficial deposits formed between 116 and 11.8 thousand years ago during the Quaternary period (British Geological Society, 2021).

2.3 Designations

The Site does not contain any heritage assets that are afforded statutory protection, such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens and does not lie within a Conservation Area.

The Site lies within 300m of three listed buildings (Table 1) and within 500m of 31 listed buildings. In total, 30 of these listed buildings are associated with St Mary's Church, located c. 350m south-west of the Site. The proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report.

Site	Designation	List Entry	Location (NGR)
The Rectory	Grade II Listed Building	1405179	SJ 81173 03716
Sundial in Rectory Grounds	Grade II Listed Building	1067293	SJ 81156 03716
38 Church Lane	Grade II Listed Building	1256814	SJ 81134 03726

Table 1 Designations within 300m of the Site

3. Method statement

3.1 Introduction

The assessment considers the potential impact of the proposed development upon any buried archaeological remains within the Site and comprises a desk-based study. The production of the assessment followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (*Standard and Guidance for Historic Environment Desk-based Assessment*, 2017).

3.2 Research sources

The desk-based assessment made use of the following sources:

- / Published and unpublished cartographic, documentary and photographic sources;
- / The Greater Manchester Historic Environment Record, maintained by the Greater Manchester Archaeological Advisory Service;
- / The National Heritage List for England;
- / Salford Archaeology's extensive library of archaeological work carried out in the vicinity of the Site.

The aim of the research was to provide the relevant historical and archaeological background relating to the development of the Site. The available sequence of historical mapping was the principal source of information, as this provides evidence for the development of the Site since the late eighteenth century.

3.3 Site Inspection

The aim of the site inspection was to relate the findings of the desk-based study to the existing land use of the application area, in order to identify any evidence for surviving below-ground remains.

3.4 The document

The following presents the historical and archaeological evidence for the Site. Chapter 5 discusses the previous archaeological investigations that have taken place within the Site. A gazetteer (Chapter 6) is presented of heritage assets and sites of potential archaeological interest identified within the Site and this information, along with a map regression (Figs 3-7), is used to assess the significance of the remains (Chapter 7) and impact of the proposed development (Chapter 8). A mitigation strategy is outlined in Chapter 9, based on the assessment presented in the previous chapters.

3.5 Significance assessment methodology

An accepted methodology for assessing archaeological significance is the Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of 'Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979' (DCMS, 2013). These criteria have all been utilised in this assessment and are listed below:

- / Archaeological interest

- / Historical interest
- / Period
- / Rarity
- / Documentation
- / Group value
- / Survival/condition
- / Fragility/vulnerability
- / Diversity
- / Potential

The significance assessment also uses the approach to assessing heritage value contained within '*Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*' issued by the International Council on Monuments and Sites (ICOMOS) in January 2011 (ICOMOS, 2011). This document states that an archaeological asset's significance can be assessed as very high, high, medium, low, negligible or unknown.

3.6 Impact assessment methodology

The impact assessment assesses the potential impact of the proposed development upon the significance of the archaeological resource within the Site. If required, mitigation is then recommended to reduce the level of impact on the significance of the identified assets.

4. Planning and legislative background

This assessment accords with National, Regional and Local Planning Policies which relate to the historic environment. National planning policies relevant to heritage asset management are contained within the National Planning Policy Framework (NPPF Dec 2023).

4.1 National Planning Policy Framework (NPPF)

The significance of the archaeological resource identified within this report has been assessed as recommended in the revised *National Planning Policy Framework* (Departing for Levelling Up, Housing & Communities, Dec 2023). The NPPF sets out the Government's planning policies and outlines the presumption in favour of sustainable development, which is defined by three principles: economic, social and environmental. Of the core planning principles underpinning decision making, conserving heritage assets 'in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations' is one. Section 16 deals specifically with this historic environment (paragraphs 195-214), and states that local planning authorities should consider:

- / the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- / the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- / the desirability of new development making a positive contribution to local character and distinctiveness; and
- / opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 200 states that "local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets, including any contribution made by their setting. 'The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation".

Paragraph 209 states that the effect of a proposal on non-designated heritage assets (designated assets are covered in paragraphs 200-204) should be taken into account in determining a planning application.

Paragraph 211 states that local planning authorities should require developers to record and advance understanding of any heritage assets to be lost, in a manner appropriate to their importance and impact, and to make this evidence publicly accessible.

4.2 Local Development Framework

The NPPF outlines the need for local planning authorities to create local plans and frameworks to implement the NPPF at a local level. The future use and development of land and buildings in the borough is guided by the Bury Unitary Development Plan (UDP) which was adopted by the council in 1997 (Bury Council, 1997). Bury Council are currently working to replace the UDP with a new document that will be named the Bury Local Plan, which is due for submission in late 2023 (Bury Council, 2022). Until the new Local Plan is produced, the UDP will continue to be used. The heritage strategy is outlined in *Chapter 6: Environment* and summarises the approach the local authority will take in determining planning applications which may affect the historic environment (Bury Council, 1997, p. 12)

Policy EN3 states:

“The Council recognises the importance of archaeological remains as part of the Borough’s heritage and will seek the protection of sites of archaeological importance as and where they are found.

Where the development proposal is submitted which will affect an archaeological site, the developer should submit sufficient information on the potential impact of the development to allow the Council to make a full and proper investigation into its archaeological consequences.

The Council will have regard to the following criteria in determining the importance of an archaeological site and the impact of any proposals:

- *The historic importance of the site;*
- *The quality and condition of the site;*
- *The rarity value of the site;*
- *The nature of the proposed development;*
- *The level/degree of disturbance;*
- *The permanence of the proposal;*
- *The siting of associated infrastructure/services.*

On sites where development is considered acceptable in principle, consent will only be granted if:

- *The development is designed in such a way as to minimise the level of disturbance and damage;*
- *Development is programmed so that such sites and remains can be investigated in accordance with a previously agreed scheme of excavation and evaluation;*
- *Where damage or disturbance is unavoidable, arrangements are made for the archaeological recording of the site prior to and during development.*

The Bury Local Plan Policy Directions, which was adopted in 2018, does allude to the future strategy for archaeological features within the landscape (Bury Council, 2018, p. 81).

Policy Direction BH5: *Archaeological Features* states:

“It is proposed that the Local Plan should include a policy that recognises the importance of archaeological remains as part of the Borough’s heritage and which seeks the protection of sites of archaeological importance as and where they are found.

It is considered that the policy should also specify that, where as development proposal is submitted which will affect an archaeological site, the developer should submit sufficient information on the potential impact of the development to allow the Council to make a full and proper investigation into its archaeological consequences as well as setting out the criteria that the Council will consider in dealing with such proposals.”

Bury Council is advised on archaeological matters by the Greater Manchester Archaeological Advisory Service (GMAAS).

5. Historical background

The following section provides a framework to the present study, working chronologically through the periods listed below (Table 2).

British archaeological periods		
Period	Sub-period	Date range
Prehistoric	Palaeolithic	Pre-10,000 BC
	Mesolithic	10,000 – 3500 BC
	Neolithic	3500 – 2300 BC
	Bronze Age	2300 BC – 700 BC
	Iron Age	700 BC – AD 43
Historic	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	c AD1750 – 1914
Modern	Modern	Post-1914

Table 2 Summary of British archaeological periods and date ranges

5.1 Prehistoric period

Various remains dating to the prehistoric period have been identified across the borough of Bury. The earliest of these date to the Mesolithic period (c. 8000-4000 cal BC) and comprise of flint scatters, which represent the temporary or seasonal settlements of mobile hunter-gatherer communities. These scatters are confined mainly to the upper reaches of the Irwell Valley outside of the study area.

The only evidence within the borough of Bury that could represent lowland occupation was excavated in 1950 on the banks of the River Irwell at Radcliffe Ees (HER 77.3.0), approximately 3.2km north of the Site. During this excavation, 35 Mesolithic flints were found in association with wooden post rows with interweaving branches and could have represented a seasonal summer camp.

Farming was introduced into the British Isles around c. 4000 BC, although evidence in the district showed a continuation of hunting practices into the Neolithic Period. Evidence of this is the possible hunting camp, which included Neolithic style flints, that was found at Kersall Moor (HER 233.1.0) approximately 1.9km south-west of the Site. An additional hunting assemblage consisting of 30 late Neolithic and early Bronze Age style flints were found by the Prestwich Archaeology group at the Prestwich Golf Course (Nevell & Redhead, 1996, p. 5), c. 1.5km south-west of the Site.

The early Bronze Age was a time of favourable climate and rising population. This corresponded with an increase in finds, including the first metal objects and first identified use

of pottery within the area. Bronze and stone implements from this period have been found throughout the borough of Bury, with focus around the Rivers Irwell and Roch. Evidence of Bronze Age implements within Prestwich include a Middle Bronze Age spearhead with side loops, found in 1990 (PAS ID: LVPL1120). This is a typical example from the Taunton metal working phase. An enclosed settlement, believed to be Bronze Age, was found on a promontory on the site of St Mary's Church situated c. 200m southwest of the Site (LP Archaeology, 2008, p. 12). However, no definitive archaeological features were found during the excavation of the area in 2003.

Firm evidence of Iron Age occupation in the borough of Bury is the Castlesteads Iron Age Hill Fort, which lies on the east bank of the River Irwell c. 8km north of the Site (HER 78.1.0). The fort was occupied from the 5th century BC and continued to be in use after the Roman invasion (lancashirepast.com/2021/01/09/castlesteads-iron-age-fort-bury/). Excavations and survey work revealed an enclosed settlement with Iron Age pottery and features possibly relating to the huts found within the enclosure.

5.1.1 Archaeological potential

There is no known evidence for prehistoric activity within the Site boundary, and the potential for any such remains to survive from this period is considered to be low. Any prehistoric remains within the study area are, at best, likely to comprise stray artefacts deposited within later, disturbed contexts. The survival of any *in-situ* prehistoric archaeological deposits is very unlikely.

5.2 Romano-British period

Although across Greater Manchester the general pattern of Iron Age settlement and land use may have changed comparatively little during the Romano-British period (AD 43-450), this period is typified by the appearance of Roman military installations, and a concomitant network of roads (Philpott, 2006, p. 59). In addition, items of Roman material culture, such as coins, pottery, metalwork, and glass, are introduced into the region and the indigenous communities of the area gradually adopted some of these objects (*ibid*). There is no evidence of significant Roman settlement within Prestwich. The nearest known Roman military installation to Prestwich is the Roman fort of *Mamucium*, which was established on a sandstone bluff within Castlefield, Manchester (c. 6km south of the Site). It was associated with an extra-mural settlement or *vicus* (Redhead, 2003). The fort at Manchester formed an auxiliary fort established in c. AD 79 which may well have been garrisoned until the end of the Roman period (Gregory, 2007).

The main evidence of Roman activity within Prestwich is the route of a Roman road. This is thought to be the road from Manchester to Ribchester (HER 14.1.1) and it appears to have followed the same route as the current Bury New Road, which partially bounds the Site to the west. The road continued north and for some length formed the boundary between the parishes of Radcliffe and Bury. An evaluation undertaken at the Whitefield Golf Club in 2005 revealed no remains that could have been associated with the Roman road.

Documentary evidence suggests that early Roman coins have been found along Bury New Road (Callaghan, 1996), and these coins could possibly represent some Roman activity. However, they are more likely to be associated with the road rather than any settlement within the area (LP Archaeology, 2008, p. 12).

5.2.1 Archaeological potential

The lack of Romano-British activity, apart from the Roman road in Prestwich, suggests that the area was sparsely populated. Any potential evidence is likely to have been removed by intense development of the area over the past few centuries. The potential for remains to derive from this period is therefore considered to be very low.

5.3 Medieval period

After the collapse of the Roman Empire, many established urban centres and forts were abandoned along with large-scale production. Greater Manchester is likely to have been a sparsely populated and isolated part of the country demonstrated by lack of archaeological evidence for this period.

Following centuries of Germanic and Danish immigration, new identities and cultures began to emerge. It is during this period that important early medieval centres acquired place names, many of which are recorded in the Domesday Survey of 1086 (Newman, 1996). Although Prestwich is not recorded within the Domesday Survey, the name Prestwich is believed to mean '*Priest's Retreat*' in Old English, suggesting that the area had been occupied from the early Saxon Period (nottingham.ac.uk/map/place/Lancashire/Prestwich). Although Manchester and Rochdale were known to be the largest parishes within the area, Prestwich was a significant administrative parish centre. The Manchester to Ribchester Roman road was a prominent feature and provided a major route, a settlement focus and an administrative boundary.

A fragment of a decorated stone cross was found in the wall close to Prestwich Church, c. 300m south-west of the Site (HER 9524.2.5). The wall had been constructed in the 1970s from stones found in and around the churchyard. The fragment was of millstone grit and was a cross head that contained a simple interlace design created by the grooved technique dated from the 8th-10th centuries. The stone cross was the first physical evidence for pre-conquest activity within the area. The original Saxon estates were split shortly after this period of time, by the process of subinfeudation.

In 1997, close to the Roman road, a group of 1065 silver hammered coins were found, c. 250m south of the Site (HER 10486.1.0). The coins were minted during the Norman occupation of England. The coins dated to the reigns of King Henry I, son of William I, and King Stephen and were deposited in the year 1142-45AD, during the height of the civil wars in Stephen's reign.

Surveys in 1212 record Prestwich as being held of the king in thegnage. Robert de Prestwich is the first recorded in 1193 and is thought to be the first Lord of the Manor. His son Adam de Prestwich was in possession of the land in Prestwich, Great Heaton and Fails worth in 1212. In 1297, another Adam de Prestwich settled his manors of Prestwich, Alkrington, and Pendlebury on his son John (Farrer & Brownbill, 1911, pp. 76-80). Dispute over the ownership of the manor meant that Prestwich was subject to several claims and feoffments in the 12th-13th century. In 1313, the lands were handed over to Richard de Radcliffe, who held the manor of Prestwich with the advowson of the church.

A new feoffment was made in 1362 that meant the lands were under the right of the Langleys. Later Robert De Holland and his wife put forward their claims to the manor in 1367 and made

a feoffment of the manor by 1374. Robert De Holland would proceed to assemble troops and take the manor by force off the Langleys, holding it until 1389. It was not until 1394 that a final decision was made, and Robert de Langley was granted the manor of Prestwich, with a parcel of Alkrington and the advowson of the church in 1403 (Farrer & Brownbill, 1911, pp. 76-80). The manor then peaceably descended with the Langley family and became their most notable feature of the family's tenure. Upon the death of Sir Robert Langley in 1561 the manor became the share of his daughter Margaret, who married John Reddish. Their son Alexander Reddish left the manor to his two daughters. Sarah Reddish married Clement, a son of Sir Edward Coke and the manor descended with the Coke family through Sarah's family until 1777 (Farrer & Brownbill, 1911, pp. 76-80).

St Mary's Church situated c. 300m south-west of the Site was most likely the focus of medieval settlement within Prestwich. The church dates back to 1231 and was mentioned in deeds dating back to 1300 and 1304 as 'The Blessed Church of Prestwich' (HER 9524.1.0). Along the Roman road, east of St Mary's church, is believed to be the medieval village core of Prestwich (HER 3573.1.0) that grew up in a linear alignment along the road's edge.

Prestwich during this period would have been largely agricultural. The sandy soils highlighted how the land within Prestwich would not have been a good crop-growing area. Instead, the village appeared to focus on animal husbandry. In the 15th century, Prestwich turned into a series of sheep ranches, examples of them being found at Polefield, Diggle Fold, Hardmans Fold and Poppythorn (Prestwich History Society, 2010).

5.3.1 Archaeological potential

The Site most likely lay just beyond medieval settlement activity and the potential for buried archaeological remains is considered to be low due to the extensive development that took place in the 19th and 20th century.

5.4 Post-medieval period

In the early 17th to 18th centuries, Prestwich was largely an agricultural town with cottage weaving being a main industry. A previous desk-based assessment (See section 5.8) which covered the Site, recorded that silk handloom weaving mainly took place in the cottages around Longfield, and therefore possibly within the Site (LP Archaeology, 2008) (HER 13906.1.0). The assessment and HER suggest that the cottages were later demolished to make way for terraced houses. However, the desk-based assessment and HER entry do not provide a source for the information and further, no buildings were shown within the Site in late 18th-century mapping, indicating that the cottages might not have been within the Site (Plate 3).

Previous research suggests that the weavers' cottages that were also situated c. 300m south-west of the Site may have had basement loom shops, which raises the possibility that the weavers' cottages within the area of Longfield were of similar nature (Gifford and Partners Ltd, 2005, p. 6). The regional importance of the town at this time is implicit from the detail provided by Saxton's map of Lancashire, which was published in 1577, and labels '*Prestwiche*' between the larger towns of Manchester and Bury (Plate 2).



Plate 2 Extract from Saxton's Map of Lancashire 1577

Some notion of the scale of the parish may be gleaned from the hearth-tax returns of 1666. In Prestwich there were 97 hearths liable within the township. The largest houses being the rectors with 10 hearths, James Wilson's house with seven and John Glover's with six (Farrer & Brownbill, 1911, pp. 76-80).

Thomas William Coke, the famous 'Mr Coke of Holkham' in Norfolk, was a leader in the agricultural revolution which took place in the latter half of the 18th century. In his desire to increase his Norfolk estates, he began to sell his land in Prestwich. In 1794 the manor of Prestwich was acquired by Peter Drinkwater, who resided in Irwell House in Prestwich. The manor then descended to his son Thomas, who upon his death in 1861, left the manor to his two daughters (Farrer & Brownbill, 1911, pp. 76-80). The Drinkwater family held the manor until 1912, when all Feudal Titles, Rights and Privileges were abolished.

A watching brief undertaken in 1997 by Greater Manchester Archaeological Unit revealed the possibility of evidence relating to early post-medieval buildings that were situated along Church Lane, near St Mary's Church, c. 250m south-west of the Site (HER 9524.3.0). Some of the most notable post-medieval dwellings within the area include those along 'Poppythorn Lane', which contained a cluster of buildings and a communal well, c. 350m north-east of the Site (HER 9964.1.0). Poppythorn most likely developed from the sheep ranch previously thought to have occupied the area. Documentary evidence records a messuage, and land called 'Popestorne' in 1580, which was subject to a dispute between Robert Holt and Sir William Langley. The Langley house lay only c. 65m east of 'Poppy thorn'. During this period, the Site likely lay within an agricultural area, between the properties at Poppythorn to the north-east and the village core of Prestwich to the south-west. Poppythorn Lane likely passed through the Site connecting the two areas.

Within the grounds of St Mary's rectory gardens, a path was revealed during excavations in 2007 (HER 9524.5.0). It is believed to be dated between the medieval and post-medieval period. It once led to the former main entrance of the church to the south, and cartographic sources suggest that the path was once five to six metres wide. Excavations revealed a series of five metalised surfaces demonstrating that the path had been subject to many successive resurfacings. The path ran c. 320m south-west of the Site.

In addition, an excavation was undertaken in 2003 in Church Field, c. 370m south-west of the Site (HER 16094.1.0). One of the trenches revealed clear results of human activity, most likely associated with the post-medieval period. Particularly in relation to farming and agriculture within the area, further supporting that Prestwich, and the Site was most likely agricultural during this period.

5.4.1 Archaeological potential

The potential for post-medieval activity within the Site is considered to be low. Any evidence relating to the post-medieval period had most likely been destroyed due to the intense development of the Site in the industrial period.

5.5 Onset of the industrial revolution

By the 18th century, the village of Bury began to grow due to increased industrial activity. Overall, 39 18th-century industrial sites have been recorded within the Bury district. The revolution did not affect Prestwich immediately and silk weaving remained a domestic industry based in cottages. Gradually machines and factories became more popular and weavers living standards began to decline. Bleaching and dying eventually became a notable industry within Prestwich and bleaching continued to develop steadily within the town through the 18th and 19th centuries. James Buckley, who owned Prestwich Clough Bleach and Dye Works in 1881, was described as employing 103 men. Prestwich Clough was just one of the four supposed bleachers and dyers in Prestwich at the time (Prestwich History Society, 2010).

The Industrial Revolution had created a class of increasingly wealthy business owners who moved out of the city centre to escape from the smoke and unpleasant landscape. Many of these wealthy industrialists started to move into rural areas, an example being Prestwich due to its rural setting but also its close proximity to Manchester.

Due to the rise in industry within Prestwich, the previously poor network system had to be improved. In 1828, a new turnpike road (Bury New Road) was built and followed the existing medieval path from Prestwich to Manchester, which also followed the route of the Roman road (HER 13906.1.0). This new road transformed Prestwich and along with the increase in industry and migration of business owners, the original village that was concentrated around St Mary's church became a suburb of Manchester.

The rising population of Prestwich resulted in an increase of terraced housing, such as Brunswick Terrace (HER 9966.1.0) which was situated c. 70m west of the Site and Ramsbottom Row, which dated to the late 18th century (HER 15674.1.0) and was situated c. 300m south-west of the Site. The demand for these houses resulted in the possible demolition of the previous weavers' cottages around Longfield. By the 19th century, a row of terraced housing had been developed along Longfield (HER 13906.1.0), which fell within Site boundary.

5.6 Development of the Site

The development of the Site can be traced reasonably well from the sequence of available historic mapping. Several cartographers began to map Greater Manchester and Lancashire during the second half of the 18th century. The extent of the town at this time is depicted on William Yates' map of Lancashire, 1789, which provides the earliest reliable map of the town, albeit published at a small scale (Plate 3). The regional importance of the town at this time is implicit from the detail provided by on Yates' map, and marks the town in bold, gothic letters.

The development of the town can be seen concentrated around St Mary's Church, to the south-west of the Site. The main road, east of the church, ran north and loosely follows the route of the Manchester to Ribchester Roman road. Poppythorn Lane branches east off the main road and continues north-east through the centre of the Site. Weaver's cottages, possibly established in the 18th century, have been recorded within the Site (HER13906.1.0). However, apart from Poppythorn Lane the rest of the Site appears on Yates' map as undeveloped fields, indicating that no development had taken place within the Site in the late 18th century.



Plate 3 Extract from Yates' 1786 Map of Lancashire, showing the approximate location of the Site.

The next available map that captures the Site is the Ordnance Survey map of 1848 (Plate 4; Fig 3), which is the first accurate plan that details the Site. The map shows the new turnpike road, labelled as Bury New Road that ran roughly south-east to north-west along the western boundary of the Site. Poppythorn Lane still ran through the centre of the Site, however it was accompanied by development to the south during this period. A row of terraced housing lay on the south side of Poppythorn Lane facing an additional row of terraced housing lay on the north of an unnamed lane (HER 13906.1.0). 'Longfield' is labelled within the undeveloped area in the very south, which was most likely the name of the field that fell partially within the Site. Rectory Lane, which branches off Bury New Road and ran roughly north-west to south-east fell partially within the south-west of the Site. The Site remained undeveloped within the north.

A police station, labelled on the map as 'County Constabulary Station' lay within the south of the Site (Plate 4). In 1839, Lancashire decided to create a combined county police force due to several complaints over the years about the rising number of crimes being committed within Lancashire (British-police-history.uk/f/lancashire).



Plate 4 Extract from the Ordnance Survey County Series Map of 1848, showing the Site boundary.

Prestwich railway station was completed in 1879 by the Lancashire & Yorkshire Railway. This new line opened from Cheetham Hill and travelled via Prestwich, to Radcliffe on to the former East Lancashire Railway route to Bury (www.lrta.info/archive/Manchester/history.html). Railway lines and the grounds of Prestwich station fell partially within the south-east of the Site (Plate 5).

Prestwich saw a rapid increase in the number of workers' housing in the late 19th century, which is evident within the census returns of 1891. Several streets were listed within census and provide an insight of the class of people living within the Site during this period. From the

sample of residents researched, the Site was home to a mainly working-class population, with industry jobs such as factory workers and warehousemen. Several residents' occupations included dyers and bleach workers which correlates with the main industry of Prestwich in the industrial period. Majority of the residents were born in the local area or wider Lancashire (*Census Returns for Longfield, Prestwich, 1891*).

The Ordnance Survey County Series map of 1893 (Fig 4; Plate 5) provides a detailed representation of the terraced housing built within the Site by the late 19th century. The previous straight unnamed lane is labelled on this map as 'Longfield'. The terraced housing consists of a variety of small double-depths and some larger dwellings, each accompanied by rear gardens and outbuildings. A road labelled as Fairfax Road had been laid down and fell partially within the Site, in which six double-depth terraced houses were erected in the north-east at the junction of Fairfax Road and Barrow Lane. Along the junction of Barrow Lane and Poppythorn Lane lay seven double-depth terraced houses and one villa in the east, and two double-depths situated next to a larger dwelling on the west side. Several long rectangular buildings lay within a plot north of Fairfax Road, which were most likely used for industrial purposes. The land within the very north of the Site was used as a cricket ground during this period. Rectory Lane, which curves within the Site, was adjacent to several irregular planned streets, consisting of more terraced houses, some with rear gardens and outbuildings, such as the houses on Park Terrace. None of the houses on the Ordnance Survey map show clear evidence of cellars.

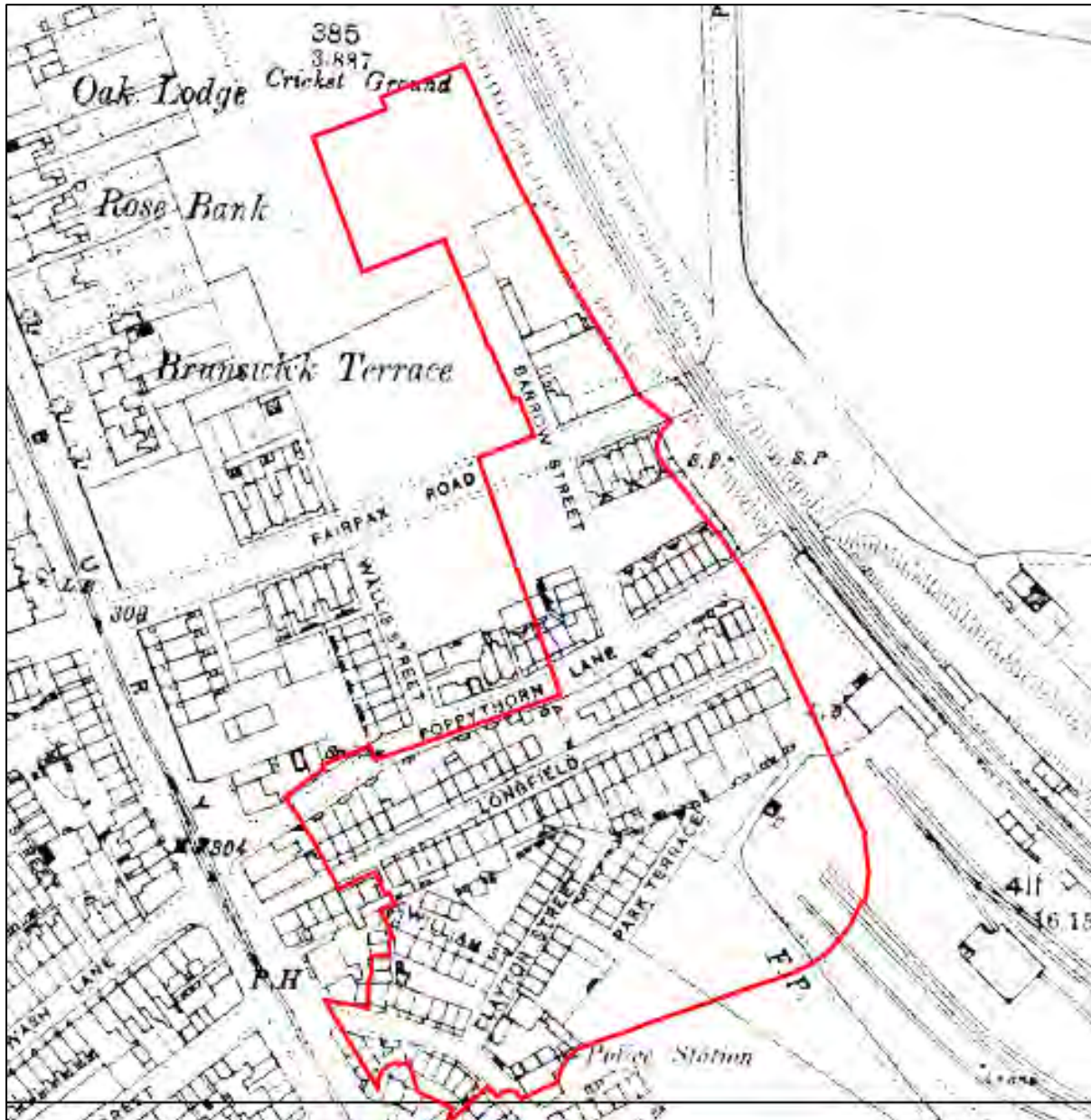


Plate 5 Extract from the Ordnance Survey County Series map of 1893, showing the Site boundary.

Little change can be seen in the beginning of the 20th century apart from more terraced housing being built in the north of the Site, along Barrow Street and Fairfax Road. The Site remained undeveloped in north and was no longer part of a cricket ground (Fig 5 & Fig 6).

A photograph showing the western portion of the Site from 1927 (Plate 6), reveals the irregular plan of the double-depth terraced housing around Rectory Lane off Bury New Road. Small rectangular front gardens can be seen in front of the houses. An awning hangs over one of the houses on Rectory Lane which suggests that some buildings had commercial uses as well as residential.



Plate 6 Aerial photograph of the western portion of the Site in 1927, courtesy of Britainfromabove.org.uk

A photograph of the Prestwich Railway Station from 1935 (Plate 7) shows the south of the Site, where three dead end railway lines are occupied by stationary trains. By this period, the Lancashire & Yorkshire Railway had electrified the Bury via Prestwich line using a unique 1200v dc side contact third rail system, which was the highest voltage that was permitted for a ground level conductor rail system (Irta.info/archive/Manchester/history.html).



Plate 7 Aerial photograph of Prestwich Railway Station, showing the south of the Site, 1935. Courtesy of Britainfromabove.org.uk

By the mid-20th century, the north of the Site had been developed into a corporation yard and several more industrial buildings had been constructed along the north-eastern boundary of the Site. The Ordnance Survey National Grid map of 1953 (Fig 6; Plate 8) depicts the newer buildings. Further, several buildings south of Park Terrace appear to have been constructed during this period, which can be seen on the Ordnance Survey map (Plate 8) and the aerial photograph (Plate 7). They were most likely either residential or used for industrial purposes. The rest of the Site was unchanged.



Plate 8 Extract from the Ordnance Survey National Grid map of 1953, showing the Site boundary.

The majority of the houses and buildings within the south of the Site were demolished in 1965 (LP Archaeology, 2008, p. 17). The Site then remained empty for the next two years until a new contractor took over the land and used the space to construct the current Longfield Shopping Centre. The shopping centre is shown north of Rectory Lane on the 1979 Ordnance Survey Map (Plate 9). It included a library, public hall, large retail units and associated car parking. The corporation yard and additional 20th-century industrial buildings within the Site were later demolished and is currently used as a car park.

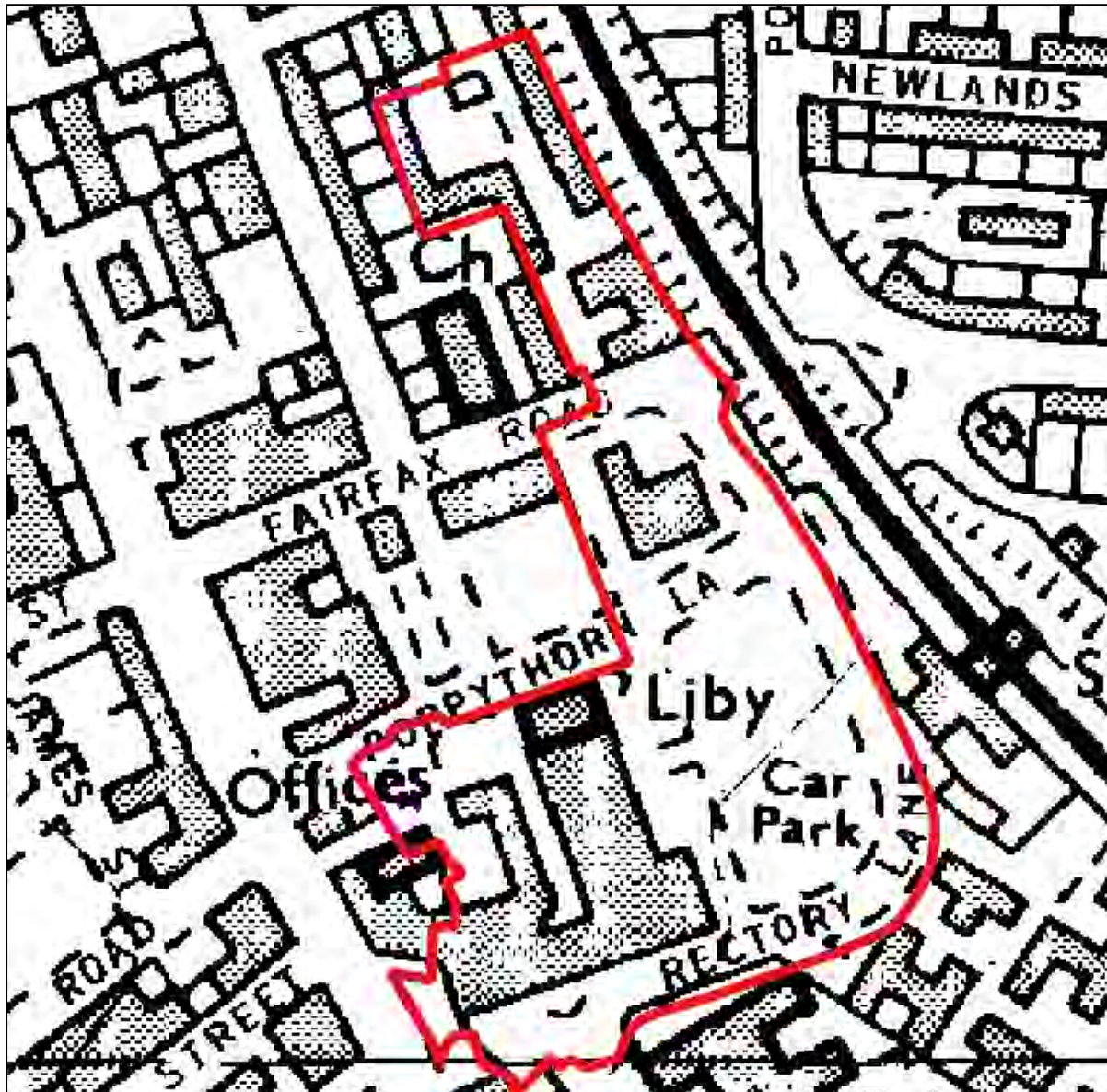


Plate 9 Extract from the Ordnance Survey National Grid map of 1979, showing the Site boundary.

5.7 Previous archaeological works

In total, five previous archaeological events have been recorded within a 500m radius of the Site. Non-intrusive events include two desk-based assessments (EGM3682, EGM3859) and a watching brief (EGM3993). Intrusive events include an evaluation (EGM3995) and an excavation (EGM3938).

In 2008, LP Archaeology were commissioned to write a desk-based assessment for Longfield Shopping Centre (EGM3859), which covered a large portion of land within the southern half of the Site. The report concluded that there was little potential for the site to contain evidence from the prehistoric or Roman period, however there was medieval activity known close to the site area. Within the study area lay a public house and early 19th-century maps showed the

mass construction of terrace housing with the additional construction of several roads, including William Street and Clayton Street, in order to accommodate the increase population.

The study area overall remained largely unchanged until the 1960s, when further public amenities were integrated into the community such as a bank and a post-office. Both of which lay just west of the Site boundary. It was concluded within the desk-based assessment that the study area had high potential to contain remains associated with the industrial period, especially to the north which has seen less disturbance throughout the 20th century. It was suggested that further work would be required in order to clarify the extent and survival of archaeological deposits within the site (LP Archaeology, 2008).

5.8 Summary of archaeological potential

No prehistoric activity is known to have taken place within the Site. Similarly, no Roman or medieval activity is known to have taken place within the Site, although the Manchester to Ribchester Roman road was constructed immediately west of the Site and likely continued to be used throughout the medieval period. The Site, however, likely lay on the outskirts of the medieval town in an area of agricultural land. Poppythorn Lane was constructed within the Site during the post-medieval period, although documentary evidence and historic mapping indicates that settlement at Poppythorn was to the north-east of the Site.

Late 18th-century mapping (Plate 3) indicates that the Site remained undeveloped during the late 18th century, although Poppythorn lane was present within the Site. Possible 18th-century weavers' cottages have been recorded within the Site, although the presence of the cottages remains unknown, and no weavers' cottages were shown on historic mapping.

Most of the Site had been developed by the early to mid-19th century, which included several rows of terrace housing and a police station.

By the late 19th century, several more rows of terraced housing had been built on irregular planned streets and the Prestwich Railway Station had been built south of the Site, in which some railway lines fell within the Site boundary. A cricket ground fell within the north-east of the Site, just north of several buildings assumed to be for industrial purposes.

A few further houses had been built in the early 20th century along Barrow Street and Fairfax Road. A corporation yard and additional 20th-century industrial buildings had been built on the footprint of the former cricket ground. The Site remained largely unchanged until the 1960s when all the houses were cleared, and the land became occupied by the current Longfield Shopping Centre district.

The Site has low potential to contain remains from the post-medieval period including Poppythorn Lane and an unknown potential for remains of 18th-century weavers' cottages. The Site has high potential to contain remains from the industrial period, including 19th- and 20th-century terraced housing, a police station, 19th - and 20th-century industrial buildings and railway lines from the old Prestwich Railway Station.

6. Site Inspection

A Site visit was undertaken on 28th July 2023. The aim of the Site inspection was to relate the findings of the desk-based study to the existing land use of the application area, in order to identify any evidence for surviving below-ground remains.

The Site currently comprises of the Longfield Shopping Centre which was first constructed in the 1960s. Two large hard standing car parks occupy the Site, which includes one in the north of the Site, along Fairfax Road and the other in the south of the Site, along the redirected Rectory Lane (Plate 10 & Plate 11). The northernmost car park lies over the footprint of the corporation yard and the other 20th-century industrial buildings. The southernmost car park lies over the footprint of the former Prestwich Railway Station.



Plate 10 Photograph of the north of the Site, showing a carpark, facing south.



Plate 11 Photograph of the south-east of the Site, along Rectory Lane, facing south.

The Longfield Shopping Centre dominates the footprint of the southern half of the Site. It contains multiple retail and commercial units, as well as a public library and a health centre (Plate 12, Plate 13 & Plate 14).



Plate 12 Photograph of Longfield Shopping Centre, facing north



Plate 13 Photograph of the library, facing west



Plate 14 Photograph of the health centre, facing north.

The route of Poppythorn Lane partially survives within the Site, which branches off Bury New Road in the west of the Site. However, it has been heavily landscaped in the later 20th century to 21st century (Plate 15).

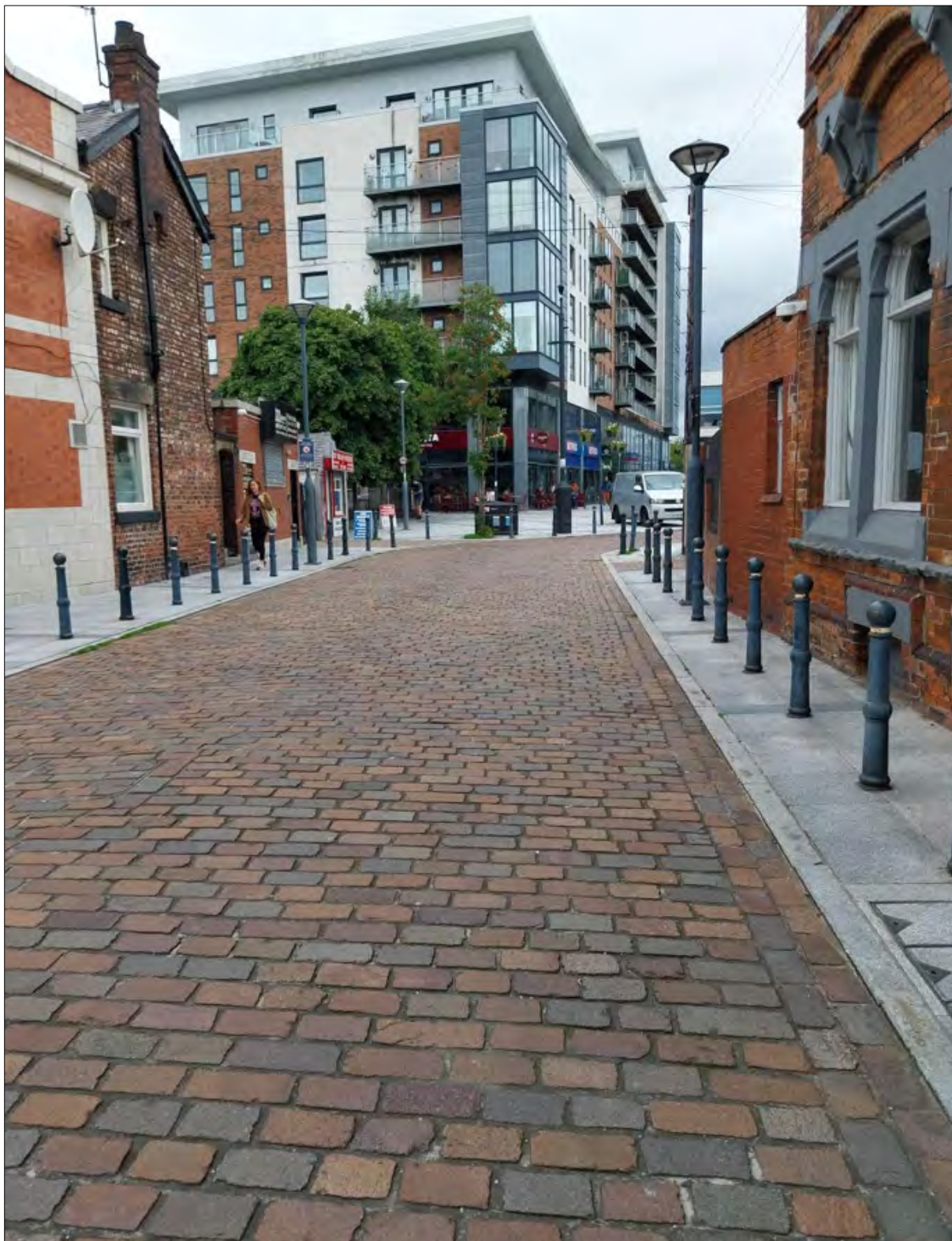


Plate 15 Photograph of Poppythorn Lane, facing east.

Due to the intense development and landscaping in the later 20th century, there were no archaeological remains visible within the Site.

7. Gazetteer

The following gazetteer entries (GE) summarise the sites of potential archaeological interest within the Study Area and elements of the historic landscape. The identification of these heritage assets is drawn primarily from the historic map regression analysis, Historic England, and the HER data. The locations of the gazetteer entries are shown on Figures 8-9 within Appendix 1: Figures.

Gazetteer Entry 01

Site Name	Manchester to Ribchester Roman Road
Designation	No designation
HER Number	14.1.1
Site Type	Roman road
Period	Roman
NGR	381196, 404039
Source	HER
Description	Part of the roman road from Manchester to Ribchester, appearing to follow the line of the modern day Bury New Road. It leaves Manchester and continues parallel with Strangeways on the new line of road to Bury. Near Prestwich is where the lines of road again correspond. For some length it forms the boundary between the parishes of Radcliffe and Bury. An evaluation in advance of development at Whitefield Golf Club in 2005 revealed no remains associated with the Roman road.
Assessment	The Roman Road lies just west of the Site boundary and therefore will not be affected by the proposed development scheme.

Gazetteer Entry 02

Site Name	Poppythorn Lane
Designation	No designation
HER Number	9964.1.0
Site Type	Road (site of)
Period	Post-medieval
NGR	381275, 404116
Source	HER; Yates' map; OS Mapping
Description	A lane that branches off Bury New Road and run broadly north-east across the centre of the Site where it joins Bury Old Road in the east. Present on Yates's and precedes the 18 th century. A small settlement was formed by Poppythorn Fold by the early 19 th century, east of the Site. By the late 19 th century, a row of terraced housing had been constructed within the Site along the northern side of the lane. By the 1960s, the area had been cleared and Poppythorn Lane had been partially removed.
Assessment	Remains of the road may survive within the Site and therefore may be affected by the proposed development scheme.

Gazetteer Entry 03

Site Name	19 th -century terraced housing
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Designation	No designation
HER Number	13906.1.0
Site Type	Domestic houses (site of)
Period	Possibly post-medieval/19 th century
NGR	381284, 404082
Source	OS Mapping, Census Returns; HER
Description	The HER records that silk handloom weaving took place within cottages along Longfield and that the handloom weaver's cottages were demolished to make way for new terraces. However, late 18 th -century mapping doesn't show any properties within the Site. Early 19 th -century maps show a row of double-depth terraced housing along Longfield. By the late 19 th century, a further mass of terraced housing was built within the south of the Site, consisting of several streets of irregular plan. Photographs of the Site from the early 20 th century show that some of the dwellings may have also functioned as commercial spaces. All of the houses were demolished by 1965. There was no indication on historic mapping that the houses were cellared.
Assessment	Remains of the buildings may survive within the Site, especially if they were cellared and therefore could be affected by the proposed development scheme.

Gazetteer Entry 04

Site Name	County Constabulary Police Station
Designation	No designation
HER Number	-
Site Type	Police station (site of)
Period	19 th century
NGR	381280, 404007
Source	OS mapping
Description	A police station, labelled on the 1848 map (Fig 3) as 'County Constabulary Station' lay within the south of the Site. In 1839 Lancashire decided to create a combined county police force due to several complaints over the years about the rising number of crimes being committed within Lancashire. The station was demolished by 1965.
Assessment	The remains of the police station could survive within the Site and therefore be affected by the proposed development scheme.

Gazetteer Entry 05

Site Name	Prestwich Railway Station
Designation	No designation
HER Number	-
Site Type	Railway lines (site of)
Period	19 th century
NGR	381354, 404051
Source	OS mapping; APs
Description	Prestwich railway station was along the Manchester to Bury heavy rail line,

completed by the Lancashire & Yorkshire Railway in 1879. In the early 20th century, the station line was electrified using the unique 1200v dc side contact third rail system. This was highest voltage permitted for a ground level conductor rail system. Three dead end railway lines where trains were stationed fell partially within the south of the Site. It closed in 1991 and reopened in 1992 as a route to the Metrolink system using overhead power lines.

Assessment Remains of the railway lines could survive within the Site and therefore could be affected by the proposed development scheme.

Gazetteer Entry 06

Site Name Cricket ground

Designation No designation

HER Number -

Site Type Cricket ground (site of)

Period 19th century

NGR 381245, 404279

Source OS Mapping

Description The Site fell partially within a cricket ground in the north in the OS map of 1893 (Fig 4). The cricket ground was cleared by the early 20th century (Fig 5).

Assessment Remains associated with the cricket ground may survive within the Site and could therefore be affected by the proposed development scheme.

Gazetteer Entry 07

Site Name 19th-century industrial buildings

Designation No designation

HER Number -

Site Type Industrial buildings (site of)

Period 19th century

NGR 381290, 404232

Source OS Mapping

Description Several buildings were constructed within the Site in the north-east on the junction of Fairfax Road and Barrow Street in the late 19th century (Fig 4). The buildings were most likely used for industrial purposes and were later incorporated into a corporation yard. The buildings were demolished by 1965 and it is currently a carpark.

Assessment Remains of the buildings may survive within the Site and could be affected by the proposed development scheme.

Gazetteer Entry 08

Site Name 20th-century terraced housing

Designation No designation

HER Number

Site Type	Domestic buildings (site of)
Period	20 th century
NGR	381299, 404178
Source	OS Mapping
Description	Several more rows of double-depth terraced housing that were constructed within the north-east of the Site between Fairfax Road and Poppythorn Lane. The houses were demolished by 1965.
Assessment	Remains of the houses may survive within the Site and could therefore be affected by the proposed development schemes.

Gazetteer Entry 09

Site Name	20 th -century industrial buildings
Designation	No designation
HER Number	-
Site Type	industrial yard (site of)
Period	20 th century
NGR	381246, 404279
Source	OS Mapping
Description	A corporation yard occupied the Site in the very north by the mid-20 th century. Additional buildings most likely used for industrial purposes lay to the east and south of the corporation yard. All of the buildings were demolished in the later 20 th century and the land is currently occupied by a carpark.
Assessment	Remains associated with corporation yard may survive within the Site and could therefore be affected by the proposed development scheme.

8. Significance

8.1 Policy context for heritage assets

The archaeological resource of an area can encompass a range of assets, including below-ground remains, earthworks, and standing buildings and other structures. Some of these remains may have statutory protection, such as Scheduled Monuments or listed buildings. Others do not but may nevertheless be of archaeological significance. Under both national and local planning policy, as outlined below, both statutory and non-statutory remains are to be considered within the planning process.

The NPPF sets out the Government's planning policy and framework for England, and how these are expected to be implemented. The NPPF places particular emphasis on assessing the development proposals in line with an up-to-date local plan. Consequently, Bury Unitary Development Plan (adopted 1997) was consulted as the key Development Plan Document in the Local Development Framework, with particular reference to *Chapter 6: Environment, policy EN3* in determining applications, local planning authorities must be able to understand the significance of any heritage affected by a proposed development in order to assess its impact. This enables the conservation of heritage assets in a manner suitable to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations, or else they can be recorded and advance understanding of the significance of any heritage assets to be lost in a manner proportionate to their importance and the impact, and to make this evidence publicly accessible.

8.2 Designated heritage assets

The Site is situated within 500m of 31 designated heritage assets, however, the proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report (see Section 2.3).

8.3 Significance of the archaeological resource

8.3.1 Historical and archaeological interest

Historical and archaeological interest

The Site lay within close proximity to the Prestwich medieval village core. Prestwich was a significant administrative parish centre. The Manchester to Ribchester Roman Road was a prominent feature and provided a major route, a settlement focus and an administrative boundary. The route follows the turnpike Bury New Road which bounds the Site to the west. Any Roman or medieval remains within the Site would be of archaeological and historical interest.

Late 19th-century maps show that the Site was occupied by several streets and rows of workers terraced housing, which was a result of the rapid expansion of Manchester and its suburbs in the industrial period, and therefore the Site could be considered to be of historical interest.

Archaeological remains within the Site are most likely associated with the post-medieval road Poppythorn Lane (GE01) and the residential use of the area in the industrial period, comprising of 19th century houses (GE03) and associated outbuildings. The houses contained back yards

and any surviving garden soils would be of archaeological interest as few remains of the former landscape surviving within Prestwich today.

8.3.2 Baseline significance conditions

Period

No prehistoric, Roman or medieval activity is known to have taken place within the Site, and the potential for such remains is considered to be low due to later 19th- and 20th- century development.

The most likely remains to be encountered within the Site would date to the post-medieval and industrial period, which could include the post-medieval Poppythorn Lane (GE02), possible 18th-century handloom weaver's cottages (GE03), 19th-century terraced housing and industrial buildings (GE03 & GE07), a police station (GE04), railway lines from the Prestwich railway station (GE05), a cricket ground (GE06) and 20th century housing (GE08) and industrial buildings (GE09). Sites reflecting Prestwich's industrial heritage may be considered significant due to period.

Rarity

Buried remains pre-dating the 19th century would be considered significant due to rarity, as few remains survive within the area due to extensive development during the industrial period. Any remains of the 18th-century landscape may be considered rare such as Poppythorn Lane (GE020).

Archaeological remains associated with the early 19th-century domestic houses may not be considered rare as several examples have been excavated in the past 30 years.

Documentation

The historical development of the Site can be traced reasonably well from cartographic and other primary sources. Further documentary research would undoubtedly furnish additional evidence, although this is unlikely to alter the outline and conclusions presented in this assessment.

Group value

The Site lies within an area of Prestwich that was developed from the early industrial period onwards. The buildings erected within the Site consisted of mainly contemporary residential, commercial and industrial buildings (GE03-5, GE07-09), and have some group value.

Survival / condition

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown. However, any buildings containing cellars or deep structures are more likely to survive as *in-situ* buried remains, such as the houses (GE03 & GE08) and the police station (GE04).

Fragility / vulnerability

Any buried archaeological remains, should they be present and survive *in situ*, are vulnerable to damage or destruction during any earth-moving works associated with the restoration scheme.

Diversity

The remains within the Site are mostly associated with the development of Prestwich during the industrial period, and therefore may not be considered significant due to diversity.

Potential

There are no prehistoric, Romano-British or medieval remains within the Site, although the Manchester to Ribchester Roman Road lies within its immediate surroundings. However, the potential for prehistoric, Romano-British or medieval remains is considered to be very low.

The Site currently has unknown potential for remains of 18th-century weaver's cottages, which have been recorded in the HER (HER 13906.1.0) and in a previous desk-based assessment (LP Archaeology, 2008). However, both the HER and the assessment lack sources and mapping does not support the existence of weaver's cottages within the Site. If remains of the weaver's cottages were present within the Site, they could have the potential to address the research agenda outlined in the current *Archaeological Research Framework for North West England*: (<https://researchframeworks.org/nwrf/industrial/>):Table 3:

Industrial Period	
IND32	To what extent did houses and shop incorporate workshops and warehousing?
IND53	What can archaeology tell us about the production and use of consumer products and their typologies from the late 18 th -century to early 20 th centuries?
IND57	In what ways can we identify domestic buildings adapted for the textile industry?

Table 3 Industrial Period Research Agendas

The Site has the potential to contain 19th-century/early 20th-century houses, some of which may have also functioned as retail outlets. The survival of these houses may have some potential to address the research agenda outlined in the current *Archaeological Research Framework for North West England*: (<https://researchframeworks.org/nwrf/industrial/>):Table 4:

Industrial Period	
IND22	How can we take forward our understanding of the impact of industrialisation on the working class and their living conditions?
IND26	How can we take forward our understanding of the impact of industrialisation on the middle class, particularly their housing and its location?
IND29	How can we establish a typology of modern buildings, particularly of the twentieth century, and how does this vary within the region?
IND30	How have buildings changed in response to planning regulations?
IND31	How have mass housing developments and civic or public buildings such as prisons, schools, and workhouses, influenced settlement growth?
IND33	How well studied and understood are the back yards of workers housing and what is their significance?
IND37	What do we understand about the historic development and character of retail outlets?

Table 4 Industrial Period Research Agendas

The houses have some potential to survive *in-situ*, especially if any contained cellars and therefore, there is some potential for the house to address the research agendas listed above.

The Site also has the potential to contain the remains of a Lancashire County Constabulary Station. The survival of these remains may have some potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England*: (<https://researchframeworks.org/nwrf/industrial/>): Table 5:

Industrial Period	
IND31	How have mass housing developments and civic or public buildings such as prisons, schools, and workhouses, influenced settlement growth?
IND106	To what extent have we identified and protected the most important examples of police and fire stations in the region?

Table 5 Industrial Period Research Agendas

The police station was later demolished, and Rectory Lane was rerouted in the late 20th-century to cover the footprint of the former station. The police station has some potential to address the research agendas above, especially if they contained cells in a basement.

The Site also has the potential to contain remains associated with Prestwich Railway Station. The survival of the railway may have the potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England*: (<https://researchframeworks.org/nwrf/sample-page/industrial/>): Table 6:

Industrial Period	
IND91	How were transport infrastructures improved and how was this related to the developing urban and market hierarchy during the industrial period?
IND92	What impact did the regions early railway development have on the world?
IND100	How do we capture the process of industrialisation?

Table 6 Industrial Period Research Agendas

The Prestwich Railway Station was later closed and replaced with the current Metrolink into Manchester, and a hard-standing carpark now occupies the south of the Site, but remains of the railway lines could possibly survive *in-situ* and therefore there is some potential for the railway station to address the research agendas listed above.

The Site also has the potential to contain remains associated with a late 19th-century cricket ground. The survival of the cricket ground may have the potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England*: (<https://researchframeworks.org/nwrf/sample-page/industrial/>): Table 7:

Industrial Period	
IND87	How did public and private sport, recreation and leisure spaces develop during this period?

Table 7 Industrial Period Research Agendas

By the mid-20th century, a corporation yard was built over the footprint of the former cricket ground and therefore, the cricket ground has limited potential to address the research agendas listed above.

8.4 Summary of significance

It can be concluded from the information gained from the desk-based research that the Site is of archaeological interest and has potential to contain buried remains dating from the post-medieval period to the industrial period.

Using the above criteria and the ICOMOS guide for assessing value of heritage assets (the Site most likely contains non-statutory archaeological remains of low (local) significance.

The Site has low potential to contain remains of a post-medieval lane (GE02) that would be of low (local) significance.

The Site has high potential to contain remains of workers houses (GE03 & GE08), a police station (GE04) that would be of low (local) significance. The Site currently has an unknown potential to contain remains of 18th-century weavers' cottages (GE03) which also would be of low (local) significance.

The Site has potential to contain remains of 19th-and 20th-century buildings most likely used for industrial purposes (GE07 & GE09), parts of the Prestwich Railway Station and a cricket ground (GE06) that would be considered of negligible significance.

9. Impact assessment

9.1 Development Proposals

The Prestwich Regeneration LLP have prepared a part full planning application for the development of Prestwich Village. The development proposals are as follows:

“Hybrid application comprising: Full planning application proposing demolition of existing buildings and structures and the erection of a phased mixed use development including a Community Hub comprising flexible uses including library, offices, medical or health services (Use Classes F1 (a-f), F2(b), E(c), E(e), E(g)) and retail uses (Use Classes E(a), E(b) F2(a)) and Sui Generis (hot food takeaway and bar), a new Market Hall (Use Classes E(a), E(b) and Sui Generis (hot food takeaway and bar)), a Commercial Building comprising flexible uses including retail, offices, gymnasium (Use Classes E(a), E(b), E(c), E(d), E(g), F2(a), a Travel Hub comprising car parking and cycle parking (Sui Generis), a public square and public realm and associated landscaping, car parking provision, cycle storage and other associated works; and part Outline planning application (with all matters reserved) proposing a phased residential led mixed use development comprising residential (Use Class C3), flexible commercial, business, service, local community and learning uses (Use Classes E, F) and Sui Generis (hot food takeaway and bar), engineering works to Rectory Lane, new public realm, associated landscaping, car parking provision, cycle storage and other associated works”.

9.2 Impact upon archaeological resource within the Site

Delivery of the development proposals will necessitate some ground-breaking and landscaping works across the Site, with potential to impact on buried archaeological remains.

The assessment has demonstrated that the Site has the potential to retain buried remains of a post-medieval road, workers' houses, industrial buildings, a police station, a cricket ground, Prestwich Railway Station and industrial buildings. Any such remains that do exist within the Site are likely to be of low (local) significance and negligible significance.

10. Recommendations

10.1 Heritage Assets

The NPPF makes clear that where the loss of the whole or a material part of a non-designated heritage asset's significance is justified by a development, the developer should be required to record that asset and advance understanding of its significance, and to make this evidence publicly accessible.

10.2 Further Investigation

The exact scope and extent of any such further investigation of the Site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Bury Council. However, following consultation with GMAAS an intrusive archaeological evaluation may be required to be undertaken prior to the commencement of a phase of development, which can be secured by a suitably worded planning condition.

Sources

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Appendix 1: Figures

- Figure 1: Site location map
- Figure 2: Site boundary superimposed on modern mapping
- Figure 3: Site boundary superimposed onto the Ordnance Survey 1:10560 County Series map of 1848
- Figure 4: Site boundary superimposed on the Ordnance Survey 1: 2500 County Series map of 1893
- Figure 5: Site boundary superimposed on the Ordnance Survey 1: 2500 County Series map of 1909
- Figure 6: Site boundary superimposed on the Ordnance Survey 1:2500 County Series map of 1922
- Figure 7: Site boundary superimposed on the Ordnance Survey 1:2500 National Grid map of 1953
- Figure 8: Gazetteer sites superimposed onto modern mapping
- Figure 9: Gazetteer sites superimposed onto modern mapping
- Figure 10: Areas of archaeological potential

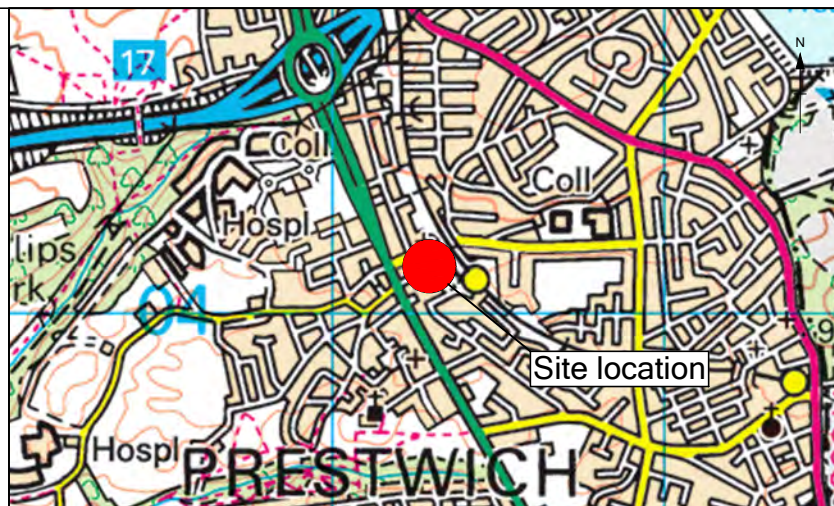
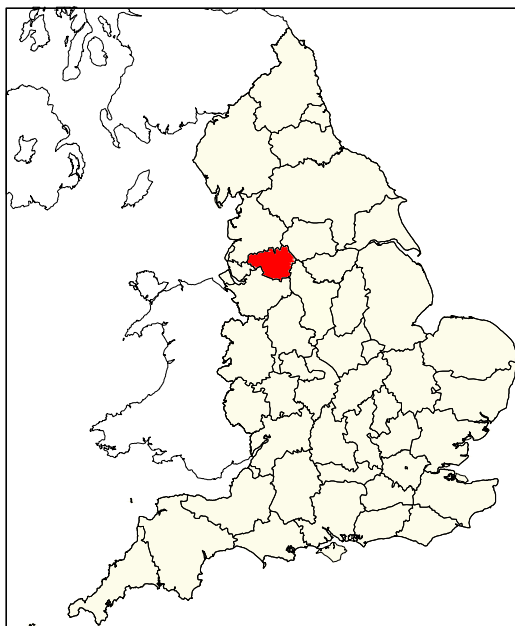


Figure 1:

Site Location

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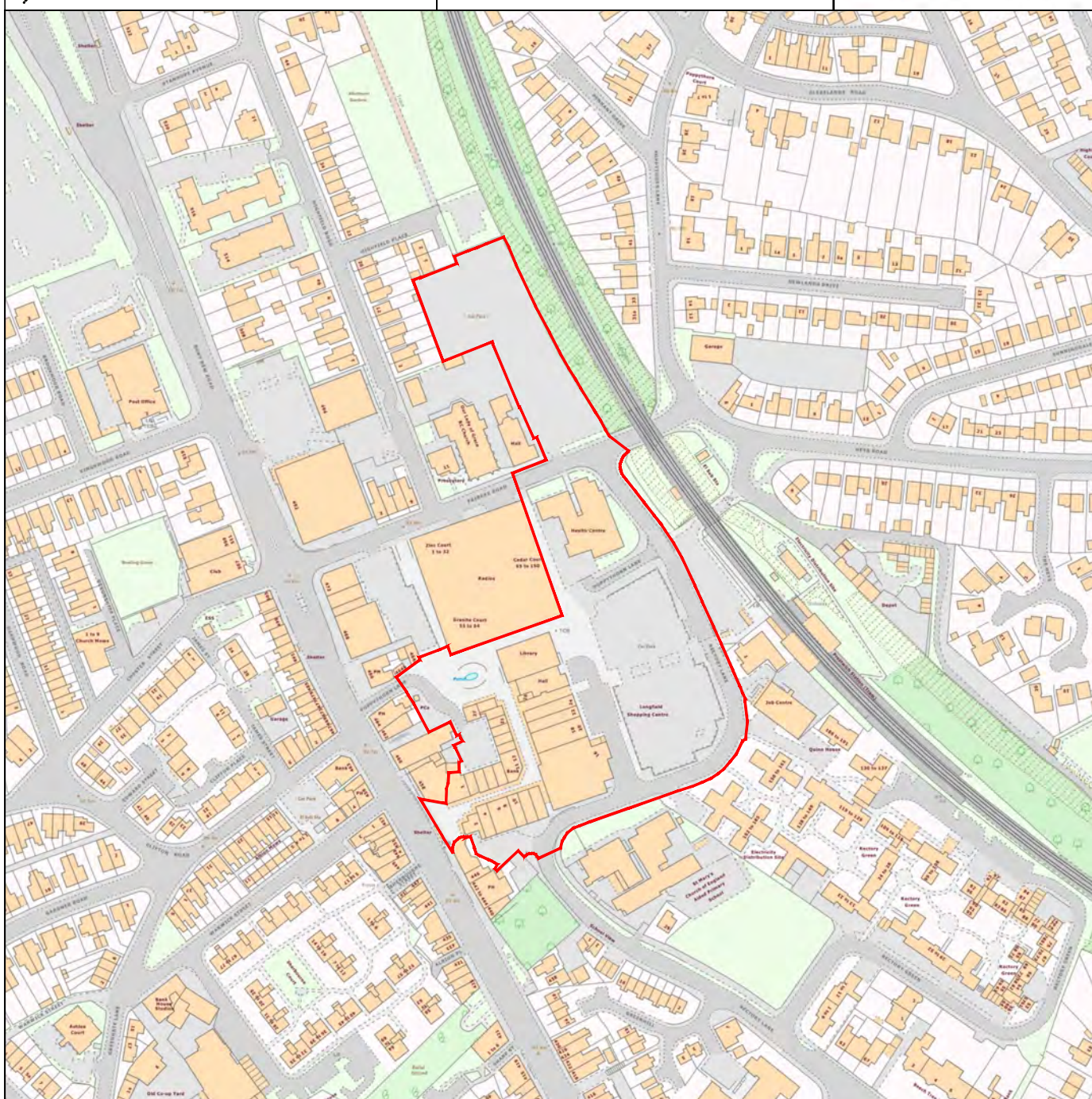
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Figure 2:

Site Boundary Superimposed onto Modern Mapping

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Key:

 Site Boundary

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0 100 m

Scale at A4 1:2000



Figure 3:

Site Boundary Superimposed onto the 1:10560 County Series Map of 1848

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Key:

— Site Boundary



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0 100 m

Scale at A4 1:2000

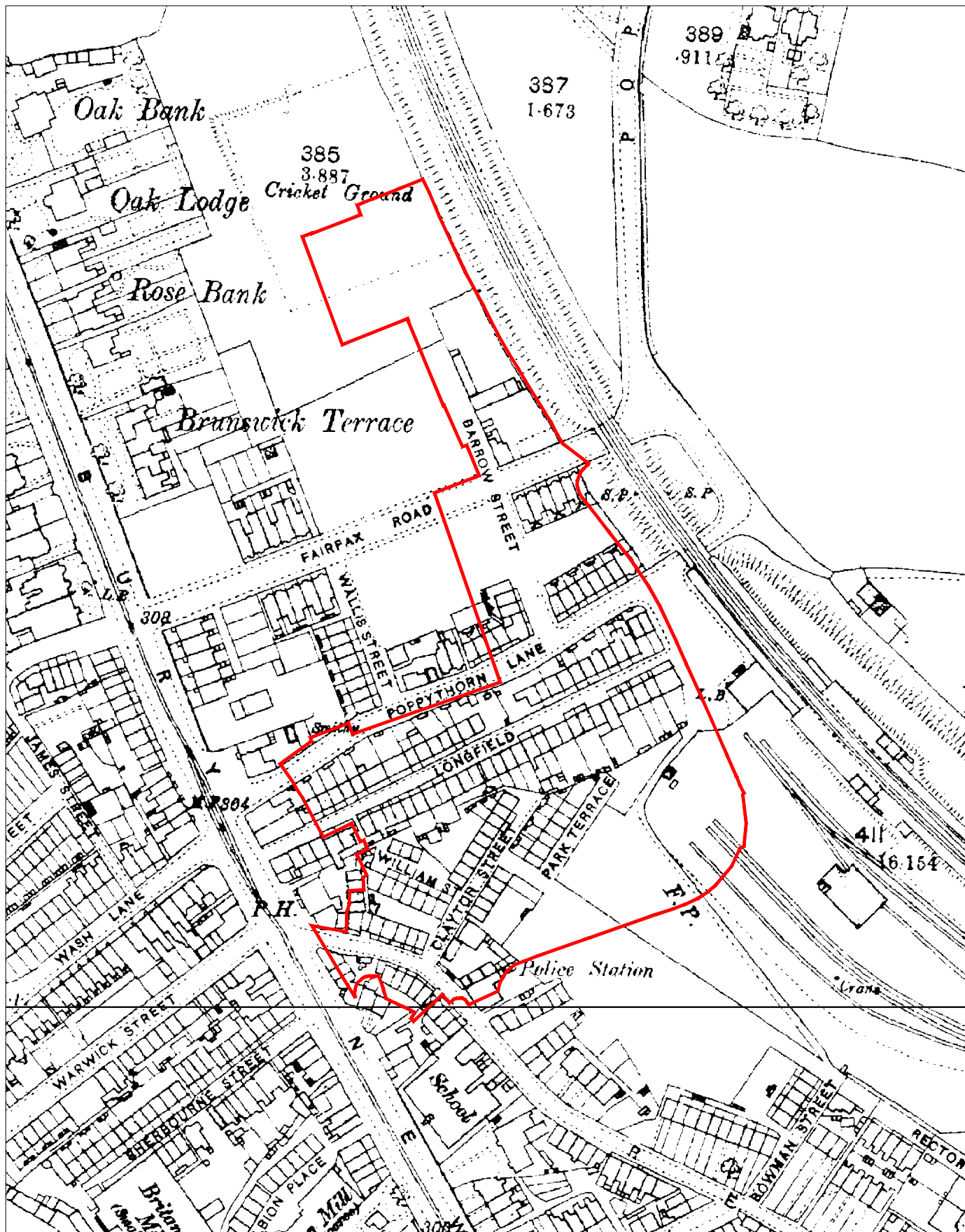


Figure 4:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1893

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Key:

— Site Boundary



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Scale at A4 1:2000

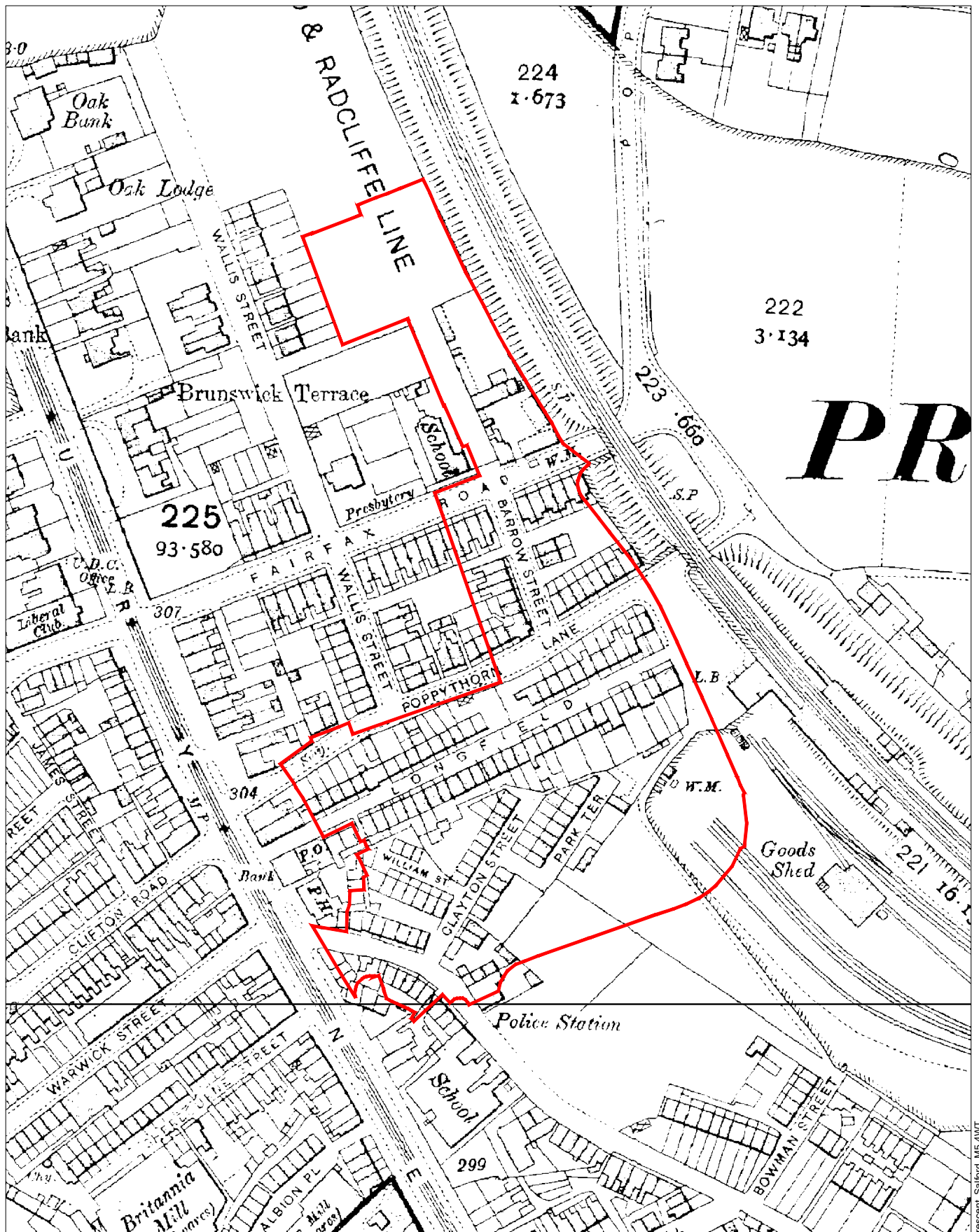


Figure 5:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1909

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Key:

— Site Boundary



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Scale at A4 1:2000

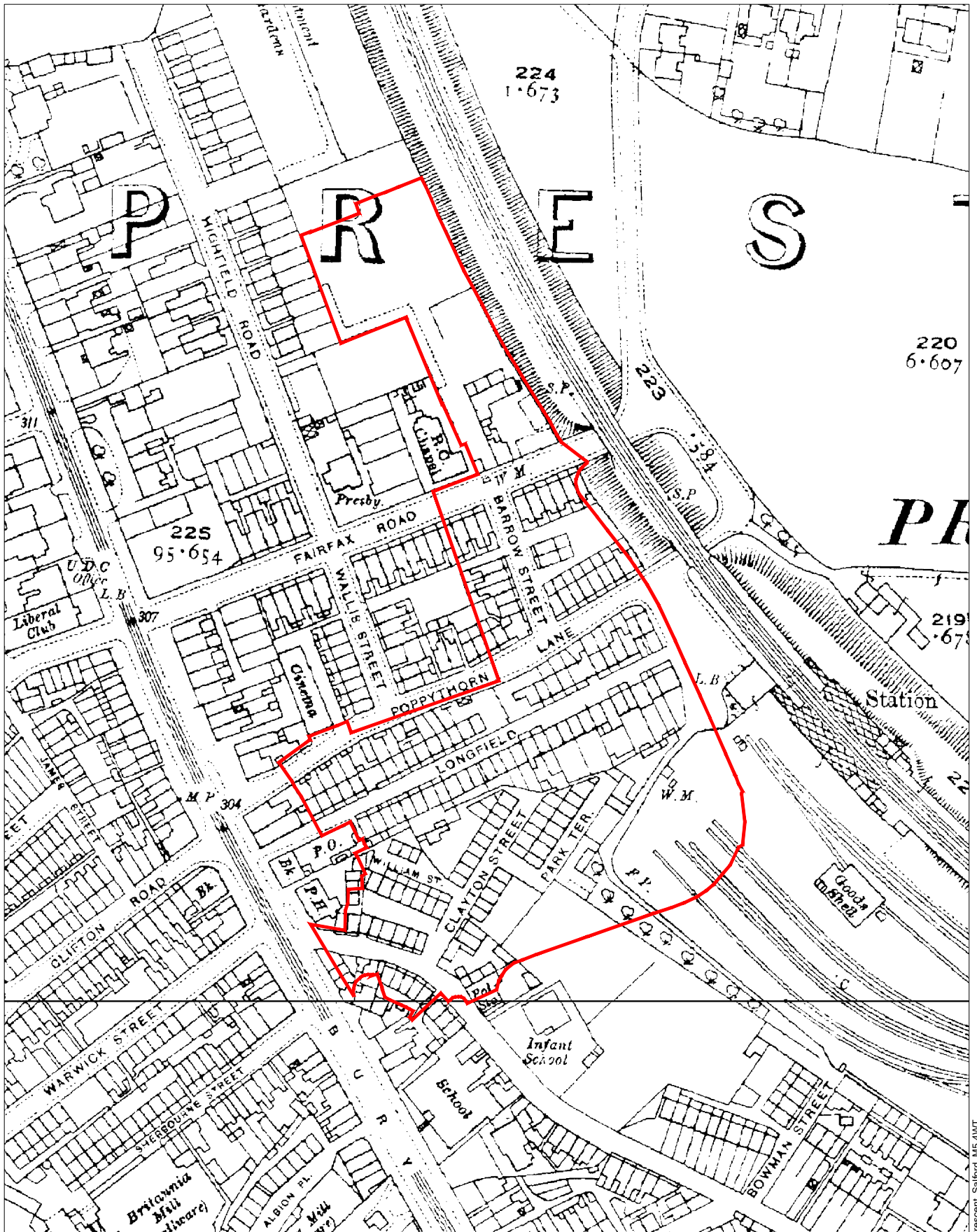


Figure 6:

Site Boundary Superimposed onto the 1:2500 County Series Map of 1922

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Key:

— Site Boundary



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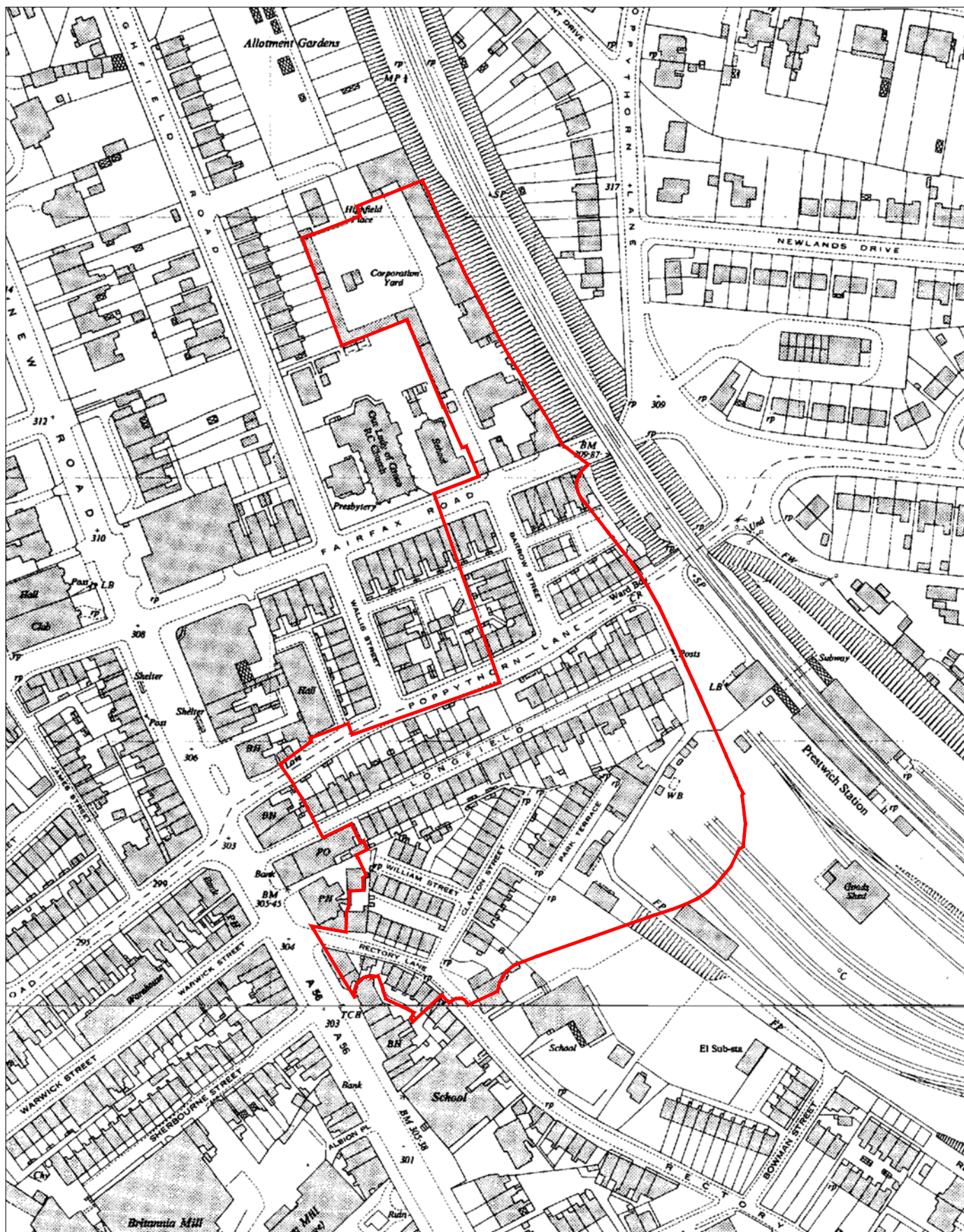


Figure 7:

Site Boundary Superimposed onto the 1:2500 National Grid Map of 1953

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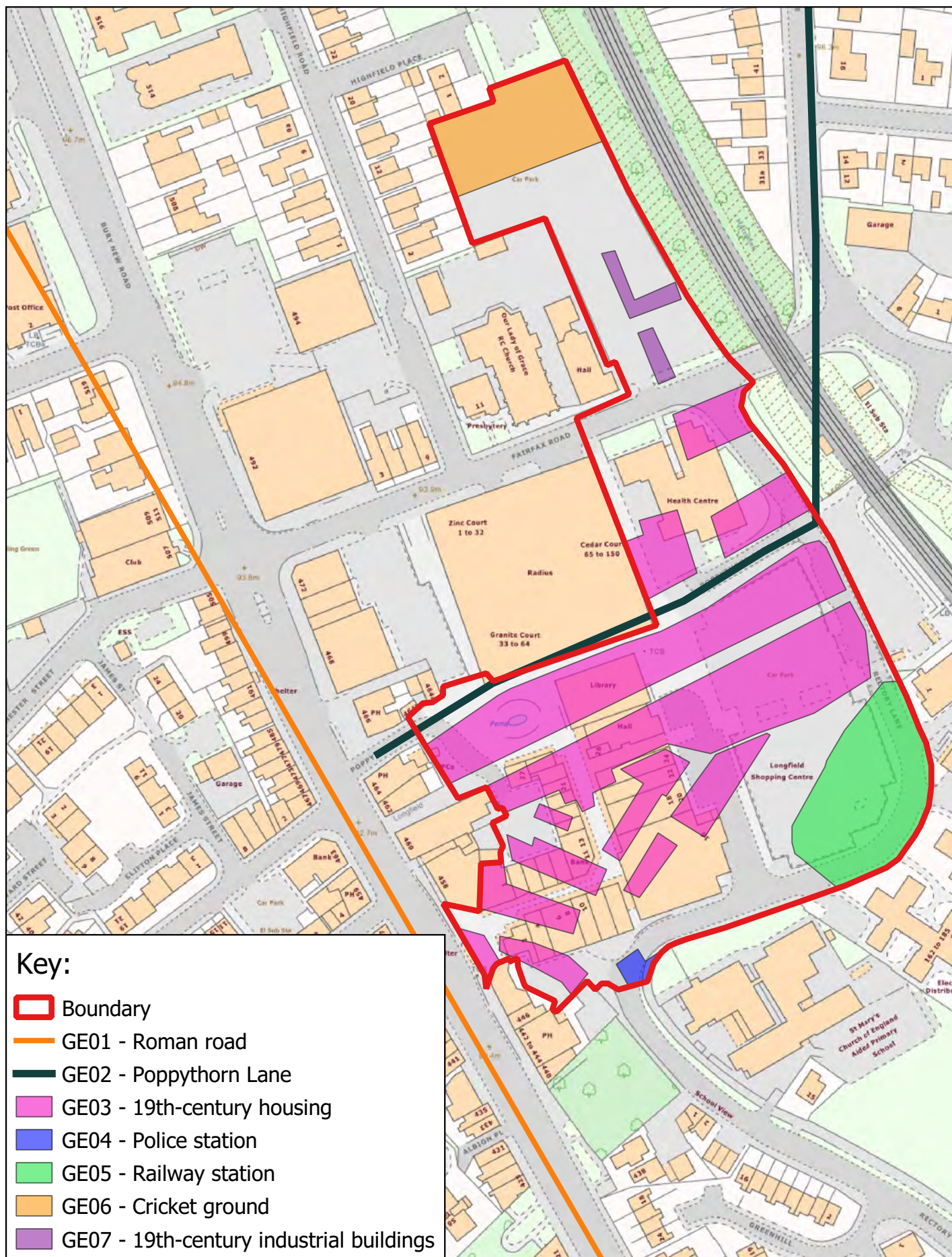
— Site Boundary



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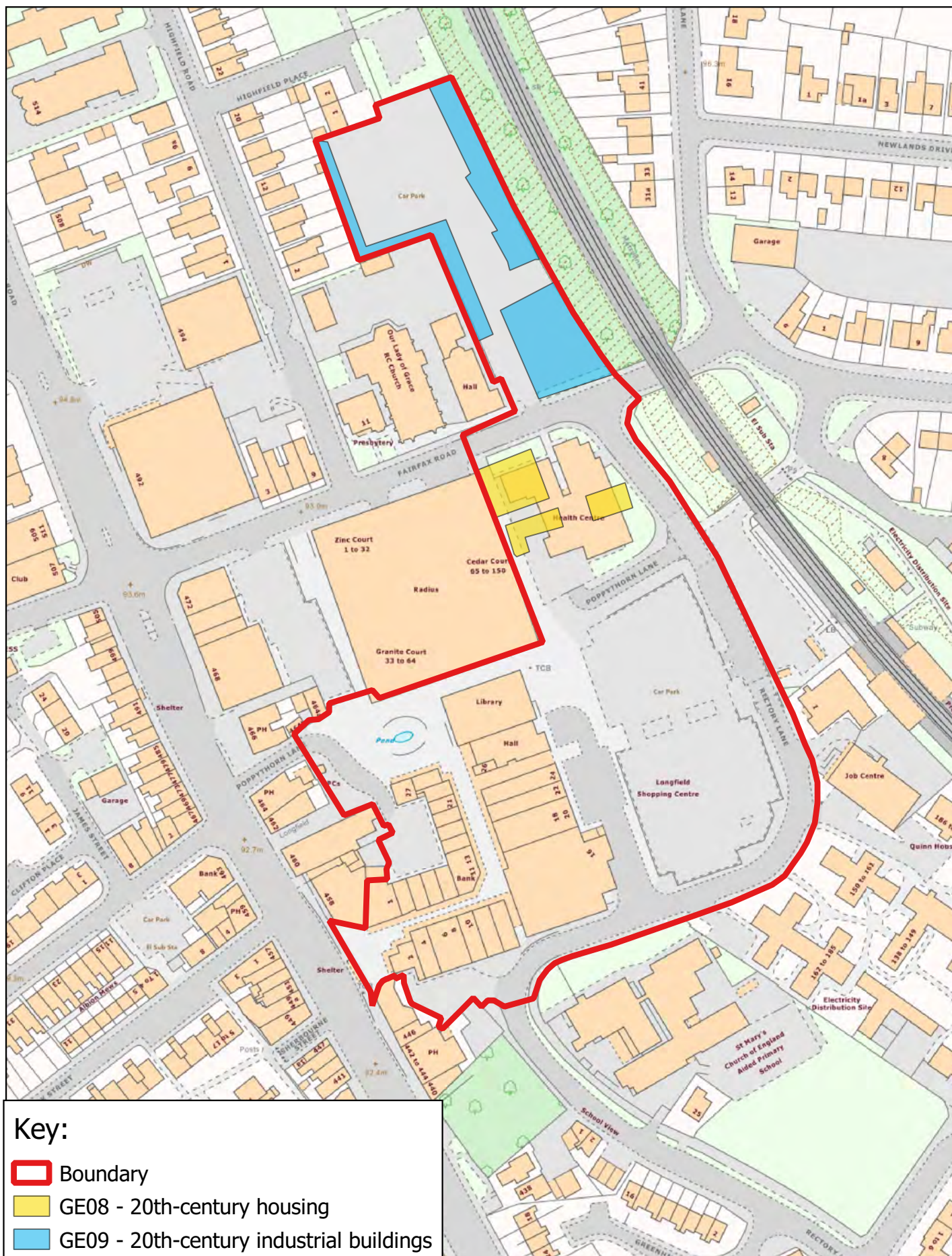
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Figure 8: Location of Gazetteer Entries

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0 25 50 m







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Figure 10: Areas of Archaeological Potential

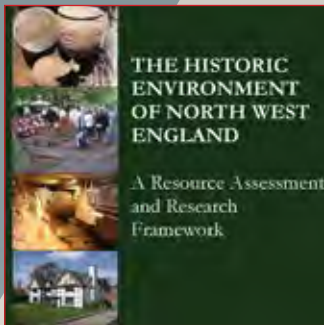
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DESK-BASED ASSESSMENTS



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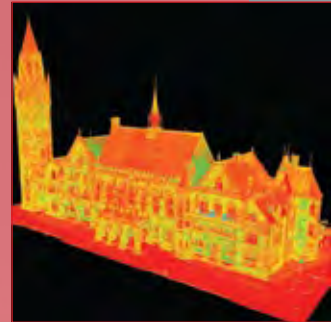
EXCAVATION



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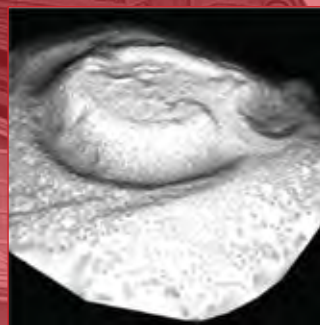
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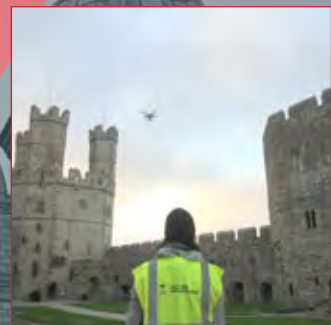
COMMUNITY INVOLVEMENT



LANDSCAPE SURVEYS



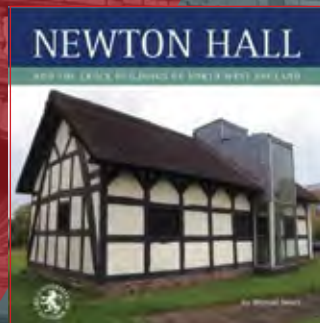
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