

High Speed Rail (Crewe – Manchester)

Background information and data

Historic environment

BID HE-001-0MA06_Part 1

MA06: Hulseheath to Manchester Airport

Historic environment baseline report -

Part 1 of 2

High Speed Rail (Crewe – Manchester)

Background information and data

Historic environment

BID HE-001-0MA06_Part 1

MA06: Hulseheath to Manchester Airport

Historic environment baseline report -

Part 1 of 2



Department
for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

A report prepared for High Speed Two (HS2) Limited:

ARUP+ ERM | FOSTER + PARTNERS | JACOBS
RAMBOLL | TYPISA | COSTAIN

MWJV

Mott MacDonald | WSP

High Speed Two (HS2) Limited has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the HS2 website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact High Speed Two (HS2) Limited.

© High Speed Two (HS2) Limited, 2022, except where otherwise stated.

Copyright in the typographical arrangement rests with High Speed Two (HS2) Limited.

This information is licensed under the Open Government Licence v3.0. To view this licence, visit www.nationalarchives.gov.uk/doc/open-government-licence/version/3 **OGL** or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or e-mail: psi@nationalarchives.gsi.gov.uk. Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.



Printed in Great Britain on paper containing at least 75% recycled fibre.

Contents

1	Introduction	3
1.1	Purpose of this report	3
1.2	Data sources	4
1.3	Study area	5
1.4	Surveys undertaken	5
2	Geology, topography and landform	7
2.1	Geology	7
2.2	Topography and landform	7
2.3	Geoarchaeological and palaeoenvironmental background	8
3	Historic landscape character	11
3.1	Introduction	11
4	Archaeological and historic background	14
4.1	Introduction	14
4.2	Prehistoric (1,000,000 BC – AD 43)	14
4.3	Roman (AD 43 – 410)	19
4.4	Early medieval (AD 410 – 1066)	20
4.5	Medieval (1066 – 1540)	21
4.6	Post medieval (1540 – 1901)	23
4.7	Modern (1901 – present)	25
5	Built heritage overview	27
5.1	Introduction	27
5.2	Medieval (1066 – 1540)	27
5.3	Post medieval (1540 – 1901)	28
5.4	Modern (1901 – present)	35
6	Research potential	39
6.1	Introduction	39
6.2	General	39
6.3	Prehistoric	40
6.4	Roman	40
6.5	Early medieval	41
6.6	Medieval	41

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

6.7	Post-medieval	42
6.8	Modern	42
7	List of acronyms	43
8	References	44
	Appendix A: Historic environment detailed gazetteer	47
Tables		
	Table 1: List of acronyms	43

1 Introduction

1.1 Purpose of this report

- 1.1.1 This report presents a summary of the baseline data relating to the historic environment.
- 1.1.2 Baseline data has been collected for the Proposed Scheme in relation to the Hulseheath to Manchester Airport area (MA06), which lies within the districts of Trafford, Cheshire East and Manchester, within the Counties of Cheshire and Greater Manchester and contains all or part of the civil parishes of:
- Ashley;
 - Bowdon;
 - Hale;
 - Handforth;
 - Millington;
 - Mobberley;
 - Ringway;
 - Rostherne;
 - Styal;
 - Tatton; and
 - Wilmslow.
- 1.1.3 The purpose of this report is:
- to provide a contextual background narrative for the historic environment, including buried archaeological remains, built heritage and the historic landscape, and to place these in a geological and topographical context;
 - to support the reporting of the predicted effects on historic environment in the Environmental Statement¹; and
 - to present identified research priorities for the historic environment.
- 1.1.4 All identified heritage assets discussed in this report are shown in the Environmental Statement, Volume 5 Map Book, Map Series HE-01 (heritage assets within the 500m study area²) and HE-02 (designated heritage assets within the 2km study area).

¹ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Volume 2 and Volume 5*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

- 1.1.5 The Environmental Statement should be referred to for details of the historic environment impact assessment¹.
- 1.1.6 The detailed gazetteer in Appendix A sets out Unique gazetteer identifier (UID) codes for the heritage assets considered in the impact assessment (e.g. MA06_0001); these UID are used for reference across all the historic environment reports and maps.

1.2 Data sources

- 1.2.1 As set out in the Environmental Impact Assessment Scope and Methodology Report (SMR)³, data reported in this report was obtained from several sources, the main sources comprised:
- the National Heritage List for England (NHLE) for details of designated sites held by Historic England;
 - local authority conservation area appraisal and management documents and their mapping;
 - historic landscape characterisation (HLC) mapping undertaken by local planning authorities;
 - national historic landscape characterisation (NHLC) mapping and data held by the Archaeology Data Service (ADS);
 - Historic Environment Record (HER) data, held by local planning authorities or their regional advisory bodies;
 - National Record of the Historic Environment (NRHE) held by Historic England;
 - aerial photographs and satellite images held by Historic England, local authorities, and other appropriate repositories and LiDAR⁴ data (see BID HE-005-0MA06);
 - historic geological mapping and borehole information as held by the British Geological Survey;
 - documentary, cartographic and other resources as deposited within local studies libraries, county and national records libraries and archives, including historic Ordnance Survey maps, tithe, estate and other maps, and other relevant primary sources;
 - readily available published and unpublished sources, building surveys and gazetteers;

² High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Volume 5 Historic environment Map Book*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

³ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Environmental Impact Assessment Scope and Methodology Report, Volume 5, Appendix CT-001-00001*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

⁴ LiDAR (meaning 'light detection and ranging') is a surveying method that measures distance to a target by illuminating the target with pulsed laser light and measuring the reflected pulses with a sensor; this can be used to identify archaeological earthwork evidence.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

- data sets held by other bodies, such as Canal & River Trust and the National Trust who have specific data on the assets for which they have a responsibility;
- local authority or ecclesiastic sources such as faculties, historic maps and documentary sources for burial grounds;
- urban characterisation reports, extensive urban surveys (EUS) and urban archaeological databases (UADs) held by Historic England and local planning authorities;
- data from HS2 Phase 2b preliminary works such as boreholes or test pits;
- data from a programme of non-intrusive survey (see BID HE-004-0MA06 and BID HE-005-0MA06);
- data from previous intrusive studies, for example coring, trial trenching and building survey;
- data in respect of the zone of theoretical visibility (ZTV) as identified by the landscape and visual assessment, where this is available; and
- data obtained through field visits from Public Rights of Way (PRoW), or from private land where access has been previously arranged and approved.

1.3 Study area

1.3.1 Detail regarding study areas used for the identification of baseline conditions are set out in the SMR; these comprise:

- the land required for construction of the Proposed Scheme;
- 500m either side of this land (reduced to 250m in urban areas and 100m in areas of bored or mined tunnels) for all heritage assets (designated and non-designated); and
- 2km either side of this land (reduced to 100m in areas of bored or mined tunnels) for all designated heritage assets.

1.4 Surveys undertaken

1.4.1 In addition to the data sources referred to above, the following survey(s) were undertaken to provide the information in this report are presented below.

Geophysical survey

1.4.2 The aims of the archaeological geophysical survey, as set out in the Generic written scheme of investigation (HE-006-00000)⁵ were:

- to identify (so far as practicable) the presence of buried archaeological remains or suspect anomalies in the survey area in order to assist with the definition of the archaeological resource;
- to clarify (so far as practicable) the extent and layout of known sites of archaeological interest within the study area;
- to clarify (so far as practicable) the extent and layout of previously unknown buried archaeological remains within the survey area; and
- to interpret any geophysical anomalies identified by the survey.

1.4.3 The results of the geophysical survey are reported in BID HE-004-0MA06.

⁵ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Generic written scheme of investigation for non-intrusive archaeological survey*, Volume 5: Appendix HE-006-00000. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

2 Geology, topography and landform

2.1 Geology

- 2.1.1 This section provides a summary of the geology (superficial and bedrock units) as identified on the British Geological Survey (BGS)⁶ within the MA06 area. Further detail on the geology of the Hulseheath to Manchester Airport area can be found in Volume 2, Community Area report: Hulseheath to Manchester Airport (MA06), Section 10¹.
- 2.1.2 The bedrock geology mainly comprises the Mercia Mudstone Group, which is typically described as mudstone and siltstone. This was historically quarried for brick making (see Section 5) in the Hulseheath to Manchester Airport area.
- 2.1.3 The bedrock for the majority of the area is overlain by superficial deposits of glacial till (Devensian) which comprises poorly sorted sandy, silty clay with gravel. Where glacial till is not present alluvium⁷ comprising silty clay, silt, sand and gravel occurs along valleys with glaciofluvial⁸ sheet deposits to a lesser extent and peat at Lindow Moss.

2.2 Topography and landform

- 2.2.1 The Hulseheath to Manchester Airport area is predominantly characterised by a gently undulating expanse of rural lowland. The River Bollin is the dominant topographic feature cutting through the broadly rural landscape, meandering from east to west, dividing the northern and southern halves of the Hulseheath to Manchester Airport area and defining the south-western border between Cheshire and Greater Manchester. The river and its associated tributaries form the central band of low-lying level land which has resulted in accumulations of sands and gravel along its course. Topographically, areas of higher land overlooking the River Bollin and its narrow floodplains would have been most suited for Mesolithic and Later Upper Palaeolithic activity (see Section 4.2).
- 2.2.2 The southern area of the Cheshire Plains is rural in character interspersed with individual farmsteads and dwellings, woodland and meadows. To the north is mainly suburban, with various pockets of residential development including Hale, Hale Barns, Bowdon and Ashley Heath which have spread northwards from the river valley to create suburban villages on the fringe of Greater Manchester.

⁶ British Geological Survey, (2021), *Geology of Britain*. Available online at: <https://www.bgs.ac.uk/>.

⁷ Also referred to as alluvial deposits.

⁸ Sediments laid down primarily by waters issuing from ice sheets and glaciers.

2.3 Geoarchaeological and palaeoenvironmental background

- 2.3.1 Geoarchaeology is the study of the formation of the physical landscape through analysis of soils and other materials such as weathered rock. This is complimented by the analysis of floral and faunal remains that indicate environmental conditions and provide a picture of previous environments known as palaeoenvironments.
- 2.3.2 This section presents the known geoarchaeological and palaeoenvironmental baseline resource as identified through a range of sources from historic ground investigation data, such as boreholes, to the results of archaeological surveys and evaluations.
- 2.3.3 As noted above (see Section 2.1), the Hulseheath to Manchester Airport area is largely underlain by glacial till, with smaller pockets of glaciofluvial sands and gravel throughout. There is also alluvium along the base of river valleys and peat deposits. These deposits all predominantly overlie mudstone bedrock.
- 2.3.4 These superficial geological deposits date from the end of the Pleistocene⁹ during the Devensian glaciation¹⁰. Ice moving from the Lake District and Western Pennines interacted with an ice stream in the Irish Sea basin along the western and southern fringes of the region, including Cheshire. On the Cheshire plain, periodic halts in ice flow resulted in the formation of moraines, often concentrated around bedrock highs such as the mid-Cheshire ridge. The landscape of the Cheshire plain was therefore formed as the ice melted. This created thick covers of tills, as well as glacial sands and gravel deposits from glacial outwash and rivers.
- 2.3.5 Till deposits are widely represented in Cheshire particularly between Manchester Airport and Tatton Park¹¹. The till in the study area is also covered by other deposits such as sands, gravel and peat. Any archaeological material discarded within the limits of the glacier would have become incorporated into the till and glaciofluvial deposits left behind. However, physical evidence¹² of human activity from tills is scarce¹².

⁹ The Pleistocene is defined as the geological epoch between 2 million BP (before present) and 11,700 BP. This is related closely to the archaeological Palaeolithic period.

¹⁰ Usai, M-R. (2005), *Geoarchaeology in Northern England, The Landscape and Geography of Northern England*, Centre for Archaeology Report 54/2005, English Heritage.

¹¹ Porter et al. (2009), *North West Landscape Character Framework, Final Report. Part 2: Regional Landscape Character Types and Areas*, Countryside.

¹² Wymer, J. (1999), *The Lower Palaeolithic Occupation of Britain, Volume 1*, Wessex Archaeology and English Heritage. Available online at: <https://www.wessexarch.co.uk/our-work/lower-palaeolithic-occupation-britain>.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

- 2.3.6 Glacial sands and gravel formed due to glaciofluvial activity in the Pleistocene, where glacial meltwater carried large amounts of deposits downstream¹³. Glacial sands and gravel can often be found overlying expanses of glacial till or can be observed as lenses within the till itself¹⁴. Layers of windblown sand (aeolian deposits) may also bury and preserve archaeological and environmental remains from all periods of human occupation¹⁵. Aeolian sediments include the Shirdley Hill cover sands present along the eastern edge of Tatton Park, following the course of Birkin Brook. In the early Mesolithic period these sands and gravels ridges formed the largest expanses of dry land close to river valleys and wetlands. These areas were favoured for occupation by small communities as base camp sites, allowing exploitation of local habitats, and offering the best routes to resources. A temporary Mesolithic camp discovered along the edge of Tatton mere attests to this¹⁶.
- 2.3.7 The start of the geological epoch of the Holocene¹⁷ broadly corresponds with archaeological periods from the Mesolithic to the present day. Geological deposits from this epoch include alluvium from Cheshire's river system and peat, resulting from the formation of wetlands.
- 2.3.8 Alluvium is present along the River Bollin valley and its associated tributaries; Agden Brook, Birkin Brook, Mobberley Brook and Sugar Brook. These watercourses began to erode the till, and sands and gravel deposited at the end of the last ice age, depositing blankets of alluvium across the floodplains¹⁴. Archaeological sites, materials and land surfaces sealed beneath the alluvium can be preserved through waterlogged conditions, which provide an environment suitable for the preservation of palaeoenvironmental evidence and other organic materials¹⁸. As river valleys have been attractive locations for human habitation, alluvium can contain detailed information about past human settlement, climatic variation and land-use practices. Evidence of more transient human activity, limited to scattered finds such as flint tools and waste flakes (see Section 4.2), would still be expected in lower lying areas.

¹³ Norton, G. E., Bloodworth, A. J., Cameron, D. G., Evans, D. J., Lott, G. K., Hobbs, S. F., Spencer, N. A. and Highley, D. E. (2005), *Mineral Resource Information in Support of National, Regional and Local Planning – Cheshire (comprising Cheshire, Boroughs of Halton and Warrington)*, British Geological Survey, Commissioned Report CR/05/090N.

¹⁴ Canti, M. and Corcoan, J. (2015), *Geoarchaeology, Using Earth Sciences to Understand the Archaeological Record*, Historic England. Available online at: <https://historicengland.org.uk/images-books/publications/geoarchaeology-earth-sciences-to-understand-archaeological-record/heag067-geoarchaeology/>.

¹⁵ Bell, M. and Brown, A. (2009), *Southern Regional Review of Geoarchaeology: Windblown Deposits*, English Heritage, Research Department Report Series no. 5.

¹⁶ Higham, N. J. and Cane, T. (1999a), *The Tatton Park Project, Part 1: Prehistoric to Sub-Roman Settlement and Land Use*, Journal of Chester Archaeological Society 74, P6-62.

¹⁷ The Holocene is the present epoch of the Quaternary period (11,700 years ago to the present day).

¹⁸ Kibblewhite et al. (2015), *Predicting the Preservation of Cultural Artefacts and Buried Materials in Soil*, Science of the Total Environment, 529, P249-263.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

- 2.3.9 Cheshire has a range of ‘wetlands’ that include basin, valley, floodplain and raised mire peats; as well as peat based organic soils. Mires were often associated with lakes known as meres (Rostherne and Tatton), underlain by saliferous beds which subsided in antiquity. These were also formed through the collapse of glacial ice blocks creating kettle holes. Peat deposits formed after the Devensian glaciation in low lying areas or hollows (including kettle holes) where organic material accumulated. As organic material accumulated, it formed areas of peat which are known as ‘mosses’ or ‘mosslands’. Peatland areas have high potential for palaeoenvironmental and archaeological investigation. The anaerobic conditions preserve archaeological remains, which include wood, seeds, pollen and the soft tissue of animals and humans¹⁰. These can provide a record of changes in the local environment over time. The peat also seals and protects evidence of human activity, such as artefacts and archaeological sites¹⁹.
- 2.3.10 Evidence for prehistoric activity at Rostherne Mere is limited and includes two unretouched flint flakes. However, the area around Tatton Mere was occupied during the Mesolithic period. Evidence from within the mere is limited to a single perforated stone adze or hammerhead¹⁶. Lindow Moss developed between 6,000 and 4,000 BC as an area of reed swamp, fen and fen-carr leading to the growth of an extensive carr woodland. Archaeological deposits at Lindow Moss were first discovered in the mid-15th century including the preserved bog body known as Lindow Man that was discovered in 1984¹⁶. The moss has reduced in size due to extensive exploitation since the medieval period. The peat has been dug for fuel and in the 19th century, former peat extraction areas were reclaimed for agriculture¹⁶. Parts of the moss have also been extracted on a commercial scale. Despite the reduction in size, around 60ha of the moss remains and the peat can still offer an insight into past landscape use and human habitation.

¹⁹ Leah et al. (1997), *North West Wetland Survey 4: The Wetlands of Cheshire, Lancaster Imprints 5*, Lancaster University Archaeological Unit, Lancaster.

3 Historic landscape character

3.1 Introduction

- 3.1.1 The historic environment landscape character assessment is summarised in Environmental Statement, Volume 5, Appendix HE-003-0MA06²⁰. This section provides an overview of baseline historic landscape characteristics for the Hulseheath to Manchester Airport area (MA06).
- 3.1.2 The following historic landscape character areas (HLCA) lie within the Hulseheath to Manchester Airport area:
- Manchester Airport (MA06_HLCA01);
 - Ringway (MA06_HLCA02);
 - Davenport Green (MA06_HLCA03);
 - Hale and Hale Barns (MA06_HLCA04);
 - Ashley (MA06_HLCA05);
 - Tatton Park (MA06_HLCA06); and
 - Rostherne Mere (MA06_HLCA07).
- 3.1.3 The following HLCA from adjacent community areas continue into the Hulseheath to Manchester Airport area:
- Hulseheath (MA03_HLCA04) continues from the Pickmere to Agden to Hulseheath area into the Hulseheath to Manchester Airport area and is described in more detail in BID HE-001-0MA03; and
 - Agden (MA03_HLCA06) continues from the Pickmere to Agden to Hulseheath area into the Hulseheath to Manchester Airport area and is described in more detail in BID HE-001-0MA03.
- 3.1.4 The River Bollin is the dominant topographic feature. Cutting through the broadly rural landscape, it divides the Hulseheath to Manchester Airport area into north and south, and defines the south-western border between Cheshire and Greater Manchester.
- 3.1.5 To the south of the River Bollin, the study area is characterised by a level, low lying rural landscape known as the Cheshire Plains. Predominantly farmland, it comprises a mix of regularly shaped fields with straight boundaries dating to late post-medieval enclosure and 19th and 20th rationalisation of field boundaries. Boundaries are a mix of hawthorn hedges,

²⁰ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Hulseheath to Manchester Airport, Historic landscape character areas*, Volume 5: Appendix HE-003-0MA06. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

occasional mature hedgerow trees and fencing. Settlement within the rural landscape is typified by isolated farmsteads, farmhouses and cottages, villages and hamlets including in Ashley HLCA (MA06_HLCA05) and Davenport Green HLCA (MA06_HLCA03). The settlement types use traditional building styles of Cheshire red brick and Welsh slate roofs linked by a dense network of tree-lined country lanes. The dispersed pattern is characteristic of the increase in dairy farming that occurred in Cheshire in the 17th century.

- 3.1.6 Rural land is mostly confined to the southern parts of Greater Manchester, such as around a small hamlet concentrated along Ringway HLCA (MA06_HLCA02) between Manchester Airport and Hale Barns. The remaining undeveloped land is used for informal recreation rather than agriculture. The medieval landscape of Manchester was probably more wooded²¹. Sunbank Wood (see MA06_HLCA02) forms the central part of the area with smaller areas of post-medieval plantations throughout the remainder of the HLCA. The current extent of woodland is determined by clearance to create fields (evidenced by adjacent piecemeal enclosure) up to the 18th century. It is subsequently further influenced by more recent suburban development of Manchester Airport. The settlement of Ringway is concentrated along Sunbank Lane which includes a mix of 18th century farmhouses and cottages, including the Grade II listed Yewtree House (MA06_0016) and the non-designated Hale Bank Farm (MA06_0095) and Halebank Cottage (MA06_0094). This landscape is in contrast to that in Davenport Green HLCA (MA06_HLCA03) where, although still in agricultural use, the historic field boundaries have been largely removed. Much of Hale and Hale Barns is defined by suburban housing of 19th to 21st century date there remains some properties relating to the preceding rural settlement, mainly former cottages and farmhouses of at least 17th century date including the Grade II listed Springvale (MA06_0024) and Barrow Cottage, Hawley Lane (MA06_0028).
- 3.1.7 Evidence of the past agrarian nature of the landscape can still be found around Manchester Airport through 17th century timber frame or brick-built farmhouses and cottages dispersed along roads and often reused as dwellings, including the Grade II listed Rose Cottage, Hasty Lane (MA06_0010), Haletop Farm (MA06_0007) and Cloughbank Farmhouse (MA06_0008). Pockets of post-medieval fields which would have served these farms also survive between the airport development, such as to the west of the Runway Visitor Park. Rostherne Mere also preserves traces of high-quality earthworks relating to extensive agricultural regimes, including well-defined ridge and furrows, earlier lynchets and field boundaries on the periphery. The remains evidence an agricultural regime conducive to the preservation of significant archaeological evidence.
- 3.1.8 The exception within this is the Grade II* Registered Tatton Park HLCA (MA06_HLCA06), which includes 18th century and later gardens and pleasure grounds and an extensive park with a country house and Tatton Mere. Most of the park remains as permanent pasture with

²¹ Greater Manchester Archaeological Unit (2009), *Greater Manchester Urban Historic Landscape Characterisation*, Manchester District Report.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

many specimen trees and much of its perimeter planted with woodland. The earthwork remains of the former medieval village of Tatton, with the associated Tatton Old Hall and well-preserved ridge and furrow (MA06_0216) in an original context, is an important source of information about medieval agrarian life. The parkland comprises buildings, avenues, plantations, informal lawns and formal gardens. It constitutes the important survival of a historic landscape, with traces of its preceding land-use fossilised in the landscape of later parkland.

- 3.1.9 The remaining landscape of Hale and Hale Barns HLCA (MA06_HLCA04) covers suburban villages, including Hale, Hale Barns, Ashley Heath and Bowdon, and is characterised by mixed settlement types of varied dates. These areas were transformed over the last 150 years. Hale Barns originated as a rural settlement in the medieval period and became a focus of suburban development due to the construction of a railway with a station at nearby Hale (MA06_0167) in the mid-19th century. Hale expanded during the early post-medieval period and its growth resulted in the establishment of Hale Barns as a separate village to the east. Areas of recreation such as Ringway Golf Course and Hale Golf Course are located on the edge of the suburbs. They were created from former farmland along the course of the River Bollin during the late 20th century. These areas preserve early features associated with their former use as farmland including boundary features.
- 3.1.10 Transport has had a significant impact on the rural enclosed landscape. The Cheshire Midland Railway (MA06_0146) runs north to south through Ashley HLCA (MA06_HLCA05). Manchester Airport HLCA (MA06_HLCA01) includes five square kilometres at the north-west corner of the study area and extending from Greater Manchester into Cheshire East. It comprises a major transport hub including Manchester Airport, ancillary airport facilities, roads, a railway and the Runway Visitor Park. The M56 is the main route towards the airport, opened in 1972, with local roads including the A538 Wilmslow Road, Hasty Lane and the A555 Manchester Airport Relief Road. The Manchester Airport railway spur was constructed in 1933. These roads and railways have led to the character of the area being defined by airport expansion.

4 Archaeological and historic background

4.1 Introduction

- 4.1.1 This section provides a chronological overview of the archaeological and historic context of the Hulseheath to Manchester Airport area (MA06). This context supports an understanding of the relative heritage value of assets within the study area and identifies archaeological characteristic and underlying trends contributing to an understanding of the potential for unknown archaeological remains to be present within the study area.

4.2 Prehistoric (1,000,000 BC – AD 43)

Palaeolithic (1,000,000 – 10,000 BC)

- 4.2.1 During the Palaeolithic period people would have survived through hunting and gathering of natural resources and living in small, probably familial, groups. Evidence of human occupation during the Palaeolithic period is likely to have been removed from its original location by the impact of repeated glaciation (see Section 2.3). Climatic conditions during the Devensian when the ice sheet was present over north-west England would generally have been too cold and hostile for humans. However, it is probable that human occupation occurred on the margins of the ice sheet and during the warmer interglacials (and interstadials) when ice would have melted.
- 4.2.2 The earliest evidence of human occupation in north-west England dates to the Late Upper Palaeolithic²², which represents the final stages of the Devensian glaciation as the ice sheet retreated. Evidence for this period is provided through stone tools, flints, and environmental evidence. In situ deposits in north-west England are mainly confined to caves and rock shelters²². Away from caves and rock shelters, it is likely that evidence was removed by the advance and retreat of the ice sheet at the glacial maximum. Archaeological material may have been incorporated within the tills, sands and gravels (see Section 2.3). However, the likelihood is that they would no longer be in their original context.

Mesolithic (10,000 – 4,000 BC)

- 4.2.3 Hunting and gathering of natural resources prevailed throughout the Mesolithic period. This included gathering woodland resources, animal hunting and exploitation of the wetlands and rivers of the Cheshire plains. Mesolithic sites are generally identified in north-west England by scatters of worked flint. The likelihood is that this activity represented temporary

²² Myers, A. and Stallibrass, S. (2021), *North-West Regional Research Framework: Early Prehistory Resource Assessment Update*. Available online at: <https://researchframeworks.org/nwrf/>.

or seasonal camps located in wetland locations or close to water courses. Examples include the early Mesolithic camp identified in Tatton Park (MA06_0002) which demonstrates the potential for sites where outcrops of sandstone are located above the Cheshire Plain. Evidence from sites in north-west England suggests Mesolithic activity clusters on sites of better drained ground. These tend to be close to wetlands or open water bodies that subsequently in-filled with sediment that supported wetland plants and animal resources²². This opens the possibility for similar activity close to wetlands and mosslands such as Lindow Moss that appear to have been exploited throughout the prehistoric period.

- 4.2.4 Rostherne Mere, Tatton Mere and Lindow Moss increased in size (see Section 2.3) during the Mesolithic and appear to have been exploited during this time. Trees, such as alder, began to spread through the region, either as a response to wetter conditions or as a result of animal or human interference. Small-scale clearance followed by woodland regeneration is indicated by microcharcoal from fires, found within the moss deposits¹⁹.
- 4.2.5 It is the sands and gravel ridges adjacent to the River Bollin, overlooking the river and its narrow floodplains within the area, that proved topographically favourable for Mesolithic occupation. The sands and gravels (see Section 2.3) formed the largest expanses of dry land close to rivers and wetlands. They were favoured for occupation by small communities, allowing exploitation of a variety of local habitats, and offering the best available routes to the maximum range of resources²³. Excavation at Tatton Park revealed scatters of flint scrapers and microliths along the edge of Tatton Mere²³. The bulk of the assemblage from Tatton Mere was similar to flint from Pennine sites, Deepcar in South Yorkshire and the Wolds of East Yorkshire and Lincolnshire. This suggests contact between the regions, probably during summer when the Tatton community followed annual migration cycles by herds of deer and auroch. The Tatton Mere site was likely occupied by a small community and used as a base camp. It was centred on a ridge of open land, surrounded by woodland, where natural resources were exploited.

Neolithic (4,000 – 2,200 BC)

- 4.2.6 The Neolithic is regarded as marking a phase of intensified settlement, land-use, tool production and the introduction of social hierarchies²³. This process is subject to regional variation across the UK. The end of the early Neolithic is associated with relatively rapid changes towards more unstable weather conditions, with colder winters and wetter summers. These climatic changes are thought to have affected the viability of agriculture and land use, particularly in poorly drained areas, which could include the Hulseheath to

²³ Bradley, R. and Edmonds, M. (1993), *Interpreting Axe Trade: Production and Exchange in Neolithic Britain*, Cambridge: Cambridge University Press.

Manchester Airport area. In turn, this may have led, indirectly, to changes in settlement patterns or the focus of activity in the area²⁴.

- 4.2.7 Settled farming in the north-west England is likely to have begun around the 4th millennium BC, along the Merseyside coastline. At Lindow Moss²⁵, Neolithic evidence for woodland clearance is derived from charcoal observed within peat deposits and dated to 3,950 BC. This evidence suggests small-scale clearance and regeneration of woodland associated with people settling in the area.
- 4.2.8 The first settlements in Cheshire have been identified as post-built wooden structures at Oversley Farm, Styal (MA06_0081). The structures contained internal hearths which produced evidence of domestic activity, including tool manufacturing and cooking. A working area was indicated by a flint scatter to the east of the structures. Late Neolithic activity on the site included the re-use of a post-setting for a totem pole or boundary marker with an external fire presumed for burning offerings²⁶. The remains were concentrated on a gravel lens adjacent to the River Bollin. This location would have been deliberately chosen for its better draining geology (see Section 2.3), readily available water and food resources, suitable for sustaining settlement²⁷.
- 4.2.9 Settlement continued at the Mere site within Tatton Park (MA06_0002). Archaeological evidence indicates that a temporary settlement was occupied for just a few years on newly cleared ground. The settlement was on well-drained land suitable for both arable and pasture and close to fresh water. There was also a thin layer of clay capable of providing footings for post-based structures. The sites illustrate the importance of the sand and gravel ridges within the Hulseheath to Manchester Airport area and the preference for communities to occupy topographically higher ground on free draining geology.

Bronze Age (2,600 – 700 BC)

- 4.2.10 The Bronze Age is nationally defined by the introduction of bronze metalwork, changes in pottery style and the increase of single burials. People continued to live in small settlements of wooden structures and farm on a subsistence basis. Exchange patterns also appear to have continued from the Neolithic, for example, the stone axe trade. Although new materials such as bronze were available, the body of evidence suggests people continued to use tools made from worked flints with bronze artefacts largely reserved as higher status or of a

²⁴ Hodgson, J. and Brennand, M. (2006), *North-West Regional Research Framework: The Prehistoric Resource Assessment*. Available online at: <https://researchframeworks.org/nwrf/>.

²⁵ Turner, R. C. and Scaife, R. (1995), *Bog Bodies. New Discoveries and New Perspectives*, British Museum Press.

²⁶ Garner, D. J. (2007), *The Neolithic and Bronze Age Settlement at Oversley Farm, Styal, Cheshire, British Archaeological Reports, British Series 435*, Archaeopress, Oxford.

²⁷ Gifford and Partners, Consulting Engineers (1993), *An Archaeological Assessment of Manchester Airport Second Runway, Area of Search 4*, Archaeological Investigations Project.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

symbolic nature. Evidence for broad changes in religious, agricultural and social practices from 2,600 BC, can be seen in Cheshire.

- 4.2.11 Individual burials become more common in funerary monuments known as round barrows²⁸. Round barrows survive as upstanding monuments on the lower fringes of the Western Pennines, and as badly denuded, or ploughed out, monuments on the sands and gravels. The distribution of the monuments within the region reflects a preference of Bronze Age communities to favour well drained soils for such monuments. Cropmarks seen in aerial photographs are known south-east of Rostherne (MA06_0212) and indicate a group of seven or eight round barrows. Excavations at Bucklow Hill²⁹ produced evidence of a Bronze Age funerary landscape (see BID HE-001-0MA03). Remains included a ring ditch from a ploughed-out round barrow, and 12 inhumation burials. A cluster of later cremations suggested a longevity of use for the funerary site with activity continuing until the Middle Bronze Age.
- 4.2.12 At Oversley Farm, Styal²⁶ (MA06_0081), there is evidence of early Bronze Age use of a routeway (known as a hollow way) which may have formed during an earlier phase of occupation. Two circular structures were constructed, away from the hollow way but parallel to its axis. One structure was interpreted as being used for domestic occupation and the other for cooking/craft activities. Later Bronze Age activity revealed evidence of structures on top of the hollow way. This may suggest a desire to be connected to the hollow way, to control traffic or because of its ritual association. Other evidence is limited to finds such as a stone adze (a tool for shaping wood) from the edge of Tatton Mere within Tatton Park (MA06_0002).

Iron Age (800 BC – 43 AD)

- 4.2.13 The Iron Age is characterised nationally by the introduction of iron metalwork including swords, horse equipment and decorative items. However, society appears to have largely continued unchanged from the end of the Bronze Age. The roundhouse persisted into the Iron Age and settlements grew in size. There is evidence for the first time of a hierarchical society forming with distinct territories of people, which grew larger towards the end of the Iron Age. The Cheshire plain may have formed part of the territory of a tribal group known as the Cornovii³⁰. The territory of this tribe is believed to have extended from Shropshire in the south, the Peak District in the east and Wales to the west. A further tribe called the Brigantes were located north of the River Mersey.

²⁸ Round barrows are characterised by a circular, or sub-circular mound, surrounded by a ditch. The majority of barrows have been levelled and the ring ditch is sometimes the only surviving feature.

²⁹ Wessex Archaeology (2017), *A556 Knutsford to Bowdon Improvement, Cheshire: Archaeological Strip Map and Excavation & Post Excavation Assessment*, Wessex Archaeology.

³⁰ Tribal names were ascribed by the Romans and did not appear until 2nd century AD.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

- 4.2.14 Higher status settlements emerged in the Iron Age such as hillforts and promontory forts. However, the lowland plains of Cheshire contained smaller enclosed settlements represented by single banked or ditched enclosures. These have largely been identified as cropmarks on aerial photographs but where these have been systematically fieldwalked the material evidence has been limited³¹. Evidence from Poulton³² in Cheshire, suggests that the enclosure contained roundhouses enclosed within a ditch, forming a farmstead or small settlement.
- 4.2.15 There is a scarcity of evidence for the Iron Age in the study area, as only a limited number of sites have been excavated. The lives of the indigenous people continued largely unchanged into the Roman period and it is often difficult to distinguish the difference between archaeological remains. Geophysical survey undertaken as part of the current work did not identify features earlier than the post-medieval period (see BID HE-004-0MA06). Surface artefact collection has been relatively sparsely undertaken in Cheshire due to the high incidence of pasture in the region³³. Where undertaken, it has identified individual worked flints. Few sites have been identified through larger scatters of flints in this part of Cheshire¹⁹. Evidence from the Iron Age derives mainly from palaeoenvironmental data. A wetter and cooler climate created less hospitable conditions for human settlement. This resulted in local communities concentrating on the more permeable lowland soils (see Section 2.3) provided by glacial deposits at Tatton and the Rostherne ridge. Grassland was dominant in the Hulseheath to Manchester Airport area, which meant that communities focused on mixed arable farming and raising livestock.
- 4.2.16 The use of barrows also ceased around this time and other burials have not been identified due to the general difficulty in recognising Iron Age mortuary practices. Where burials have been identified, they have been found in wetland contexts and were deliberately deposited. During peat cutting on Lindow Moss, three well-preserved bog bodies were discovered. Although radiocarbon dating indicates an late Iron Age/Roman period date for one, the circumstances point to ritual death that has many parallels throughout the Celtic world. It suggests that Iron Age traditions survived beyond the Roman conquest³⁴.

³¹ Collens, J. (1999), *Flying on the Edge; Aerial Photography and Settlement patterns in Cheshire and Merseyside*, in Nevell, M. (ed), *Living on the Edge of Empire: Models, Methodology and Marginality, Late-Prehistoric and Romano-British Rural Settlement in North-West England, North-West Archaeology Volume 3*, University of Manchester and Chester Archaeology.

³² Myers, A. and Stallibrass, S. (2021), *North-West Regional Research Framework: Early Prehistory Resource Assessment Update*. Available online at: <https://researchframeworks.org/nwrf/>.

³³ Hodgson, J. and Brennand, M. (2006), *North-West Regional Research Framework: The Prehistoric Resource Assessment*. Available online at: <https://researchframeworks.org/nwrf/>.

³⁴ Turner, R. C. and Scaife, R. (1995), *Bog Bodies. New Discoveries and New Perspectives*, British Museum Press.

4.3 Roman (AD 43 – 410)

- 4.3.1 The Roman period within the region began with the expansion of Roman occupation north of the midlands from AD 70. Roman occupation was characterised by a military tier of society that ruled over an indigenous population largely unchanged from the Iron Age. The Roman fortress of Deva Victrix was established at Chester in AD 74 – 75 to enable the control of north Wales and north-west England. It continued to be occupied until the withdrawal of the Roman army in AD 410. The fortress of Deva Victrix acted as a node for production throughout its hinterland. There were important Roman settlements at Middlewich (Salinae), Northwich (Condate) and Warrington (Wilderspool)³⁵, with an emphasis on salt production in the former two settlements.
- 4.3.2 The Roman settlements at Middlewich, Northwich and Wilderspool were connected by a network of roads spread out across north-west England. This includes Watling Street (Margary 7a) running from Chester to Northwich and onto the Roman fort at Manchester (MA06_0145; Mamucium, see BID HE-001-0MA08). A further road in the region has been identified running from Hatton to Mere, via Stretton, referred to as the North Cheshire Ridge Roman Road (Margary 70a; see BID HE-001-0MA03)³⁶.
- 4.3.3 Outside of the main Roman centres it is probable that the indigenous people continued to live as they had in the Iron Age. The Roman arrival appears to have had little effect on the rural settlement pattern with occupation continuing at late Iron Age settlement sites³⁶. People would have lived in rural farmsteads including at Oversley Farm, Styal²⁶ (MA06_0081), where the evidence revealed a settlement site used for agricultural activity. There were spells of abandonment which suggest the land was considered to be marginal and only exploited during times of population growth. Besides Overlsey Farm, Styal (MA06_0081) within the Hulseheath to Manchester Airport area, there have been few Roman occupation sites excavated. The total absence of Roman-type manufactured goods from the Tatton village project site is consistent with this interpretation. However, a broken glass bead of Roman date from the Tatton Mere site suggests some Roman influence elsewhere in the township¹⁶.
- 4.3.4 Roman activity appears to have declined in the late 3rd and early 4th centuries AD with occupation focused around the major forts of the region. Evidence from the later stages of Roman occupation are limited to isolated coin finds. The indigenous population probably continued to farm using pre-Roman occupation agricultural techniques³⁷.

³⁵ Shaw, M. and Clark, J. (2003), *Cheshire Historic Towns Survey, Warrington: Archaeological Assessment*, Cheshire County Council.

³⁶ Jermy, K. E. (1990), The North Cheshire Ridge Roman Road, *Britannia* 21, P283-285.

³⁷ Nevell, M. (1997), *The Archaeology of Trafford: A Study of the origins of Community in North-west England before 1900*, Trafford Metropolitan Borough Council, Manchester.

4.4 Early medieval (AD 410 – 1066)

- 4.4.1 After the withdrawal of Roman rule in the 5th century AD, social, monetary, economic and political organisation broke down. The region fragmented into small kingdoms. Increasing influence came from the expansion of the Anglo-Saxon kingdoms of Mercia who took control of the region south of the Mersey, and Northumbria who extended their influence from the north. A period of instability followed, in which settlers of Scandinavian origin from Ireland increased their influence in the study area. By the early 10th century, the expanding Kingdom of Wessex exerted their influence up to the Mersey³⁸. Chester and Manchester become part of the expanded kingdom of England following the West-Saxon takeover of Mercia in the 10th century. The system of shires and hundreds that formed the modern county of Cheshire based around Chester came into existence for the first time as the part of the sub-division of Mercia³⁹.
- 4.4.2 Documentary and archaeological evidence is poor for the period before the 10th century. Within the Hulseheath to Manchester Airport area only Tatton has produced definite evidence of settlement during this period. A large timber framed building with ancillary structures were uncovered within a palisaded enclosure beneath the later deserted medieval village. The chronology of the building was established through radiocarbon dating⁴⁰.
- 4.4.3 Place-name studies provide a more useful insight into the area during this period. However, this is unreliable as an evidence source alone and, in general terms, suggests a mixture of native British, Old English and Old Norse speakers. In particular ‘-burh’, ‘-ham’ and ‘-tun’ place-names in Cheshire suggest early foci for settlement. These tended to be clustered on better drained and fertile lowlands such as at Millington and Tatton.
- 4.4.4 The first Christian churches and parishes were established in the early medieval period. These were founded under the patronage of the Mercian Kings. The earliest archaeological evidence for Christianity comes from fragments of 8th century sculptures in the Church of St Mary the Virgin, Altrincham (MA06_0064; see Section 5.2).
- 4.4.5 The Domesday Survey evidence from 1086 suggests that central and eastern Cheshire was more heavily wooded than the area west of the mid Cheshire sandstone ridge. This is supported by place name evidence in the form of woodland names (leah, wood and hurst),

³⁸ Harris, B. E., and Thacker, A. T. (1987), *The Victoria History of the County of Chester. (Volume 1: Physique, Prehistory, Roman, Anglo-Saxon, and Domesday)*, Oxford University Press.

³⁹ Gelling, M. (1992), *The West Midlands in the Early Middle Ages*, Leicester University Press.

⁴⁰ Higham, N. J. and Cane, T. (1999b), The Tatton Park Project, Part 2: the medieval estates, settlements and halls, *Journal of Chester Archaeological Society* 75, P61-133.

such as Ashley and Mobberley, that correlate with woodland locations in the Domesday Survey⁴¹.

4.5 Medieval (1066 – 1540)

- 4.5.1 At the time of the Norman Conquest in 1066, north-west England was relatively thinly populated and when compared to other parts of the country it seems to have suffered economically⁴². The Domesday Survey of 1086 provides a record of settlement and land use shortly after the Norman Conquest. It records the settlements of Millington, Rostherne, Tatton, Ashley, Mobberley, Bowdon and Hale⁴³ and that the east of Cheshire had a population of under 2.5 people per square mile. At the same time Cheshire was assessed as one of the poorest shires in the region. Such a small population and the apparent economic hardship may be partly explained by William I's quelling of a series of uprisings in north-west Mercia in 1069–70. Although less well documented than similar campaigns in Yorkshire, it is thought that many of the estates recorded as 'waste' during the Domesday Survey were the result of William's suppression of the area. These wasted estates were particularly common in the north and east of the county, including the Hulseheath to Manchester Airport area. However, it is more likely that low population density may also have been influenced by the inhospitable nature of the landscape in this part of Cheshire, as it was isolated from the south and the east by moors and moss land. Much of the area also had poorer soils and a wet climate.
- 4.5.2 The arrival of the Normans marked a change in the political landscape. A new class of Norman lords emerged, and the Church became an increasingly important landholder. Cheshire was granted Palatine status during the late 11th century. Palatine status applied to lords who could exercise powers normally reserved for the crown, which gave the Earl of Chester significant autonomy over administration, governance and taxation of the area⁴⁴.
- 4.5.3 Castles were an entirely new defensive monument introduced by the Normans and were designed to control the newly conquered lands. Although later castles were constructed in stone, the earliest were motte and bailey⁴⁵ made of earthen ramparts and timber palisades.

⁴¹ Sylvester, D. F. (1962), *Cheshire in the Dark Ages: A Map Study of Celtic and Anglian Settlement*, Transactions of the Historic Society of Lancashire and Cheshire 114, P1-22.

⁴² Heawood, R. *et al.* (2004), *Old Abbey Farm, Risley; Building survey and excavation at a Medieval moated site*, Lancaster imprints, Lancaster.

⁴³ Powell-Smith, A. (2013) *Open Domesday*, Available online at: <https://opendomesday.org>, based on data created by Palmer, J. J. N. (1990) Hull Domesday Project, University of Hull.

⁴⁴ Lewis, C. P. and Thacker, A. T. (2003), Early medieval Chester 400-1230, in Lewis, C. P. and Thacker, A. T., *A History of the County of Chester: Volume 5 Part 1, the City of Chester: General History and Topography*.

⁴⁵ Medieval fortifications introduced into Britain by the Normans. They comprised a large conical mound of earth of rubble, the motte. In a majority of examples an embanked enclosure containing additional buildings, the bailey, adjoined the motte. Motte and bailey castles generally occupied strategic positions.

Background Information and Data
Historic environment
BID HE-001-0MA06
MA06: Hulseheath to Manchester Airport
Historic environment baseline report – Part 1 of 2

There are two motte and bailey sites located along the River Bollin valley: Watch Hill (MA06_0001), located at the King Street crossing of the Bollin and Ullerswood Castle (MA06_0197), near Castle Hill Farm. They both seem to have had a short lifespan⁴⁶. Only a partial excavation has been undertaken at Watch Hill (MA06_0001) and the precise location of Ullerswood motte and bailey is not certain. Documentary evidence indicates that the Watch Hill motte and bailey was held by Hamon de Massey III in 1173 and was possibly constructed as part of his involvement in the revolt of 1173–74 against Henry II. The revolt was unsuccessful but the de Massey's continued to be a major landholder in the area⁴⁷.

- 4.5.4 The Normans also introduced the system of feudalism. Land was distributed under an elite of lords who controlled manors and lived in halls or manor houses. Evidence for the original locations of the manor house is often associated with a type of archaeological monument referred to as a moated site that appear in the 12th to 13th centuries. Unusually, there are no moated sites in the study area, whereas they are common further to the west and north (see BID HE-001-0MA03, BID HE-001-0MA04 and BID HE-001-0MA07). This may indicate that the better draining geology of glacial sands meant drainage was less of an issue when compared to the low lying mosslands, west of Manchester.
- 4.5.5 Family seats were a physical expression of wealth and power within Cheshire that arose from manorialism. For the greatest landowners magnificent houses were almost never located in villages but were in the countryside, whilst the lesser gentry built their halls (MA06_0053; see Section 5.3) or manor houses in or near villages they controlled. The most significant houses stood in their own parks, such as Tatton Hall (MA06_0293). These parks were mainly used for keeping deer. A license to establish a deer park at Tatton was granted in 1290. A new hall (now known as the Tatton Old Hall) was constructed by Sir Richard Massey within his park. This became the manorial focus throughout the 14th and 15th centuries at Tatton and lay adjacent to the now shrunken village.
- 4.5.6 A pattern of settlement desertion is recognised across England in the 14th century, a major cause of which is the collapse in population caused by the Black Death (bubonic plague). Medieval evidence recorded at Tatton Park (MA06_0216) on the Mere site included later foundations of square post-buildings with associated pits dug for raw materials for building walls and roofs. This evidence suggests shifting settlement patterns⁴⁸.
- 4.5.7 The cultivated area expanded in the lowlands of Cheshire as new farms and hamlets within their own field systems were established. There was a mix of arable and pasture during the medieval period, with the conversion of arable land to pasture in the 14th century. The nature of agriculture within the county was influenced by soil (see Section 2.3) and climate.

⁴⁶ Brown K. and Johnson B. (1985), *Watch Hill, Bowdon*, Greater Manchester Archaeological Journal 1, P35-8.

⁴⁷ Lewis, S. (1848), *A Topographical Dictionary of England*, S Lewis, London. Available online at: <https://www.british-history.ac.uk/topographical-dict/england/pp682-685>.

⁴⁸ Higham, N. J and Cane, T. (1999), The Tatton Park Project, Part 2: the medieval estates, settlements and halls, *Journal of Chester Archaeological Society* 75, P61-133.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Till was seen as difficult to cultivate and more adapted to grass. Whilst sand with light free draining soils was easy to plough and more suited to arable use.

- 4.5.8 During the medieval period, industries within Cheshire were closely tied to farming. Wind (MA06_0135) and water-powered mills for grinding corn were spread throughout the county, including along the River Bollin. These supplied the growing demands of the farming and textile industries and market economies of towns. A large linear earthwork survives across Agden Brook and is the presumed mill dam to the medieval mill from which the township takes its name (MA06_0137) and the remains of a corn mill are known at Castle Mill (MA06_0199).

4.6 Post medieval (1540 – 1901)

- 4.6.1 The post-medieval period witnessed the transformation of north-west England from relatively impoverished and sparsely populated to a key region in the early stages of Britain's industrialisation and globalisation. Rapid change came to the area when new infrastructure was introduced in the form of turnpike roads and railways, changes to agricultural production evidenced in field patterns (see Section 3) and farm buildings (see Section 5.3), and the growth of market towns. Central to this was the population growth that occurred between 1780 and 1880.
- 4.6.2 The rapid development of Cheshire's pastoral economy during the late 18th and 19th century was led by large farm estates. This was part of widespread improvement and increase in the efficiency of agricultural production known as the agricultural revolution. In Cheshire, these developments were in response to the increasing demands from growing, wealthy urban markets who needed food. Subsequently dairy grew to be the dominant farming practice. Cheshire cheese had acquired a reputation for its quality and became the county's principal agricultural product. Farmsteads were remodelled (see Section 5.2) as estates embarked on programmes of improvement and agriculture including management of cattle and pasture. This enabled a massive increase in the size of herds of livestock as a response to the demands of the urban markets. Over the 19th century, Cheshire went through a change in emphasis where farmers in close proximity to these centres were encouraged to switch from cheese production to the provision of liquid milk. The opening of the Cheshire Midland Railway (MA06_0146) in the 1840s allowed farmers to share in the lucrative milk market and take advantage of urban growth.
- 4.6.3 The move towards the in-wintering of cattle and use of fodder crops for feed, led to changes in the layout and function of traditional farm buildings. These improvements in agricultural techniques and technology, including local supplies such as the post-medieval Brickyard at Cherry Tree Farm (MA06_0120), see also Section 5.2, often resulted in the amalgamation of holdings and complete rebuilding of 16th and 17th century timber-framed farm buildings, commonly to an L-shaped plan (although some larger farms adopted a U-shaped layout). The process of enclosure, the consolidation of open field holdings into single ownership, including at M56 junction 6 (MA06_0331) and the removal of common rights on areas of

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

waste, within the Hulseheath to Manchester Airport area was largely complete by the 18th century and enclosure by act of parliament was rare in Cheshire. Where later enclosure did take place, this was largely limited to the reclamation of wastes such as mosses. Evidence of changes to field patterns is discussed in greater detail in section 3 and changes to farm buildings are discussed in greater detail in Section 5.3.

- 4.6.4 Increased wealth from agriculture, industry and commerce created new gentry. By the 18th century the gentry in north-west England commissioned new houses. Deer keeping became less important as families sought out and created tailored and landscaped parks for the setting of their new houses. Tatton Park (MA06_0002) was bought in 1598 by Sir Thomas Egerton. It was not until the time of Thomas' son, John Egerton, between 1679 and 1724 that the family built a new country house and the design of a formal landscaped park began in the 1740s. The built heritage of these halls and estates are discussed in greater detail in Section 5.3.
- 4.6.5 The roads of Cheshire have Roman or medieval origins and were in a very poor condition in the post-medieval period. They were upgraded to meet the demands of through and local transport. Turnpiking⁴⁹ from the mid-18th century enabled the necessary improvements. The road between Northwich and Altrincham (A556) was turnpiked in stages between 1753 and 1769 with the Altrincham to Manchester road turnpiked shortly after. Evidence of these improvements can be seen within the study area in the form of a stone milepost (MA06_0063) between Manchester and Altrincham and a cast-iron milepost (MA06_0191) between Altrincham and Northwich. Other improvements to road networks included the construction of 19th century stone-built bridges over the River Bollin (MA06_0017 and MA06_0097).
- 4.6.6 In Cheshire the railways reflect the patterns of existing turnpike roads up to 1850. Many Victorian railway companies were attracted to Manchester with suburban passenger networks established south of Manchester, extending out into Altrincham. The quality of local passenger services within the pattern of continuing railway construction brought large tracts of the county within commuting distance of Manchester. The road and rail systems allowed people to live away from the workplace. The Manchester to Chester Line (MA06_0146) was created when the Midland Railway Altrincham Line was extended to Northwich in 1863. Shortly afterwards this was absorbed into the Cheshire Lines Committee, a group of companies with railway interests in Cheshire and South Lancashire. The railway runs from Altrincham to Northwich on a series of low embankments. It was opened to passengers in 1875 and remains in operation between Hale, Ashley and Mobberley today⁵⁰.

⁴⁹ Turnpiking was the process by which roads were improved and tolls were levied in the 18th and 19th centuries. This was usually carried out by a turnpike trust under bills known as Turnpike Acts.

⁵⁰ Holt, G. (1978), *A Regional History of the Railways of Great Britain, Volume 10, The North West*, David and Charles.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

- 4.6.7 Towns such as Bowdon, Ashley Heath and Hale grew in former agricultural areas, as evidenced by the scattering of late 17th century and 18th century buildings surviving within Hale, including The Old Farm (MA06_0033), Barrow Cottage, Hawley Lane (MA06_0028), and Springvale (MA06_0024). The growth of settlements is closely linked to the development of the railway. Railway companies purchased a significant amount of land in the districts of Manchester, including at Hale for the Passenger stations (MA06_0167) and station master's houses (MA06_0168). The construction of the railways opened-up the outskirts of Manchester as commuter suburbs. Together these new suburban areas illustrate the residential expansion within the Greater Manchester urban fringe in the mid- to late 19th century and the movement of the expanding upper and middle classes away from the overcrowded and dirty industrial centres.

4.7 Modern (1901 – present)

- 4.7.1 During the modern period the rural landscape within north-west England largely reflected agricultural changes from the post-medieval period. Within the Hulseheath to Manchester Airport area this meant that the rural landscape was retained but with increase in transportation links and the decline of the country house.
- 4.7.2 The biggest change within the character of the area was the construction of Manchester Airport (MA06_HLCA01), opened in the 1930s under the name of Ringway Aerodrome. Ringway was chosen as the new airfield as it was a large area of vacant land, the clay subsoils could accommodate larger aeroplanes, the higher elevation would increase visibility and it had better road communications. The airport was used by the Royal Air Force (RAF) during the Second World War as the main training establishment for the United Kingdom's Airborne Forces and a centre for craft production and modification. Following the Second World War the base reverted back to a civilian airport and gradually expanded. It changed name to Manchester Airport in 1952⁵¹. A new terminal and a second runway were constructed in the late 20th century (see Section 3 for more detail).
- 4.7.3 Most railways in the area survived the rationalisation of the 1960s and 1970s and the connecting routes which served suburbs of Manchester and Liverpool were electrified. The main transport innovations in the second half of the 20th century were, however, the motorways. The M56 was constructed in the 1970s and cut across pre-existing landscapes but its alignment was broadly similar to that of the road system in the pre-railway era. Similarly, the A556 Chester Road running north to south through the eastern end of the study area was a historic route based on the alignment of an earlier Roman Road (MA06_0145). The M56 has a dedicated approach road from junction 5 at Manchester Airport. It is the main route into the airport with minor local roads leading from the north

⁵¹ Scholefield, R. A. (1999), *Manchester Airport*, Scholefield Sutton Publishing Limited.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

and east, resulting in a major transport hub which includes hotels, offices, motorway services, distribution centres, transport interchanges and car parking facilities.

- 4.7.4 The development of roads and railways enabled easy commuting from rural locations. As a result, the north of Cheshire has become an attractive location for those wishing to commute to Manchester and Altrincham. Altrincham and Hale are affluent commuter towns and growth during the interwar and post war periods has absorbed outlying villages such as Bowdon, Ashley Heath and Hale Barns to create the suburban fringe of Greater Manchester seen today. Increased wealth and new commuters led to the widespread adaption and reuse of former agricultural buildings to residential use (see Section 5).
- 4.7.5 The rise in national debt as a direct result of the First World War led to an increase in taxation. This combined with a fall in agricultural incomes and a shortage of domestic staff, resulted in the economic viability of the country house becoming increasingly unsustainable across the 20th century. The fragmentation of large country estates followed. This was compounded as a result of the Second World War when many country houses were requisitioned for military use. This included Tatton Park (MA06_0002), which was used for parachute training for those based at the nearby RAF Ringway (Manchester Airport; MA06_HLCA01). Its parkland was converted to agricultural use. Tatton Park (MA06_0002) was bequeathed to the National Trust in 1958 and its former parkland is now used for recreation and visitor attraction like Dunham Massey (MA06_0225) (see Sections 5.3 and 5.4).

5 Built heritage overview

5.1 Introduction

- 5.1.1 This section provides an overview of the built heritage resource within the Hulseheath to Manchester Airport area (MA06). This overview is intended to assist in understanding the relative heritage value of assets within the study area, by identifying groups and common themes and types of built heritage assets.
- 5.1.2 The built character of the area is predominantly a mixture of agricultural and suburban. Settlement types include farmsteads, isolated cottages, hamlets and villages. South of the River Bollin these are focused upon a dense network of tree lined country lanes. The Tatton Estate, including Tatton Park and the estate farms, halls and villages covers much of the southern portion of the study area. The estate has had stylistic influence over the built heritage of the area. North of the River Bollin settlement is focused on the sprawling suburban villages of Hale, Hale Barns and Bowdon. These villages developed from small rural settlements into residential suburbs on the fringe of Greater Manchester from the mid-19th century onwards. Substantial large-scale housing developed in the interwar and post war periods.
- 5.1.3 Local vernacular buildings were most often constructed of timber framing with thatched roofs. However, in the majority of instances these have been either replaced with later brick buildings or adapted and encased within later brick structures. As a result, brick and slate have come to characterise the built environment within the study area. Rarer examples of timber framed buildings and higher status buildings of locally quarried sandstone provide important examples of early building forms and add variety to the local built heritage resource.

5.2 Medieval (1066 – 1540)

- 5.2.1 No extant buildings predating the medieval period are present within the study area. Fragments of 8th, 10th and 14th century sculptures are known to exist at the 19th century Church of St Mary the Virgin, Altrincham (MA06_0064). Excavations at the medieval Church of St Wilfrid, Mobberley (MA06_0152) identified the remains of a Saxon Church (see Section 4.4) underneath the current chancel. Timber was the predominant building material during the medieval period as builders took advantage of surrounding woodland areas⁵². Local plantations and smaller woodlands would have been exploited for building materials to provide a steady supply of timbers.

⁵² Phillips, A. D. M. and Phillips, C. B. (2002), *A new historical atlas of Cheshire*, Cheshire County Council, Chester.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

- 5.2.2 However, despite the prevalent use of timber, the survival of medieval timber frame buildings within the study area is rare. Where they do survive the medieval elements are invariably obscured by substantial later alterations. At Tatton Park (MA06_0002), Tatton Old Hall retains elements of its original late 15th or early 16th century timber construction obscured beneath later brickwork. At Ashley Hall Farm (MA06_0053), sections of 16th century herringbone timber framing were revealed when part of the hall was demolished in 1972.
- 5.2.3 Where substantial medieval buildings do survive within the study area, they are exclusively churches built of local sandstone. These buildings are more likely to survive to the present day by virtue of their status and the longevity of their building material. The Church of St Wilfrid, Mobberley (MA06_0152) has early medieval origins. The building as it stands today is largely a mid-15th century construction with a tower dating to 1533. However, a section of the nave dates to 1245. Internally the church features a late-medieval timber rood screen, 14th century stained glass and a medieval wall painting of St George slaying the dragon. The setting of the church is formed by its churchyard which contains a separately listed cross base (MA06_0151), parish stocks (MA06_0150) and Standing Cross (MA06_0330). The Church of St Mary, Rostherne (MA06_0072) is thought to have been established in the 12th century, but the earliest elements of the current building date to the 14th century. The church was substantially rebuilt in the mid-18th century when the church's 16th century tower collapsed. This caused significant damage to the body of the church. The setting of the church is formed by its churchyard which contains a separately listed tomb (MA06_0073) and sundial (MA06_0074). This churchyard has a clearly defined boundary separating it from the rest of the village. Access to the churchyard is controlled by a 17th century lych gate which features a highly unusual self-closing mechanism. The church is located in a topographically prominent position in the landscape. It benefits from sweeping views to the north over Rostherne Mere which ensure the church tower is visible in long distance views.
- 5.2.4 Both these medieval churches are Grade I listed. They have formed a focal point of their communities for centuries and act as a physical record of the historical events which would have shaped the communities within their parish limits. Furthermore, they stand as examples of the creative endeavours of multiple generations of craftspeople, architects and designers. As such these buildings are of great historic, artistic and architectural interest. Evidence of earlier church structures and various phases of rebuilding and reordering also holds archaeological interest. The churchyard setting of these buildings and their visual relationships with their wider parish contributes to their value by illustrating the historic function and development of the buildings.

5.3 Post medieval (1540 – 1901)

- 5.3.1 Timber continued to be the most used building material in the study area throughout the 16th and 17th centuries. From the 17th century onwards timbers were blackened in a style known as 'magpie' or 'black and white' construction, which is characteristic of Cheshire, for

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

example at Barrow Cottage, Hawley Lane (MA06_0028)⁵³. Thatch was the predominant roofing material, with surviving examples of timber framed thatched buildings at Four Lane Ends Cottage (MA06_0041), Moss Cottage, South Downs Road (MA06_0055) and Denfield Cottage (MA06_0077).

- 5.3.2 Across the post-medieval period, improvements in brick production technology and the ready availability of brick making material locally (see Section 2.1) meant that buildings were increasingly built of brick⁵². Bricks were supplied by local brick yards such as the post-medieval Brickyard at Cherry Tree Farm (MA06_0120), see also Section 4.6. Initially brick was often used in conjunction with timber framing as an infill material between the timbers, as at the 17th century Sycamore Cottage, Ashley Road (MA06_0049) and Mere Covert Cottage (MA06_0069). However, from the 18th century onwards brick became the prevailing building material for all buildings in Cheshire, replacing timber as the structurally supporting elements of most buildings. Over the same period slate replaced thatch as the most widespread roofing material. This was driven by the rapid expansion of slate mining in north Wales from the mid-18th century onwards, the ready accessibility of Cheshire to this slate producing region, and improved transport links. Despite the prevalence of brick, high-status buildings were commonly built in stone, including the 18th century Tatton Hall (MA06_0293) which is built in Runcorn sandstone⁵⁴.
- 5.3.3 The post-medieval period saw the growth of gentry families and their estates within the study area. The focus of power shifted from fortified castles and moated manor houses to large country houses surrounded by gardens and parkland (see Section 4.6). Often these evolved on the same, or neighbouring sites; as at Tatton Park (MA06_0002), where Tatton Old Hall, the original medieval timber-framed manor house, was enlarged and partially rebuilt in the late 17th or early 18th century. At this point all the external timber framing of the structure was replaced with brick. Soon after this, in 1716, the principal house was moved away from the site of Tatton Old Hall, on the banks of Tatton Mere Brook, to a more commanding site approximately 1km to the west. This came at a time when the fashion was to rebuild rather than to adapt previous structures. This new hall was then replaced again by the current Tatton Hall (MA06_0293). Designs for the new house in the Neo-classical style were being drawn up by Samuel Wyatt in the 1770s but construction was not finished until the early 19th century. The new house was accompanied by a full complement of service buildings including stables (MA06_0303) and a service wing.
- 5.3.4 The halls at Tatton have always existed within the context of Tatton Park (MA06_0002). The park had existed in some form as deer park since the medieval period. However, from the

⁵³ Society for the Protection of Ancient Buildings (1990), *The Surface Treatment of Timber-Framed Houses: Information Sheet 3*, Society for the Protection of Ancient Buildings, London.

⁵⁴ Norton et al. (2005), *Mineral Resource Information in Support of National, Regional and Local Planning – Cheshire (comprising Cheshire, Boroughs of Halton and Warrington)*, British Geological Survey, Commissioned Report CR/05/090N.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

mid-18th century onwards additional plots of land were incorporated into the park to create a large landscaped parkland. This parkland eventually covered over 2,000 acres and was partially designed by the celebrated landscape designer Humphry Repton. Gardens and pleasure grounds were laid out within the immediate surroundings of the house. These were bounded by a ha-ha, a sunken boundary wall, which was designed to prevent deer from entering without needing to compromise views of the wider parkland with fencing. A 300m avenue of trees known as Lady Mary's Walk is aligned north-west of the hall framing distant views of Winter Hill. However, other than this example, views of the surrounding landscape, external to the park, are largely blocked by substantial bands of woodland. These bands of woodland are known as shelter belts; they run within and along the internal boundary of the park and are characteristic of 18th century landscape design. Tatton Park is of national importance, together the halls, service buildings, parkland and park structures illustrate the development of Tatton since the medieval period, they document the changing fashions and styles and also the changing fortunes of the owners and the wider economy (see Section 3.1). The work of multiple architects, artists and craftspeople is contained within the boundaries of the park, the majority of which is of high quality and by named individuals. The park itself forms the setting for those assets within its boundaries, making a positive contribution to their heritage value. The designed view towards Winter Hill framed by Lady Mary's Walk contribute to the value of the park and Tatton Hall.

- 5.3.5 A number of lodges are dotted along the boundary of the parkland. These buildings controlled access from the road to the parkland beyond and were the first impression visitors had of Tatton and its owners. They include Mere Lodge (MA06_0226) in the west, Rostherne Lodge (MA06_0068) in the north-west, a North Lodge and South Lodge at Birkin Bridge in the north (MA06_0058 and MA06_0059) and Knutsford Lodge in the south (see BID HE-001-0MA03). The physical and visual relationship between the lodge, the parkland and the road, from which it controlled access, are a key part of the setting of these assets. The setting illustrates their historic function making a contribution to how the heritage value of the assets is appreciated.
- 5.3.6 Tatton Park (MA06_0002) was at the centre of the wider Tatton Estate which included vast tracts of farmland, farms, dwellings and whole villages. With what was essentially a monopoly on the ownership of buildings within the surrounding landscape, the Egerton Family who owned Tatton were able to exert an influence over the style of buildings constructed on their estate. This has resulted in a landscape which is dotted with red-brick buildings with bargeboards, downpipes, gutters and doors painted in Tatton red. This is particularly noticeable in the estate village of Rostherne, which includes the Rostherne Conservation Area (MA06_0006).
- 5.3.7 At Ashley Hall Farm (MA06_0053), the late 15th century medieval manor house was substantially rebuilt in brick in the late 16th or early 17th century, with later additions in the 18th century. In 1715 the hall was the meeting place for the Cheshire gentry to make their decision of whether to support the Jacobite or Hanoverian claim to the throne. The grounds feature the wall of a kitchen garden (MA06_0054), an early 19th century carriage house

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

(MA06_0047) and a mid-18th century stable block (MA06_0051). The stable block and a further range of buildings to north create a rectangular forecourt space to the east of the hall which frames views towards the hall from Hall Lane. In 1838 the hall was described in the Ashley Tithe Map as being accompanied by gardens, pleasure grounds, lawns and plantations⁵⁵. Access to the hall was controlled by two lodges at either end of Hall Lane, both of which are 19th century in date, the southern lodge is separately listed (MA06_0044). Ashley Hall Farm is an important local example of a medieval manor which transitioned into a smaller gentry house with accompanying grounds and estate. In 1840 the Ashley Estate, which included the hall, manor of Ashley and farms and land in both Ashley and Hale comprising a total of 1,200 acres, was sold to Wilbraham Egerton of Tatton. Similarly, Arden House which is now part of the Tatton Estate was accessed via two lodges (MA06_0108) at either end of Lamb Lane. Arden House, like Ashley Hall Farm, transitioned into a small gentry house with accompanying grounds in the mid 19th century having formerly been owned by John Orrell.

- 5.3.8 In 1880 the Church of St Elizabeth, Ashley Road (MA06_0042) was built in the village of Ashley to the design of Wilbraham Egerton. The church was built as a chapel of ease to the Church of St Mary the Virgin, Altrincham (MA06_0064), but became a parish church in its own right soon after completion in 1881. The late 19th century church is in the Gothic style in red brick with terracotta detailing and a clay tile roof and a stone bellcote. The scale of the building is small in comparison to the other parish churches within the study area and lacks a tower, reflecting the original intention for the building to function as a chapel of ease. The use of clay tiles and terracotta is unusual for the study area, perhaps reflecting the wealth of the Egerton's or the ready availability of mass-produced building materials from further afield as a result of improved transport. The church is situated within its own church yard with views over agricultural fields to the south towards the village cricket pitch illustrating its historic rural context.
- 5.3.9 The wealth of the Tatton Estate was largely built on the income from their agricultural land holdings. Consequently, the majority of post-medieval buildings (MA06_0121; MA06_0140) within the study area south of the River Bollin are related to agricultural use. Many of these buildings date to the late 18th and 19th century and belong to a period of agricultural improvement where greater efficiency was achieved by economic building design and refined dairying practices (see Section 4.6). This improvement was reflected in agricultural buildings as new planned set-piece farms were built. Landowners engaged in large-scale reorganisation of their holdings and often completely rebuilt farmsteads.
- 5.3.10 Within the study area these buildings follow a recognisable pattern which can be seen as representative of a wider Cheshire style. The farmsteads feature constructions of substantial red brick farmhouses with slate roofs accompanied by ranges of farm buildings. These often

⁵⁵ Unknown (1838), *Tithe Map of the Township of Ashley in the Parish of Rostherne in the County of Chester*, held at; Cheshire Archives and Local Studies Ref: EDT 272/2.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

form a courtyard space to the side and separate to the farmhouse in a L-shaped or U-shaped plan. Examples of this form can be seen at Cherry Tree Farm, Cherry Tree Lane (MA06_0122) and Birkin Farm (MA06_0110). Some farmsteads continued to be built on a more dispersed plan including Higher Thorns Green Farm, Castle Mill Lane (MA06_0102) and Bowdon View Farm, Yarwoodheath Lane (MA06_0119). In other examples, the farmhouses were kept apart from the agricultural buildings such as at Hough Green Farmhouse (MA06_0040). Although no longer a working farm, the farmhouse retains its historical association with the surrounding farmland adjacent to its former agricultural building (MA06_0106). The buildings were all owned by William Henry Asheton Smith, a local landowner in Ashley in the 17th century. The surviving relationship between the buildings and fields make a positive contribution to the heritage value of the asset.

- 5.3.11 On estates the 'home farm' often had superior outbuildings and equipment, serving as an example for the estate's tenant farmers⁵⁶. An example of this can be seen at Tatton, where Home Farm includes a stable block and barn (MA06_0192) and Pigeon Loft (MA06_0193). The farm buildings within the study area are largely dispersed and isolated within the agricultural landscape. This was to take advantage of the reorganised field systems following enclosure, which was largely complete by the 18th century (see Section 3 for more detail). These buildings give character to the landscape and a local distinctiveness to the wider area as a result of their uniformity and frequency.
- 5.3.12 Despite the prevalence of late 18th and 19th century buildings within the study area, examples of earlier farm structures do survive and often later buildings encase earlier fabric, with timber frames concealed behind brick walls. Where earlier fabric survives, this is of archaeological interest. Datestone inscriptions within the region have helped to develop a chronology of construction types. An inscription reading '1617 ET' dates Davenportgreen Hall (MA06_0014) to at least the early 17th century. Other examples include Lower House Farmhouse (MA06_0037) and Moss Farmhouse, South Downs Road (MA06_0056) which also includes the oldest surviving cruck-frame⁵⁷ barn in Cheshire. At the Storage Building at Coppice Nursery (MA06_0048) and the Outbuilding approximately 100m east of Rycroft Farmhouse (MA06_0065) elements of timber-framing are retained with brick infill.
- 5.3.13 Moss House Farm, Thowler Lane (MA06_0143) does not fit into the prevailing trend of farm buildings within the study area. On the 1848 Rostherne Tithe Map⁵⁸ the farm is owned by George Cornwall Legh who also owned High Legh Park (see BID HE-001-0MA03), a wealthy local landowner in the area. The wealth may explain building the farm in what would have been a modern, fashionable style rather than in the Cheshire vernacular. The west front of

⁵⁶ Hooke, D. (2006), *England's Landscape: The West Midlands*, Collins, London.

⁵⁷ A cruck or crook frame is a curved timber, formed from a single piece of wood, one of a pair, which support the roof of a building.

⁵⁸ Unknown (1848), *Tithe Map of the Township of Millington in the Parish of Rostherne in the County of Chester*, held at; Cheshire Archives and Local Studies Ref: EDT 272/2.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

the farmhouse is built in local sandstone with stone mullioned casement windows to the ground floor and a stepped stone buttress. There are large brick additions to the rear. On the south elevation there is a small single storey stone-built porch with moulded stone kneelers, gable copings and an iron Latin cross attached to the door lintel. To the south-east of the farmhouse is a large brick-built barn with a number of small lancet windows with pointed gothic arches, some of which have now been blocked. Both the west stone front and porch and the gothic arched windows in the barn, appear to be unique in the study area in an agricultural context. Dates for both structures is uncertain, although the barn appears to be mid-19th century in date. A building is shown in this location on Burdett's 1777 Map of Cheshire suggesting a possible 17th or early 18th to mid-18th century date for the farmhouse.

- 5.3.14 The majority of farm buildings within the study area survive in a rural context where the relationship between the farm buildings and the land can be readily understood. The survival of the agricultural setting contributes to the value of these buildings by aiding in the ready appreciation of the historic function of the buildings.
- 5.3.15 In addition to farmsteads the study area is notable for containing a number of timber-framed cottages dating to the 17th century, including Mere Covert Cottage (MA06_0069) and Sycamore Cottage (MA06_0049) and later brick built cottages such as Bowdon View Cottage and Pembroke House, Yarwoodheath Lane (MA06_0118) and Group of four cottages Castle Mill Lane (MA06_0101). These are often in isolated locations surrounded by agricultural fields and represent former estate workers cottages. An example is Mere Covert Cottage (MA06_0069) which housed workers of Bowdon View Farm, Yarwoodheath Lane (MA06_0119). The agricultural setting of the asset together with the surviving relationship between the farmstead and cottage (which were most often owned by the same landowners) makes a contribution to how the architectural and historic interest of the asset is appreciated.
- 5.3.16 Perhaps rather unique to this part of north-west England is the settlement at Styal. This was the subject of exponential growth during the late 18th and early 19th centuries as a result of large-scale mechanised industry. This industry was introduced to the area by Samuel Greg through the construction of a cotton spinning and weaving mill, Quarry Bank Mill. This is located on the east bank of the River Bollin to the south-west of the village.
- 5.3.17 The historic settlement at Styal developed during the medieval period as a scattered group of farmsteads, loosely clustered around the historic route between Manchester and Altrincham. Several timber-framed buildings of cruck construction dating from the 16th century or earlier survive within the village including the Grade II* Oak Farmhouse (MA06_0260) and Grade II listed Farm Fold Cottages (MA06_0236-0238, MA06_0240, MA06_0242, MA06_0243 and MA06_0244). Farm Fold forms the core of the village and has an enclosed character producing an arrangement of buildings grouped about irregularly formed courtyards and meandering paths.
- 5.3.18 The construction of Quarry Bank Mill in 1784 saw the adaptation of many of these farmstead buildings to form accommodation for the mill workers, such as Shaws Fold (MA06_0232).

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Towards the end of the 18th century new purpose built, brick buildings were erected to house the mill workers. These include the Grade II* listed Apprentices House and cottage (MA06_0239), and later the Grade II listed Oak Cottages (MA06_0248, MA06_0250, MA06_0252, MA06_0253, MA06_0254, MA06_0255, MA06_0256 and MA06_0257) which were set out as parallel terraces. Each have garden plots and allotments that conform to a regular pattern. Greg also built the Grade II listed Oak School for the village children, Grade II listed Norcliffe Chapel (MA06_0259) where the villagers could worship, and a village shop opened in the group of Oak Cottages (MA06_0253). Around the same time, around 1820 at Farm Fold, a former 18th century seed store was converted into a Methodist Chapel (MA06_0241).

- 5.3.19 Today the village sits within the Styal Conservation Area (MA06_0320), which is a managed National Trust estate and a designated Country Park. The area is surrounded by scattered farmsteads and fields and, a densely wooded section of the River Bollin valley⁵⁹.
- 5.3.20 From the mid-to late 19th century areas to the north of the River Bollin which had previously been agricultural in character, began to witness significant residential expansion. Whilst often retaining their core of 16th, 17th and 18th century buildings these settlements saw the laying out of new streets of homes.
- 5.3.21 Ashley Heath, which is covered by the Ashley Heath Conservation Area (MA06_0004), was a dispersed rural settlement in the first half of the 19th century when it included the 16th and 17th century Moss Farmhouse (MA06_0056), Cottage (MA06_0055) and barn (MA06_0057) and The Old House (MA06_0045). Residential expansion began in 1876 with the construction of Bollingworth House. Over the rest of the century construction work continued apace with the laying out of new sections of South Downs Drive. These properties were large villa type houses within large plots set back from the road, which were typical of late Victorian higher status suburban development. A varied palette of architectural styles was used including Tudor Revival black and white timbering, Arts and Crafts and neo-Georgian.
- 5.3.22 At its core, Bowdon, which includes the Bowdon Conservation Area (MA06_0005), is a medieval village with the Church of St Mary the Virgin, Altrincham (MA06_0064) at its core. This core is situated on Bowdon Hill, the highest part of a glacial hill extending from Warburton to Ringway with excellent views over the Bollin Valley and Cheshire Plain. A number of 18th century buildings survive on the streets surrounding the church, including 1 Church Brow (MA06_0179), The White Cottage (MA06_0184) and the late 18th century The Griffin public house (MA06_0174). From the mid-19th century onwards the development of residential streets to the east of the villages historic core commenced and construction was largely complete by 1880. The buildings were a combination of large terraced, semi-detached and detached houses in various architectural styles set in large plots with substantial gardens. This residential expansion was stimulated by the introduction of a

⁵⁹ The Conservation Studio (2008), *Macclesfield Council: Styal Conservation Area Appraisal, Public Consultation Draft*. Available online at: <https://www.cheshireeast.gov.uk/pdf/environment/conservation-areas/styal-caa-final.pdf>.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

railway line in 1862 (MA06_0146) linking Hale Station (MA06_165 and MA06_0167) to Manchester and Northwich. At a similar time, the medieval Church of St Mary the Virgin was rebuilt. The gothic design was by W. H. Brakspear and construction was complete by 1860. The 16th century aisle roofs were incorporated in the new structure, which was built in sandstone with a slate roof. The church is large with a four-stage tower which, owing to the topography of the site, can be seen from a great distance.

- 5.3.23 The settlement of Hale, including the South Hale Conservation Area (MA06_0003), likewise experienced similar residential expansion following the arrival of the railway. In the medieval period Hale was an agricultural community of dispersed farmsteads. A scattering of late 17th century and 18th century buildings survive within the conservation area including The Old Farm (MA06_0033), Barrow Cottage, Hawley Lane (MA06_0028) and Springvale (MA06_0024). South of Hale Barns stands the 18th century Hale Chapel (MA06_0020). The chapel was built as a Presbyterian meeting house in 1723. Before the late 19th century residential expansion of Hale, the chapel stood isolated surrounded by agricultural fields. It is now located within gardens with a lych gate (MA06_0019) to the road and modern low-density residential housing beyond. The chapel's simple small-scale construction is typical of early non-conformist chapels and speaks of the simplicity of faith sought by Presbyterian worshippers. This area of north Cheshire appears to have been a hot spot for non-conformity in the 18th century with a further chapel in Millington (MA06_0079) which was built by the followers of John Johnson, a Baptist, instrumental in the movement during the 18th century. The residential development of Hale into a suburb commenced from the 1840s onwards with a mixture of semi-detached, detached and villa style properties on a low-density plan. The area is characterised by spacious tree lined streets, high quality architecture and an eclectic mix of architectural styles.
- 5.3.24 Together these new suburban areas illustrate the residential expansion within the Greater Manchester urban fringe in the mid to late 19th century and the flight of the expanding middle classes away from the overcrowded and dirty industrial centres. The buildings within these areas are also commonly of high architectural quality. The agricultural fields north of the River Bollin which form the southern boundary of the suburbs make a contribution to how the historic development of these areas from former rural settlements is appreciated. However, in many cases external views from within residential streets are screened by buildings, later development and planting. In the case, of Bowdon, long range views from the summit of Bowdon Hill across the Bollin Valley and Cheshire Plains contribute to an understanding of the historic development of the settlement.

5.4 Modern (1901 – present)

- 5.4.1 The modern period has brought many changes on the study area. The period began with the continued residential expansion of the emerging suburbs of Bowdon, Hale and Hale Barns

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

to the north of the River Bollin. Arts and Crafts⁶⁰ ideals were increasingly reflected in the large residential properties built within these areas. This includes The Homestead (MA06_0034), one of a number of large houses designed by Edgar Wood and built speculatively by the Richardson Estate from 1901 to 1914. These buildings are characterised by their high level of architectural detailing. Typical detailing includes bargeboards, ridge tiles, cladding and stained glass. The architect Edgar Wood was a particularly prolific designer of buildings in these areas in the early 20th century. However, when it came to designing his own house, Royd House (MA06_0031), Wood chose a markedly different style to those which he had employed elsewhere. Royd House features a flat reinforced concrete roof, concave principal façade and a central colourfully tiled chevron pattern panel. The building marks the evolution of Victorian architecture into 20th century modern design. The plan of the building is an expression of the freedom allowed by concrete roof construction and its design is one of the most advanced examples of early 20th century domestic architecture in terms of planning, construction and detailing.

- 5.4.2 The First World War saw a hold put on many domestic building projects as materials and labour were directed towards the war effort. Following peace in 1918 there was a nationwide feeling that the many lives lost as a result of the war needed to be acknowledged and remembered resulting in the largest single wave of public commemoration in history. Thousands of monuments were commissioned. Within the study area war memorials are present within the grounds of churchyards, as at the Church of St Mary the Virgin, Altrincham (MA06_0177) and in prominent locations at road junctions, as on Wicker Lane in Hale Barns (MA06_0021). Such monuments are of considerable historic interest for their link with world conflicts, while the lists of the names of the dead show the poignant cost of such involvement and continue to resonate with communities.⁶¹
- 5.4.3 In the interwar period the new housing which continued the sprawl out from the old village centres of Bowdon, Hale and Hale Barns began to take on a less grandiose scale and more uniform style as private developers built multiple streets of houses for speculative sale, such as at Hale Green. The low-density approach to building, however, continued and houses were still placed within plots with front and rear gardens set back from the road. Building work continued along much the same vein in the mid to late 20th century. At the same time the very large plots of the Victorian and Edwardian period began to be divided to make room for modern development, adversely affecting the integrity the setting of these buildings and the grain of the conservation areas in which they are often located.
- 5.4.4 In the 1930s construction began on Ringway Airport, the present-day Manchester Airport. During the Second World War the site was requisitioned by the RAF, becoming RAF Ringway

⁶⁰ Associated with the arts and crafts movement, an important offshoot of the later English *Gothic Revival*. Not so much a style as an approach to design, it sought truth to materials, high standards of craftsmanship, and an integration of decorative and fine arts, architecture included.

⁶¹ Historic England (2017), *Commemorative Structures: Listing Selection Guide*, Historic England.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

(see Section 4.7). The nearby Tatton Park (MA06_0002) was also requisitioned and housed a dispersal airfield and a parachute training school. Low concrete bridge parapets on aircraft dispersal tracks and balloon mooring rings survive at Tatton Park as evidence of this historic use. Following the conclusion of the war, the Manchester Airport was returned to commercial use. It continued to expand throughout the 20th and 21st centuries, including the construction of a second runway between 1997 and 2001. The airport is now an international hub and the busiest airport in the UK not serving London. Its presence has had a considerable effect on the built environment surrounding the airport including the construction of car parks, vast warehouses, distribution centres, and hotels. At Rose Cottage, Hasty Lane (MA06_0010) and Haletop Farm (MA06_0007) the setting of the 17th century buildings have been comprehensively altered by the construction of the airport, despite substantial tree planting screening views. At Buckhall, The Four Seasons Hotel (also known as the Manchester Airport Marriott Hotel; MA06_0015) the mid-18th century farmhouse became part of a hotel complex in the 1980s. This involved the conversion of the associated late 19th century agricultural buildings and the construction of a number of additional accommodation blocks. These are arranged around courtyards surrounded by extensive car parking. The former farmhouse itself, which features a notable heraldic shield over the doorway, was converted to offices. It is located adjacent to modern hospitality buildings. The farmhouse was orientated towards the road so as to make an impression on passers-by. A tall hedge in front of the property along the roadside blocks views of its principal façade. This adversely impacts on the integrity of the asset, which was historically an agricultural dwelling surrounded by its farmland and rural cottages such as Fern Cottage, A538 Hale Road (MA06_0088).

- 5.4.5 Another change which is evident within the study area is the widespread adaptation and reuse of former agricultural buildings to residential use. This has largely resulted from the continued rationalisation of agricultural businesses, the expansion of Greater Manchester and improved transport connectivity. The proximity of these properties to Greater Manchester and their pleasant rural settings makes them appealing to commuters and consequently attractive development prospects. Examples of former farm buildings which have undergone substantial conversion projects include buildings at Birkin Farm (MA06_0110) and the former barn of Yewtree House (MA06_0016).
- 5.4.6 Many farmhouses have also lost their historic agricultural function but have retained a rural context despite expansion at the Manchester Airport, such as those within the hamlet of Ringway including Hale Bank Farm (MA06_0095) and its former agricultural building No. 56 Sunbank Lane (MA06_0096). At Yewtree House (MA06_0016) the mid-18th century former farmhouse has a semi-rural enclosed setting, with a clear relationship with the remainder of the hamlet of Ringway. The house is set within its own garden defined by a stone coped wall along the tree lined Sunbank Lane and surrounded by small agricultural fields. The relationship between the farmhouse and other rural buildings located within the semi-rural enclosed hamlet of Ringway positively contributes to its heritage value. These buildings are of the same period and share common materials and methods of construction. Similarly,

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Davenportgreen Farmhouse (MA06_0012) has a relationship with the surviving arrangement of Barn, Roaring Gate Lane (also known as Davenportgreen Barn) (MA06_0011) and Paddy's Hut, Roaring Gate Lane (MA06_0013). The conversion of the buildings to residential functions has been achieved whilst keeping all the buildings within the same ownership and plot. The extensive gardens surrounded by agricultural fields were at one time worked by Irish labourers. The historic association between the arrangement of buildings and the surrounding fields is still legible and make a positive contribution to their heritage value.

- 5.4.7 Today the study area retains its predominantly agricultural character south of the River Bollin where the dispersed settlement pattern remains largely unchanged from the post-medieval period. Brick-built farmhouses and associated buildings continue to characterise the experience of the built environment in this part of the study area. The area to the north of the River Bollin has a markedly different character, one of affluent suburbs which has resulted from 19th and 20th century residential expansion. Here there is an eclectic mix of building styles although brick and slate still tend to be the predominant building material.

6 Research potential

6.1 Introduction

- 6.1.1 The North West England Regional Research Framework⁶² provides an introduction to the key research themes in the region by period. A focus for further research-led investigation in the Hulseheath to Manchester Airport area (MA06) could be provided by reflecting on the known and potential historic environment interest of the land required for the construction of the Proposed Scheme, and drawing on the general themes identified in the regional research framework.
- 6.1.2 Research themes for further investigation will be set out more fully in a Historic Environment Research and Delivery Strategy (HERDS), which will be produced post-deposition of the hybrid Bill. The HERDS covers all aspects of the historic environment, including built heritage, archaeology and the historic landscape.

6.2 General

- 6.2.1 Linear schemes present the opportunity to provide a representative sample of material from a variety of topographic and geographical zones. They also allow techniques of archaeological investigation to be tested over different areas and geological substrates. HS2 presents the opportunity to:
- seek to improve archaeological evaluation techniques, particularly using targeted evaluation, metal-detecting or surface artefact collection as appropriate based on a wider landscape assessment including historic landscape characterisation and remote sensing;
 - undertake scientific techniques to provide an improved chronology of archaeological remains with a focus on the prehistoric period and the early medieval period where the understanding of settlement in Cheshire is poor;
 - investigate river deposits associated with the River Bollin and its tributaries; Agden, Birkin, Mobberley and Sugar Brooks to help understand the past environment and landscape in mid-Cheshire over a long chronological period;
 - palaeoenvironmental analysis of deposits will help building on the sequence of environmental data in existence for Cheshire described in Development-led palaeoenvironmental work in Cheshire: a review⁶³;

⁶² Research Frameworks (2021), *The North West England Regional Research Framework*. Available online at: <https://researchframeworks.org/nwrf/>.

⁶³ Huntley J. (2020), *Development-led palaeoenvironmental work in Cheshire: a review*, Journal of the Chester Archaeological Society, P123-159.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

- utilise surviving organic remains including pollen, plant remains, insect remains to help understand the past environment and identify changes in the landscape that relate to climate change; and
- combine historic landscape characterisation, documentary and topographical studies of landscape and settlement to understand how settlement developed from the end of the Roman period to the modern period.

6.3 Prehistoric

6.3.1 The prehistoric period includes remains from the Palaeolithic to the Iron Age. The general pattern within the Hulseheath to Manchester Airport area of early prehistory reflects seasonal movement with communities increasingly prone to exploit natural resources adjacent to the River Bollin. The Iron Age is poorly represented. HS2 provides the opportunity to investigate:

- whether prehistoric settlement activity (see Section 4.2) including groups of flint scatters reflect patterns of seasonal movement? In addition, research of these remains could allow comparison for links between communities and local trade patterns to those already identified at Tatton Park and Manchester Airport;
- can evidence of prehistoric settlements on the High Legh to Knutsford Ridge above the 70m AOD contour line be identified and can it be associated with previously excavated Bronze Age funerary monuments or Iron Age field systems?;
- if Iron Age evidence reflects a landscape of marginal agricultural land enclosed from heaths and mosses, could further investigation confirm if this picture is correct or whether the lack of known sites is due to a lack of evidence?;
- can Iron Age burial practices be better understood through investigating formal burials and bog bodies?; and
- if Iron Age settlement sites on the lowland plains of Cheshire can be associated with late prehistoric tribal groups such as the Cornvooii?

6.4 Roman

6.4.1 Roman settlement in mid-Cheshire is part of the hinterland of the Roman fortress of *Deva Victrix* at Chester with settlement connected via a network of Roman road. There is a lesser understanding of the rural hinterland within the Hulseheath to Manchester Airport area. HS2 offers the opportunity to investigate:

- the Roman road - Chester to Manchester (Margary 7a; MA06_0145) which runs through MA06. Does this highlight the potential for roadside settlement and help understand the development of Roman road systems?;
- the nature of rural Iron Age and Roman sites in order to understand their chronology, economy, and character?;

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

- rural settlements in order to identify their origins, rural society and economies and agriculture associated with these settlements?; and
- the impact of Roman occupation on population growth, can research determine the impact of Roman occupation on the environment particularly past vegetation, water quality and land use?

6.5 Early medieval

6.5.1 Evidence for the early medieval period is confined to documentary sources and there is little archaeological evidence within the Hulseheath to Manchester Airport area. HS2 provides the opportunity to investigate:

- whether palaeoenvironmental evidence can identify erosion sequences and climatic indicators associated with changes in settlement and land-use, such as the intake of fields and woodland clearance?;
- if early parish boundaries such as at Knutsford and Bowdon can be identified and further our understanding of early medieval land use?;
- if early medieval rural settlement can be identified from Roman sites that were occupied into the early medieval period or medieval sites that had an early medieval origin?; and
- can better scientific dating of excavated sites help understand the chronological development of Cheshire in the early medieval period?

6.6 Medieval

6.6.1 Medieval settlement consisted of farmsteads and hamlets associated with agriculture land use in the Hulseheath to Manchester Airport area. HS2 provides the opportunity to investigate:

- woodland, looking for archaeological features, can these help develop our knowledge of the development and use of managed woodlands?;
- if palaeoenvironmental analysis can be linked to documentary research to establish changes in land use and population growth that led to encroachment on common land?;
- if small rural settlements such as Davenport Green and Rostherne reflect a pattern of individual farmsteads and small hamlets as opposed to shrunken medieval villages and how do they access the resources of their environs?;
- how does the evidence for medieval field patterns reflect the settlement pattern of individual farmsteads and small hamlets on the Cheshire Plains in particular south-west of Sunbank?;
- if historic landscape characterisation data can be used to recreate the medieval land-use pattern within townships such as Hale Barns and Ashley Heath?; and
- if former trackways between settlements reflect the lost pattern of the landscape?

6.7 Post-medieval

6.7.1 During the post-medieval period the Hulseheath to Manchester Airport area remained largely rural. HS2 provides the opportunity to investigate:

- how can surviving pre-18th century enclosure and its relationship to farmsteads and settlements help us understand areas such as Davenport Green, Rostherne and Ashley?;
- if changes in land patterns and building types were linked to agricultural improvements in the 18th century. Did the rising demand for food prompt a shift to dairy from mixed arable farming?;
- if abandoned farmsteads can be used to understand the development and the people who lived in them through material culture of individual households?;
- how has the transition from timber to brick building differed according to building types across Cheshire in the 17th and 18th centuries?;
- how did industrial farms evolve and farming practices develop during this period?;
- what evidence is there for the development for the impact of technological change, including the use of power and mechanisation, on farm layout and building types? Were existing vernacular farmsteads adapted in the 19th century?;
- how can our understanding of the rural poor be enhanced through the study of rural farm workers cottages?;
- what is the relationship of country houses such as Tatton Old Hall and Ashley Hall Farm to the Tatton Estate and local villages?; and
- how can the study of leisure landscaping inform our understanding of changing landscapes in this period? Look at leisure landscaping and evolution of formal leisure landscapes including parks at Tatton and Dunham Massey.

6.8 Modern

6.8.1 During the modern period the landscape within the Hulseheath to Manchester Airport largely reflected agricultural changes from the post-medieval period. The biggest change within the character of the area was the construction of Manchester Airport. HS2 provides the opportunity to investigate:

- how did RAF Ringway develop and is there any evidence for its role in the Defence of Britain during the Second World War?;
- how did commuter towns such as Altrincham, Bowdon and Hale Barns develop?; and
- what changes occurred to the landscape resulting from the recreational use of country estates such as Dunham Massey and Tatton Park?

7 List of acronyms

Table 1: List of acronyms

Acronym	Meaning
BGS	British Geological Survey
BID	Background Information and Data
CALS	Cheshire Archives and Local Studies
ES	Environmental Statement
EUS	Extensive Urban Survey
HER	Historic Environment Record
HERDS	Historic Environment Research and Delivery Strategy
HLC/HLCA	Historic Landscape Characterisation/ Historic Landscape Character Area
LiDAR	Light Detection and Ranging
NHLE	National Heritage List for England
NHLC	National Historic Landscape Character/Characterisation
NRHE	National Record of the Historic Environment
PRoW	Public Right of Way
RRF	Regional Research Framework
SMR	Scope and Methodology Report
UAD	Urban Archaeological Database
ZTV	Zone of Theoretical Visibility

8 References

- Bell, M. and Brown, A. (2009), *Southern Regional Review of Geoarchaeology: Windblown Deposits*. English Heritage, Research Department Report Series no. 5.
- Bradley, R. and Edmonds, M. (1993), *Interpreting Axe Trade: Production and Exchange in Neolithic Britain*, Cambridge: Cambridge University Press.
- British Geological Survey (2021), *Geology of Britain*. Available online at: <https://www.bgs.ac.uk/>.
- Brown K. and Johnson B. (1985), *Watch Hill, Bowdon*, Greater Manchester Archaeological Journal 1, P35-8.
- Canti, M. and Corcoan, J. (2015), *Geoarchaeology, Using Earth Sciences to Understand the Archaeological Record*, Historic England. Available online at: <https://historicengland.org.uk/images-books/publications/geoarchaeology-earth-sciences-to-understand-archaeological-record/heag067-geoarchaeology/>.
- Collens, J. (1999), *Flying on the Edge; Aerial Photography and Settlement patterns in Cheshire and Merseyside*, in Nevell, M. (ed), *Living on the Edge of Empire: Models, Methodology and Marginality, Late-Prehistoric and Romano-British Rural Settlement in North-West England*, North-West Archaeology Volume 3, University of Manchester and Chester Archaeology.
- Garner, D. J. (2007), *The Neolithic and Bronze Age settlement at Oversley Farm, Styal, Cheshire*, British Archaeological Reports, British Series 435, Archaeopress, Oxford.
- Gelling, M. (1992), *The West Midlands in the Early Middle Ages*, Leicester University Press.
- Gifford and Partners, Consulting Engineers. (1993), *An Archaeological Assessment of Manchester Airport Second Runway, Area of Search 4*, Archaeological Investigations Project.
- Greater Manchester Archaeological Unit (2009), *Greater Manchester Urban Historic Landscape Characterisation*, Manchester District Report.
- Harris, B. E., and Thacker, A. T. (1987), *The Victoria History of the County of Chester*. (Volume 1: Physique, Prehistory, Roman, Anglo-Saxon, and Domesday), Oxford University Press.
- Heawood, R., Howard-Davis C., Drury, D. and Krupa, M. (2004), *Old Abbey Farm, Risley; Building survey and excavation at a Medieval moated site*, Lancaster imprints, Lancaster.
- Higham, N. J and Cane, T. (1999a), *The Tatton Park Project, Part 1: Prehistoric to Sub-Roman Settlement and Land Use*, Journal of Chester Archaeological Society 74, P6-62.
- Higham, N. J and Cane, T. (1999b), *The Tatton Park Project, Part 2: the medieval estates, settlements and halls*, Journal of Chester Archaeological Society 75, P61-133.
- Historic England (2017), *Commemorative Structures: Listing Selection Guide*, Historic England.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Hodgson, J. and Brennand, M. (2006), *North-West Regional Research Framework: The Prehistoric Resource Assessment*. Available online at: <https://researchframeworks.org/nwrf/>.

Holt, G. (1978), *A Regional History of the Railways of Great Britain, Volume 10, The North West*, David and Charles.

Hooke, D. (2006), *England's Landscape: The West Midlands*, Collins, London.

High Speed Two Ltd (2022), High Speed Rail (Crewe –Manchester), *Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

Huntley J. (2020), *Development-led palaeoenvironmental work in Cheshire: a review*, Journal of the Chester Archaeological Society, P123-159.

Jermy, K. E. (1990), *The North Cheshire Ridge Roman Road*, *Britannia* 21, P283-285.

Kibblewhite, M., Toth, G. and Hermann, T. (2015), *Predicting the Preservation of Cultural Artefacts and Buried Materials in Soil*, *Science of the Total Environment* 529, P249-63.

Leah, M. D. Wells, C. Huckerby, E. and Appleby, C. (1997), *North West Wetland Survey 4: The Wetlands of Cheshire*, Lancaster Imprints 5, Lancaster University Archaeological Unit, Lancaster.

Lewis, C. P and Thacker, A. T. (2003), *A History of the County of Chester: Volume 5 Part 1, the City of Chester: General History and Topography*. Available online at: <http://www.british-history.ac.uk/vch/ches/vol5/pt1/>.

Lewis, S. (1848), *A Topographical Dictionary of England*, London. Available online at: <https://www.british-history.ac.uk/topographical-dict/england/pp682-685>.

Margary, I. D. (1973), *Roman Roads in Britain*, John Baker, London, 3rd edition.

Myers, A. and Stallibrass, S. (2021), *North-West Regional Research Framework: Early Prehistory Resource Assessment Update*. Available online at: <https://researchframeworks.org/nwrf/>.

Nevell, M. (1997), *The Archaeology of Trafford: A Study of the origins of Community in North-west England before 1900*, Trafford Metropolitan Borough Council, Manchester.

Norton, G. E, Bloodworth, A. J, Cameron, D. G, Evans, D. J, Lott, G K, Hobbs, S. F, Spencer, N. A. and Highley, D. E. (2005), *Mineral Resource Information in Support of National, Regional and Local Planning – Cheshire (comprising Cheshire, Boroughs of Halton and Warrington)*, British Geological Survey, Commissioned Report CR/05/090N.

Palmer, J. J. N. (1990), *Hull Domesday Project*, University of Hull.

Phillips, A. D. M. and Phillips, C. B. (2002), *A new historical atlas of Cheshire*, Cheshire County Council, Chester.

Porter, J., Simpson, J., Farmer, A. and Warnock, S. (2009), *North West Landscape Character Framework. Final Report. Part 2: Regional Landscape Character Types and Areas*, Countryside.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Powell-Smith, A. (2013), *Open Domesday*, Available online at: <https://opendomesday.org>.

Research Frameworks (2021), *The North West England Regional Research Framework*; Available online at: <https://researchframeworks.org/nwrf/>.

Scholefield, R. A. (1999), *Manchester Airport*, Scholefield Sutton Publishing Ltd.

Shaw, M. and Clark, J. (2003), *Cheshire Historic Towns Survey*, Warrington: Archaeological Assessment, Cheshire County Council.

Society for the Protection of Ancient Buildings (1990), *The Surface Treatment of Timber-Framed Houses: Information Sheet 3*, Society for the Protection of Ancient Buildings, London.

Sylvester, D. F. (1962), *Cheshire in the Dark Ages: A Map Study of Celtic and Anglian Settlement*, Transactions of the Historic Society of Lancashire and Cheshire 114, P1-22.

The Conservation Studio (2008), *Macclesfield Council: Styal Conservation Area Appraisal, Public Consultation Draft*. Available online at: <https://www.cheshireeast.gov.uk/pdf/environment/conservation-areas/styal-caa-final.pdf>.

Turner, R. C. and Scaife, R. (1995), *Bog Bodies. New Discoveries and New Perspectives*, British Museum Press.

Unknown (1838), *Tithe Map of the Township of Ashley in the Parish of Rostherne in the County of Chester*, held at; Cheshire Archives and Local Studies Ref: EDT 272/2.

Unknown (1848), *Tithe Map of the Township of Millington in the Parish of Bowdon in the County of Chester*, held at; Cheshire Archives and Local Studies Ref: EDT 20/2.

Usai, M-R. (2005), *Geoarchaeology in Northern England, The Landscape and Geography of Northern England*, Centre for Archaeology Report 54/2005, English Heritage.

Wessex Archaeology (2017), *A556 Knutsford to Bowdon Improvement; Cheshire: Archaeological Strip Map and Excavation & Post Excavation Assessment*, Wessex Archaeology.

Wymer, J. (1999), *The Lower Palaeolithic Occupation of Britain, Volume 1*, Wessex Archaeology and English Heritage. Available online at: <https://www.wessexarch.co.uk/our-work/lower-palaeolithic-occupation-britain>.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Appendix A: Historic environment detailed gazetteer

Unique Gazetteer ID (UID): MA06_0001

Asset name: Watch Hill motte and bailey castle, 450m south of Streethead Farm

Designation and grade: Scheduled monument

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-319-L1
National Grid Reference: 374792 385990

Asset class/type and dates

Monument class/type: Defence
Motte and bailey
Period(s): Medieval

References

References: NHLE: 1014377
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"The monument includes a motte and bailey castle on a triangular promontory formed by the bank of the River Bollin on the south side and the steep side of a gorge on the north side. The site has been known variously as Watch Hill, Castle Hill and Yarwood Castle. The castle lies 300m to the east of the Roman road, which became an important medieval highway, and appears to dominate a crossing point by bridge or ford of the River Bollin which lay at what is now New Bridge. The motte is on the west side at the point of the promontory. It stands 6m high and is 40m broad at the base. It is surrounded by a ditch 5m wide which cuts the promontory and separates it from the bailey. On the east side the ditch is 3m deep with a possible original ramp or entrance work on the western side. The bailey is on the promontory to the east of the motte. This an enclosed platform in the shape of a triangle with the eastern side 80m long and the other two sides 60m long. The northern and southern sides are defined by a rampart on the crown of the steep slopes on each side. This can still be seen although it is ploughed down to a height of 0.3m. On the east side the rampart is barely visible, but an outside ditch 4m wide can be seen as a depression, particularly at the line of the hedges on each end. There is a possible counterscarp outside this ditch. The motte was constructed during the years after the Norman Conquest and was part of the barony of the family de Massey who gave their name to Dunham Massey, a hall and settlement to the west of the site. Excavations in 1985, which revealed evidence of the construction and size of the motte, suggested that it was speedily erected, possibly during the rebellion of Hamon de Massey against Henry II in 1173. There is a boundary stone in the bottom of the ditch to the west of the motte bearing the initials S on the west face and C on the east face. This marks the limit of the estate of Lord Stamford at the time that he gave the farmland and castle to the Church Commissioners early in this century. The boundary stone is included in the scheduling" [1].

Setting description:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Positioned within the rural landscape on a triangular promontory formed by the bank of the River Bollin to the south and the steep side of a gorge to the north overlooking Pool Bank Farm. The dense woodland to the north and west and the meandering River Bollin enclose the monument. Its setting also includes a boundary stone at the bottom of the ditch to the west of the Motte bearing the initials S on the west face and C on the east face.

Asset value assessment:

The value of the asset derives from its archaeological interest as an example of the motte and bailey castle monument. It has a strategic position within the landscape dominating a crossing point over the River Bollin with commanding views to the south, east and south-east. It also has historic interest as a visual reminder of Hamon de Massey's involvement in the revolt of 1173 against Henry III. The setting of the asset makes a key contribution to this heritage value.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1014377>.

Unique Gazetteer ID (UID): MA06_0002

Asset name: Tatton Park

Designation and grade: Registered park/garden Grade II*

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 375516 381417

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Deer park
Period(s): Medieval, and
Post-medieval.

References

References: NHLE: 1000501
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0058	Birkin Bridge, North Lodge and railing attached
MA06_0059	Birkin Bridge, South Lodge and railing attached
MA06_0068	Rostherne Lodge
MA06_0216	Tatton medieval settlement, prehistoric settlement remains, the buried remains of Tatton Old Hall and mill dam
MA06_0226	Mere Lodge
MA06_0286	Eastern Vase on Lower Terrace Garden before South Front of Tatton Hall
MA06_0287	Pool Wall and Triton Fountain in Lower Terrace Garden before South Front of Tatton Hall
MA06_0288	Flight of Steps Between Intermediate and Lower Terrace of Garden before South Front of Tatton Hall
MA06_0289	Wall and Balustrade of Lower Terrace. Garden before South Front of Tatton Hall
MA06_0290	Upper Terrace Wall, Garden before South Front of Tatton Hall
MA06_0291	Western Vase on Lower Terrace, Garden before South Front of Tatton Hall
MA06_0292	Temple in Broad Walk
MA06_0293	Tatton Hall
MA06_0294	Orangery
MA06_0295	Shinto Temple
MA06_0296	Walls to Service Court Tatton Hall
MA06_0297	Pool and Fountain before South Front of Orangery
MA06_0298	Palm House to West of Orangery
MA06_0299	North and East Walls of Eastern Kitchen Garden
MA06_0300	South Wall of Eastern Kitchen Garden
MA06_0301	Stone Wall and Hothouses in Western Kitchen Garden

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

MA06_0302 Walls of Western Kitchen Garden

MA06_0303 Stable Block

Description and sources

Full asset description:

"Eighteenth century and later gardens and an extensive landscape park associated with a country house; designers who worked here included Humphry Repton, John Webb, Lewis Wyatt and Joseph Paxton.

CHRONOLOGY OF HISTORIC DEVELOPMENT

In 1598 Tatton was bought by Sir Thomas Egerton, Lord Chancellor of England, created Viscount Brackley by James I. His grandson Thomas, the second Earl of Bridgewater, settled Tatton on his third son Thomas, although not until the time of Thomas's son John Egerton (1679-1724) did the family reside here, in a new house built in the first quarter of the 18th century. John's son and heir died in 1738, leaving the family fortunes much depleted. In 1758 however the enormous fortune of Samuel Hill, the brother of John Egerton's wife Elizabeth, passed to Samuel (died 1780), their second son. It was that legacy which provided the wherewithal for the later 18th century rebuilding of Tatton. Most of the work was done for William Egerton (died 1806) and his son Wilbraham (died 1856). In 1791 Humphry Repton (1752-1818) advised on landscaping the park. Wilbraham Egerton was succeeded by his son William (died 1883); he, like his father and Samuel Egerton, served as member of parliament, and in 1859 was created Baron Egerton of Tatton. His heir was his son Wilbraham, the second Baron, on whose death in 1909 Tatton passed to his younger brother Alan de Tatton Egerton (died 1920), under whom the Japanese garden was created. On the death of his son Maurice, the fourth Baron, the Barony of Egerton became extinct and in 1958 Tatton passed to the National Trust. It is now (1997) financed and managed by Cheshire County Council on behalf of the National Trust.

DESCRIPTION

LOCATION, AREA, BOUNDARIES, LANDFORM, SETTING Tatton Hall lies 3km north of Knutsford, and the westernmost point of the park touches on the A50 from Knutsford to Altrincham and Manchester. To the south of this a section of the west park boundary, which here is walled, follows Mereheath Lane, which runs parallel with the A50. The long north-western boundary of the park follows Ashley Road, the minor road from the A50 to Ashley. For the most part the east boundary of the park follows a line just east of the Birkin Brook. The area here registered is c. 1000ha.

ENTRANCES AND APPROACHES The main approach to the Hall in the late 20th century is from the north, via the tree-lined Rostherne Drive (planted c. 1883) which leads to car parks north-west of the Hall. Rostherne Lodge (listed Grade II), at the north end of the drive, was built in 1835 to a design by James Hakewill. It is a single-storey ashlar building with a hexastyle Greek Doric portico. West of the Hall are two other lodges. Mere Lodge (listed Grade II), a two-storey octagonal building of ashlar and rendered brick, was designed in 1822 by Lewis Wyatt (1777-1853). Mereheath Lodge, 500m to the south on Mereheath Lane, is an early or mid 19th century brick and stucco building with an angled facade towards the drive. The main exit from Tatton in the later 20th century is south through the park via the 3km long Knutsford drive, down the west side of Tatton Mere. Knutsford Lodge (listed Grade II*) at the south end of the drive, which incorporates a Doric triumphal arch, was added by Lewis Wyatt in 1811 following a suggestion by Humphry Repton and an initial sketch by Wyatt's uncle Samuel Wyatt. The Knutsford drive replaced that which ran up the Broad Walk, which was probably established in the early 18th century when the Hall was rebuilt. In 1787 Lady Mary's Walk served as a drive approaching the Hall from the north.

PRINCIPAL BUILDING When John Egerton came to live at Tatton a new house, nearing completion in 1715, was built to a design of John Barker (died 1727). It stood on a low hill with views south-east across the park 1km west of the Old Hall. Its cellar survives in the present house, as do parts of the additions made to that house c. 1760 by T. F. Pritchard (died 1777). As seen today however Tatton Hall (listed Grade I) - a two-storey ashlar house with a seven-bay south front, five-bay east side and seven-bay colonnaded west wing - dates largely from the period after 1780 when Samuel Wyatt began to rebuild the house in the neo-classical manner. The work came to a halt in 1791 but between 1806 and c. 1813 the main block was completed, on a reduced scale, by Samuel Wyatt's nephew Lewis Wyatt. In 1860 the second storey was added to the west, family wing by Joseph Paxton's son-in-law G H Stokes. Other additions were made in the 1880s.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

North-west of the Hall, and north of the kitchen gardens, is the tall brick stable block (listed Grade II) designed in the late 18th century by Samuel Wyatt.

Tatton Old Hall (listed Grade II*) lies adjacent to Tatton Brook. It is a timber-framed building of c. 1520 with later extensions encased in brick c. 1700. Adjoining the Old Hall is a 16th century cruck barn (listed Grade II) moved here in the later 20th century from Woodhouse Farm, near Frodsham, Cheshire. Immediately north of the Old Hall are the earthworks of the deserted village of Tatton Green.

GARDENS AND PLEASURE GROUNDS Extending north-west for c. 300m from the new hall's railed north forecourt is an avenue, Lady Mary's Walk, present by 1750. This frames a vista from the house to Winter Hill on the horizon. East of the Hall is a croquet lawn.

The main formal garden (elements listed Grade II) lies below the grass terrace along the south front; a terraced Italianate Garden it has a balustraded demi-lune at the end of the main north/south axial path, urns, and elaborate parterres. A square pool in the lower terrace contains a statue of Triton. Although possibly designed in the later 1850s by Joseph Paxton (1803-65), the garden was apparently not built until the early 1880s. The terracotta balustrades may have been manufactured in 1887 by the Ruabon Terra Cotta Works. The garden was restored in 1986.

The pleasure grounds stretch south-east of the Italianate Garden for c. 200m, and comprise shrubberies and specimen trees with walks as well as a number of discrete, named, individual gardens. In the shrubbery 30m south of the bottom of the Italianate Garden is the small Mercury Pool; a second small pool, the Leech Pool, lies 70m to the south-west. The Leech Pool has a fountain. Some 20m north of the Leech Pool is a beech maze, already established by 1795.

Some 150m to the west of the Italianate Garden, to the south of the kitchen gardens, is a lawn with shrubs. In the centre is Lady Charlotte's Fountain (listed Grade II) of c 1860, and 150m to the south-west Lady Charlotte's Arbour, a treillage seat designed by Lewis Wyatt in 1814. These are the surviving elements of a kidney-shaped flower garden designed in 1814 by Lewis Wyatt, possibly in association with John Webb (1854-1828). In 1818 Wyatt added the tall, seven-bay, sandstone Conservatory (listed Grade II) on the north-east side of the garden. In 1859 the tall, red-brick, L-plan Fernery (listed Grade II*) was built immediately to its north-west to a design by Joseph Paxton, possibly with G. H. Stokes. A small aviary originally lay between these two buildings. Enclosing lawns to the immediate south and west of the Fernery, and north of Wyatt's garden of 1814, are the L-Borders, flower beds divided by broad yew buttresses into deep bays each with its own colour scheme.

To the south-west of the L-Borders, on the south side of the kitchen gardens, is the Rose Garden, a formal enclosed courtyard with a pergola, statuary, a sunken plunge pool and, on its north side, a tea house. This garden was laid out c. 1913 for Lady Anna Egerton. To its south it connects with the Tower Garden, a compartment probably created in the 1930s using yew hedges and brick walls around a crenelated two-storey tower of the mid 18th century, probably a park eyecatcher. A seat with a tiled roof is built across one corner of the garden. Running past the east side of these two compartments is the north end of the Broad Walk, a straight 150m long gravel path at the south end of which is a copy on a reduced scale of the Choragic Monument of Lysicrates in Athens (listed Grade II), erected between 1830 and 1834 by William Cole to commemorate Wilbraham Egerton's Grand Tour. South of the monument, and across the ha-ha which surrounds the pleasure grounds, the line of the Broad Walk continues south through the park as the Beech Avenue. Within the gardens and midway down the east side of the Broad Walk is the African Hut, a round thatched shelter, probably erected for the fourth Baron.

On the west side of the southern end of the Broad Walk is Golden Brooks Pit, an irregular ornamental pool c 30m in diameter, with arms to the north-west and south-west. This, originating as a pit for brick clay and present by 1750, was landscaped and planted in the later 19th century. In 1910 the southern section was transformed into the Japanese Gardens by the third Baron Egerton, who brought over Japanese workmen to undertake the design and layout. Structures include stone lanterns, bridges, a thatched tea house, and an imported 19th century Shinto shrine (listed Grade II). To the west of the Japanese Garden is a Pinetum or Arboretum, probably developed from the early 19th century.

PARK Tatton Hall lies towards the western edge of an extensive park, some 5km from north to south and over 3km from east to west. Most of the park remains as permanent pasture with many mature specimen

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

trees, although a 500m wide strip down its eastern side, east of the Tatton Brook, is divided into fields and farmed. Much of the perimeter is planted with woodland. The earliest feature of the park's designed landscape is the Broad Walk or Beech Avenue which runs up the west side of the southern half of the park. Originally of alternate beech and Scots pine this was perhaps planted in 1737. It was certainly present by 1740.

The main features of the southern half of the park are the two meres: Melchett Mere, and to its south the 1.6km long Tatton Mere. Midway down the east bank of the latter is a sailing centre. The main area of open grassland in the park lies 1km east of the Hall; this was the area used in the early 1940s as the drop zone by the Parachute Training School. To the north-east of this is the fenced deer sanctuary. The park wall cuts off the northernmost 500m of the modern park, which was presumably added to it at a later date. The park contains numerous ponds, mostly small. The largest, c. 150m in diameter, is the Ice Pond 300m north of the Hall.

The late 18th century brick-built Home Farm complex lies c. 500m north of the Hall on the south side of Ashley Road. Several of the buildings are listed Grade II. In the 1990s Home Farm housed a working farm museum.

In the later Middle Ages and early modern period there was a deer park at Tatton north-east of the Old Hall. The Egertons began to take land in hand in order to create a landscape park in the later 1740s, and the process continued through the 1750s and 1760s. In 1757 and 1759 Lancelot Brown (1716-83) was in correspondence with Samuel Egerton, although there is no evidence he worked on the park here. Similarly, although William Emes prepared a scheme in 1768 there is again no evidence anything was done. Humphry Repton (1752-1818) visited Tatton in late 1791, and soon afterwards presented his improvement proposals in a Red Book. His implemented proposals included replacing the drive up the Broad Walk with one from an architecturally emphasised lodge at the Knutsford entrance, and planting the tree screen to conceal the stables, kitchen garden and service courtyard. He also recommended extending the two meres in the park and planting around them to give the impression of a single sheet of water when viewed from the Hall. Turn Mere, nearer the Hall, was drained in 1816 under the direction of John Webb, who in 1818 was credited with 'improvements' at Tatton. The modern upper mere, slightly south of the earlier one, formed in 1922 following subsidence caused by brine extraction and is continuing to grow. It was named Melchett Mere by Lord Egerton after Lord Melchett, the chairman of the firm responsible. During the Second World War Tatton park housed a dispersal airfield and No. 1 Parachute Training School. Among those trained were 10,000 SOE agents. Structures of the 1939-45 period include low concrete bridge parapets on aircraft dispersal tracks and balloon mooring rings.

Licence to establish a deer park at Tatton was granted in 1290.

KITCHEN GARDEN The walled kitchen gardens lie west of the Hall, and occupy three compartments. The main walled garden lies west of the Hall, and overall is c. 140m long from east to west and c. 70m wide at its west end, which is c. 20m wider than the east end. The Fernery by Paxton is built along the inside of its south wall, with the Lewis Wyatt Conservatory outside the garden to its east. Against the northern wall of that compartment is the 19th century Head Gardener's Cottage, two 19th century adjoining lean-to glasshouses, and the bothy. There is evidence of other structures within this compartment, including an Orchid House by Samuel Hemmer. Adjoining that garden to the west are two further compartments, overall c. 75m east/west by c. 120m north/south. Here there are mid 19th century pit houses and a range of fig houses or vinery.

In the 1750s there was a single long wall running west from the Hall with gardens to either side. It is believed that the gardens were developed into their present form c. 1818-19, at the time when Lewis Wyatt's flower garden was under construction to the south of the kitchen garden" [1].

Setting description:

The house and extensive landscaped park is surrounded by estate land of Tatton Estate. These surrounding rural agricultural fields represents the vast landholding associated with the nobility of Tatton Park. The extensive landscaped park is defined by mature planted woodland and a perimeter boundary wall including a number of designed entrances. These create an enclosed setting. Views northwards are restricted by the woodland at Tatton's northern tip. Aspects of the setting make a positive contribution to its value including designed entrances and historic connections to Tatton Estate land.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Asset value assessment:

The heritage value of the park is derived from its archaeological, historical and aesthetic interest. The park contains the surviving remains of the medieval village of Tatton, including tofts and crofts of several buildings, together with the remains of an extensive ridge and furrow cultivation system. The park constitutes the important survival of a historic landscape fossilised in the landscape of later parkland. In addition, the hall has architectural interest as an example of country houses influenced by neo-classical manners. The park forms the setting for the assets within its boundaries, making a positive contribution to their heritage value. The designed view towards Winter Hill, framed by Lady Mary's Walk, positively contributes to the heritage value of the park and Tatton Hall.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1000501>.

Unique Gazetteer ID (UID): MA06_0003

Asset name: South Hale Conservation Area

Designation and grade: Conservation area

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-321

National Grid Reference: 378393 386001

Asset class/type and dates

Monument class/type: Domestic
Suburb

Period(s): Post-medieval, and
Modern.

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0019	Lych Gate, Hale Chapel
MA06_0020	Hale Chapel
MA06_0024	Springvale
MA06_0025	Barn immediately to west of Springvale
MA06_0026	Halecroft
MA06_0028	Barrow Cottage, Hawley Lane
MA06_0029	Greystoke
MA06_0030	The Garth
MA06_0031	Royd House
MA06_0032	Sundial to the rear of the Old Farm
MA06_0033	The Old Farm
MA06_0034	The Homestead
MA06_0153	Tiverton
MA06_0154	Cross Heyes
MA06_0157	The Shiel
MA06_0158	The Hollies
MA06_0159	Broadoaks
MA06_0160	Cintra
MA06_0163	Church of St Peter, Hale

Description and sources

Full asset description:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

South Hale is located 16.1km to the south-west of Manchester and one of five Conservation Areas situated south of Altrincham. It is irregular in plan, stretching from Hale Road in the north to Carrwood in the south. Designated on 25th February 1986 and not altered since adoption in 2017 [1]. In the medieval period South Hale was a dispersed community of individual farmsteads which became overlaid by a Victorian prosperous suburban community reflected by the large number of residences from this period. The special character of the conservation area derives from fine examples of residential residences from the Victorian, Edwardian and modern periods including those from the Arts and Crafts movement by renowned architects of Edgar Wood and Henry Goldsmith which have a high level of architectural integrity and detail.

Setting description:

The setting of South Hale is the suburbs of Greater Manchester, including Altrincham and Bowdon overlooking the River Bollin to the south. The historic value is linked to the late 19th and early 20th century development and growth and is notable that the conservation area has retained its residential character within a suburban setting positively contributing to the assets heritage value.

Asset value assessment:

The value of the conservation area derives from the grand scale properties which display fine architectural detail from Victorian and Edwardian periods. These illustrate the historical development of the area, from individual farmsteads into an affluent residential suburb of Greater Manchester. This is recognised in the listed status of nine properties designed by Edgar Wood, which detail the evolution of 19th century architecture into 20th century modern design.

Heritage value: Moderate

Sources:

- 1 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0004

Asset name: Ashley Heath Conservation Area

Designation and grade: Conservation area

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-319-L1

National Grid Reference: 376910 386147

Asset class/type and dates

Monument class/type: Domestic
Village

Period(s): Post-medieval, and
Modern.

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0045	The Old House
MA06_0055	Moss Cottage, South Downs Road
MA06_0056	Moss Farmhouse, South Downs Road
MA06_0057	Barn to the North of Moss Farmhouse

Description and sources

Full asset description:

Ashley Heath Conservation Area is situated to the south-west of Hale and south-east of Bowdon. Designated on 4th July 1974 and extended on 5th April 1987 [1]. Formerly an agricultural settlement substantially developed for residential use during the Victorian and Edwardian periods. It is generally focused upon South Downs Road containing mainly large residential buildings. These are of Edwardian date on large plots with attractive planting and mature trees mixed with Victorian and modern residential properties in a variety of architectural styles. The large detached Edwardian buildings in the area are a combination of Tudor Revival and the Arts and Crafts style with black and white timber detailing.

Setting description:

The setting of Ashley Heath Conservation Area is the suburbs of Altrincham and the River Bollin valley to the south. The high quality of the architecture and the natural environment setting creates high architectural interest, positively contributing to the heritage value of the asset.

Asset value assessment:

The heritage value of the conservation area is due to its architectural and historic interest. The low density of development reflects the historic agricultural origins of the settlement as a hamlet of dispersed farmsteads. Continuity of low density in later development reflects the suburban ideals of Victorian and Edwardian developers who rapidly developed the settlement into a suburban village from the late 19th century. The

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

area is defined by large detached houses, of high architectural quality and set in ample gardens, with a select number of landmark early post-medieval timber framed buildings which tell of the village's agricultural roots. The setting of the asset is formed by the enclosed nature of plots, with hedgerow boundaries and numerous mature trees. These act to screen the conservation area from surrounding modern development which does not contribute positively to its heritage value. Open land to the south does, however, allude to the rural character of the settlement and makes a positive contribution to its value.

Heritage value: Moderate

Sources:

- 1 Trafford Council (2016), Ashley Heath Conservation Area, Supplementary Planning Document SPD5.8, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Ashley-Heath-July>.

Unique Gazetteer ID (UID): MA06_0005

Asset name: Bowdon Conservation Area

Designation and grade: Conservation area

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-02-308b

National Grid Reference: 376214 386845

Asset class/type and dates

Monument class/type: Domestic
Suburb

Period(s): Early medieval,
Medieval,
Post-medieval, and
Modern.

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0061	Bowdon Old Hall
MA06_0064	Church of St Mary the Virgin, Altrincham
MA06_0169	Oakfield Cottage The Cottage
MA06_0170	2, Heald Road, 16, Langham Road
MA06_0171	High Lawn
MA06_0172	Cransley Summerfield
MA06_0173	Scriven House, The Ridge, Adjoining Shop, The Hollies and Farwood
MA06_0174	The Griffin
MA06_0175	Piers, Railings and Walls bounding St Mary's Graveyard on west, east and north sides
MA06_0176	Water fountain at junction with Stamford Road
MA06_0177	War memorial to north-east of St Mary's Church
MA06_0178	Sundial post in graveyard of Church of Saint Mary
MA06_0179	1, Church Brow
MA06_0180	5 and 6, Church Brow
MA06_0181	7, Church Brow
MA06_0182	7A Bowden Old Forge, 8, 9 & 10
MA06_0183	Vale House
MA06_0184	The White Cottage
MA06_0185	30, 32 and 34, Langham Road, 3, 2 and 1, Rostherne View

Description and sources

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Full asset description:

Nine miles south-west of Manchester City Centre and South-west of Altrincham within the Bowdon Electoral Ward. Designated as a conservation area on 6th February 1973 and extended on 4th July 1974 [1]. Historically and physically defined by its position on Bowdon Hill, its summit providing views of the Bollin valley and Cheshire Plain. Hence the establishment of the church on raised ground in Saxon times. The church became the centre of a large parish and the manor of Dunham Massey. The church is at the heart of the medieval core with clear views into the surrounding landscape which was later overlaid and extended by an early Victorian and prosperous suburban community.

Setting description:

The setting of the conservation area is the suburbs of Altrincham with views over the Cheshire Plains and the church spire as a key landmark feature. The advantageous setting along the plains as well as rich architectural variety and integrity positively contributes to the heritage value of the asset.

Asset value assessment:

The asset has heritage value due to its historic and architectural interest as a group of fine examples of individual residences in the area, in a variety of architectural styles which are the work of renowned architects. Bowdon Conservation Area is historically and physically defined by the Church of St Mary the Virgin (MA06_0064), its spire an important landmark feature with key views across the River Bollin valley and Cheshire Plain. The advantageous setting along the plains as well as rich architectural variety and integrity positively contributes to the heritage value of the asset.

Heritage value: Moderate

Sources:

- 1 Trafford Council (2016), Bowdon Conservation Area, Supplementary Planning Document SPD5.9, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Bowdon-July-2016.pdf>.

Unique Gazetteer ID (UID): MA06_0006

Asset name: Rostherne Conservation Area

Designation and grade: Conservation area

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-02-308b-R1

National Grid Reference: 374280 383490

Asset class/type and dates

Monument class/type: Domestic
Village

Period(s): Medieval, and
Post-medieval.

References

References: NHLE n/a
HER: DCH350
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0070	Laundry Building
MA06_0071	Ivy cottages
MA06_0072	Church of St Mary, Rostherne
MA06_0073	Simpson Tomb at St Mary's Church
MA06_0074	Sundial in St Mary's Churchyard
MA06_0075	Hill Farmhouse

Description and sources

Full asset description:

Designated as a conservation area on 4th December 1969 focused upon the historic core of Rostherne, stretching from the Church of St Mary (MA06_0072) at the northern limit of the village to Yew Tree Cottage at the south with Rostherne Lane forming the central focal point. The conservation area contains the Grade I listed Church of St Mary's (MA06_0072), a Grade II listed sundial (MA06_0074) and Grade II tombstone monument (MA06_0073) within the churchyard and three other Grade II listed buildings. The special character of the area derives from its position, focused upon the medieval core of the village which has been retained. The buildings are predominantly late 18th century brick built cottages with slate roofs retaining their original form and design apart from the terrace of cottages associated with the laundry building which have been rendered in white. The design stands out from the rest of the conservation area and reflects the importance of Egerton Tatton and his influence of the emerging cottage estates within the area.

Setting description:

The setting of the conservation area is the farmland of the Tatton Estate which surrounds the village. The village in its current form was built to serve Tatton Estate and the properties are uniform in design and reflect the emerging cottage style of estates within the area. This positively contributes to the heritage value

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

of the asset.

Asset value assessment:

The value of the asset lies in its historic and architectural interest as a cluster of 18th century buildings all built in a traditional style. The properties display the influence of Egerton Tatton who designed the properties as an emerging cottage estate. The setting of the asset, south of Rostherne Mere within farmland, positively contributes to its heritage value.

Heritage value: Moderate

Sources:

- 1 Cheshire Archaeology and Planning Advisory Service (2018) Cheshire Historic Environment Record, Designation Record full report.

Unique Gazetteer ID (UID): MA06_0007

Asset name: Haletop Farm

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-322a
National Grid Reference: 381207 386083

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1356645
HER: 8638.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Farmhouse, now two cottages. Seventeenth century with later alterations. Timber frame, English garden wall bond brick and slate roof. Three-unit two-storey house, the left unit having been converted into a cottage. Three bays partly painted to imitate timbers. Bay one has door and segmental headed three-light casement window. Bay two has a three-light casement on each floor with a cambered arch to ground floor. Door and two small windows to Bay three. Near-complete gable frame with window inserted at first floor. The rear has two structural bays of square-panel box framing with diagonal bracing, on a stone plinth door in Bay two and raised eaves line. Two ridge chimney stacks" [1].

Setting description:

Located on the fringe of Manchester Airport surrounded by airport car parks on Thorley Lane. Although the assets surroundings include its garden, outbuildings and dense trees allowing the asset to retain a sense of enclosure. The construction of Manchester Airport, associated car parks and the M56 have removed the asset from its rural context.

Asset value assessment:

The value of the asset is due to its historic, architectural and archaeological interest. It has a surviving timber frame with later alterations and therefore has archaeological interest from the ability to understand the construction and phasing of the cottage, from the 17th century to present day. Modern development encroaching on the surrounding area of the asset has removed the asset from its rural context. This setting negatively contributes in the ability to understand the heritage value of the asset as a former farmhouse within a rural landscape.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1356645>.

Unique Gazetteer ID (UID): MA06_0008

Asset name: Cloughbank Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-321
National Grid Reference: 381088 384291

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1067597
HER: 9584.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Farmhouse. Seventeenth century but largely re-built and added to in late 18th century and early 19th century. English garden wall bond brick with graduated stone slate and slate roofs. Two-unit baffle-entry plan with a later wing at front and rear, a continuous lean- to at rear and two storeys throughout. Two bays, the first being a later wing with a 20th century window on the ground floor and three-light casement with cambered brick arch on first. Large projecting chimney stack on right side of wing. The main range has a door to the left obscured by a 20th century porch, a two-light casement window on the ground floor and three-light on the first. Large central ridge chimney stack. There are remnants of a former timber frame to both end elevation. The house-part retains an inglenook fireplace with bresummer beam and spere. Beams are generally plastered over" [1].

Setting description:

The setting of the asset comprises an abandoned regular courtyard U-plan farmyard framed by three connected ranges, open towards the west. There are surviving areas of pasture just beyond but this is in-between airport hangers and car parks isolating the farmhouse from its rural context and detracting from the ability to understand the heritage value of the asset.

Asset value assessment:

The value of the asset is due to its historic interest and ability to understand the historic development of the farmhouse, over multiple phases from the 17th to the 19th century. The ability to gain new information from the construction and phases of the asset about its development are of archaeological interest. The farmhouse is surrounded by modern development of the late 20th century, and its setting is limited to its U-plan farmyard. The setting positively contributes to its value despite the loss of its historic farming context.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1067597>.

Unique Gazetteer ID (UID): MA06_0010

Asset name: Rose Cottage, Hasty Lane

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-321
National Grid Reference: 380599 385509

Asset class/type and dates

Monument class/type: Domestic
Cottage home
Period(s): Post-medieval

References

References: NHLE: 1067639
HER: 8420.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"House. Seventeenth century with 20th century alterations and additions at rear. English garden wall bond brick with thatch roof. Three-unit baffle-entry plan with two storeys and 20th century porch and rear additions. Three bays each with 20th century replacement bow and casement windows on each floor. Eyebrowed thatch above first floor windows and clustered chimney stack between Bays one and two. Interior: chamfered bressumer beam supported on replacement spere post. Chamfered beams throughout with run-out'stops. The central first floor room is open to the roof, purlins being supported on crosswalls" [1].

Setting description:

The setting of the asset is its garden positioned along a lane and surrounded by car parks associated with Manchester Airport and the M56. Many of the houses located on the lane have been demolished following construction of Manchester Airport, the M56 and the continual expansion of the airport meaning the lane no longer has a country feel. Despite this, the garden setting of the asset contributes to understanding the heritage value of the asset as a former 17th century cottage within what is now Greater Manchester.

Asset value assessment:

The asset has value due to its architectural interest as a 17th century cottage. This would have been part of the rural landscape in the south of what is now Greater Manchester prior to suburban development. Despite the development of the airport detracting from the rural feel of the lane, the garden setting of the asset contributes to understanding the heritage value of the asset as a former 17th century cottage.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1067639>.

Unique Gazetteer ID (UID): MA06_0011

Asset name: Barn, Roaring Gate Lane (also known as Davenportgreen Barn)

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-322a
National Grid Reference: 380431 386615

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Tithe barn
Period(s): Post-medieval

References

References: NHLE: 1067884
HER: 7391.1.1
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0012	Davenportgreen Farmhouse
MA06_0013	Paddy's Hut, Roaring Gate Lane

Description and sources

Full asset description:

"Barn. Late 18th century. English garden wall bond brick with slate roof. Barn has opposed central doors with loft over threshing floor, shippon to left and a stable wing at rear right. Slightly off-centre winnowing door with segmental brick arch. Three rows of diamond shaped honeycomb breathers. Two pitching doors. Cart entry to other side and shippon door to left gable with pitching door above. The interior retains all the original timber shippon stalls with loft above. King-post roof trusses. Included for group value" [1]. Included for group value with association to Davenportgreen Farmhouse (MA06_0012) and Paddy's Hut (MA06_0013) [2].

Setting description:

The late 18th century tithe barn forms part of Davenportgreen farmstead arranged loosely in a courtyard which includes a detached farmhouse (MA06_0012) and Paddy's Hut (MA06_0013). The barn has a strong kerbside presence along Roaring Gate Lane but faces the yard. The assets setting is the garden surrounded by agricultural fields.

Asset value assessment:

The asset has heritage value due to architectural and archaeological interest. The interior of the barn retains elements of its original construction and craftsmanship including the timber shippon stalls and king-post roof trusses. The association of the barn with the farmhouse (MA06_0012) and Paddy's Hut (MA06_0013) is of historic interest from their associative group value. The associated assets and group setting make a positive contribution to the asset's heritage value.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067884>.
- 2 Nevell, M. (1997), The Archaeology of Trafford: A Study of the origins of Community in North-west England before 1900, Trafford Metropolitan Borough Council, Manchester.

Unique Gazetteer ID (UID): MA06_0012

Asset name: Davenportgreen Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-322a
National Grid Reference: 380414 386607

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1067885
HER: 7391.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0011	Barn, Roaring Gate Lane (also known as Davenportgreen Barn)
MA06_0013	Paddy's Hut, Roaring Gate Lane

Description and sources

Full asset description:

"Farmhouse now house. Eighteenth century possibly incorporating earlier work. Brick with thatched roof. Three-unit baffle-entry plan with a wing to the rear (partly 20th century) and one storey plus attic. Entrance obscured by 20th century porch, window to left and two to right have cambered brick arches and three-light casement windows. Three eyebrow dormers above and two ridge stacks. South gable shows exposed timber roof truss and has a wall-mounted 18th century sundial" [1].

Setting description:

The 18th century farmhouse forms part of Davenportgreen farmstead arranged loosely in a courtyard enclosed on the southern side by an L-shaped tithe barn (MA06_0011) and Paddy's Hut (MA06_0013). The assets setting is the garden surrounded by agricultural fields.

Asset value assessment:

The asset has heritage value due to its architectural and historic interest, from the survival of construction materials pre-dating the 18th century and in illustrating the form of a historic farm complex in the region. The asset has group value with the tithe barn (MA06_011) and Paddy's Hut (MA06_0013). The associated assets and group setting make a positive contribution to the assets heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1067885>.

Unique Gazetteer ID (UID): MA06_0013

Asset name: Paddy's Hut, Roaring Gate Lane

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-322a
National Grid Reference: 380410 386620

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farm building
Period(s): Post-medieval

References

References: NHLE: 1067886
HER: 7391.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0011	Barn, Roaring Gate Lane (also known as Davenportgreen Barn)
MA06_0012	Davenportgreen Farmhouse

Description and sources

Full asset description:

"Garage, at one time used as Irish farm labourers' sleeping quarters. Possibly late 17th century. Square-panel timber framing, brick nogging and slate roof. 1 x 1 bay single-storey with loft above. Timber framed gable walls with garage doors inserted to front and 20th century brick sidewalls" [1].

Setting description:

Paddy's Hut forms part of Davenportgreen farmstead arranged loosely in a courtyard enclosed on the southern side by an L-shaped tithe barn (MA06_0011) and farmhouse (MA06_0012). The assets setting is the garden surrounded by agricultural fields.

Asset value assessment:

The asset has heritage value due to its architectural and historic interest. The garage is a fine example of late 17th century Irish farm labourer's sleeping quarters. The building retains historical association with the farmhouse (MA06_0012), tithe barn (MA06_0011) and the associated agricultural landscape which would have once been worked by the Irish labourers. The associated assets and group setting make a positive contribution to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1067886>.

Unique Gazetteer ID (UID): MA06_0014

Asset name: Davenportgreen Hall

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-322a
National Grid Reference: 380343 386401

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1100238
HER: 3735.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0112	Davenport Green Village Core (site of)

Description and sources

Full asset description:

"Farmhouse, now house. "1617 ET II" and "IG" carved on two studs. Later wing of 18th or 19th century date. Square panel timber framing with later wing in rendered brick and stone slate roof. Three-bay two-storey 17th century wing formerly of two units is now one large room on each floor. The house-part was in bays two and three and a cross passage may have run to the right of bay 3 where the later crossing projects considerably. There is a considerable 20th century extension to the right. Stone plinth and diagonal braces. Two three-light and one two-light timber ovolo - moulded mullion casement windows (all c. 1980) to each floor. The porch was added at a later date as was the wing which has two and three-light casement windows with 20th century hoodmoulds. Ovolo-moulded tie-beam to gable. Interior: former house-part and parlour (now one large room) both have chamfered primary beams and posts; those to the house-part are ovolo-moulded. The upper floor has an independent suite of rooms inserted into the framed structure, retaining the exposed tie-beam truss, roof timbers and fine 17th century plasterwork fire surround with vine, rose and animal motifs in relief" [1].

Setting description:

The asset is located on the rural fringe of Greater Manchester, within the hamlet of Davenport Green. The former hall farm is surrounded by large gardens containing dense woodland with an approach along a tree lined road surrounded by farmland.

Asset value assessment:

The asset has heritage value due to its architectural and historic interest as a square panelled timber framed designed farmhouse with a surviving datestone of 1617. The setting and relationship between the hall, gardens and farmland make a positive contribution to the heritage value of the asset, through association

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

with the fields historically worked by the former occupants of the farm.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1100238>.

Unique Gazetteer ID (UID): MA06_0015

Asset name: Buckhall, The Four Seasons Hotel (also known as the Manchester Airport Marriott Hotel)

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-321
National Grid Reference: 380230 385291

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1067598
HER: 9707.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Farmhouse now hotel offices. Mid-18th century. Flemish bond brickwork with stone dressings and graduated slate roof. Double-depth central-staircase plan with two storeys plus attic. The attached buildings at the rear are not included in this entry. Stone plinth, rusticated quoins, overhanging eaves and gable stacks one with stone cornice. Three bays with central six-panel door which has rusticated surround and oversized keystone. Total of four window openings with 20th century replacement tripartite sashes, flat brick arches with keystones and stone sills. A similar blank opening above the door contains a heraldic shield and scroll inscribed "DEUS REGIT OMNIA". Sash windows to attic storey in gable. Interior retains turned baluster dogleg staircase" [1].

The 1876 Ordnance Survey map depicts Buckhall as a single plot along the A538 Hale Road [2]. There is a single agricultural building to the north-west of the farmhouse. Buckhall is surrounded by agricultural fields. By the 1899 plan, an L-shaped arrangement of farm buildings has been added to the north-east of the farmhouse and the plot has been sub-divided into two [3]. A small area of plantation has been added to the south-east of the farmhouse and elsewhere the plot continues to be surrounded by agricultural fields. Between 1971 and 1980, the former farmhouse and surrounding agricultural fields to the north-east have been altered into a hotel complex. There is a significant addition of buildings and car parking to the north-east. The M56 appears on maps by 1971 along the eastern boundary of the plot. Houses have been constructed along Hasty Lane to the north-west and to the south along the A538 Hale Road [4].

Setting description:

The asset is located off a busy motorway junction on the northern side of Hale Road. The asset is slightly

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

set back from the road surrounded by late 20th century office buildings, hospitality buildings and car parks. The original agricultural buildings formerly associated with the farmhouse were demolished during conversion into a hotel.

Asset value assessment:

The asset has heritage value due to its architectural interest. This includes the notable heraldic shield over the doorway which survives despite its conversion to offices and the stone plinth, rusticated quoins, overhanging eaves and gable stacks one with stone cornice and the retaining turned baluster dogleg staircase. The asset also holds historic interest illustrating domestic agricultural architecture in the period. The addition of new buildings of the hotel complex to the north-east of the building has entirely removed its former historic farmland context. The loss of surrounding farmland and encroachment of suburban development in the 20th century makes a negative contribution to understanding the heritage value of the asset.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067598>.
- 2 Ordnance Survey (1876), Cheshire County Series, Map Sheet XVIII.SE, Scale 1:2,500.
- 3 Ordnance Survey (1899), Cheshire County Series, Map Sheet XVIII.SE, Scale 1:10,560.
- 4 Ordnance Survey (1980), Cheshire County Series, Map Sheet XVIII.SE, Scale 1:10,000.

Unique Gazetteer ID (UID): MA06_0016

Asset name: Yewtree House, Sunbank Lane

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-321
National Grid Reference: 379907 384402

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1356625
HER: 8629.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0090	Former agricultural building opposite Yewtree House

Description and sources

Full asset description:

"Farmhouse now house. Mid 18th century. Flemish-bond brickwork (except for central bay which uses header bond) with stone dressings and slate roof. Double-depth central-staircase plan with two storeys plus attic and a later porch to left gable. Three bays, the central one being slightly advanced and having a stone plinth, a four-panel door with four-light overlight, stone architrave and tripartite keystone, and a two-light casement window above. Bays one and three each have a three-light casement window on each floor. All windows are later replacements and have stone sills and cambered brick arches with keystones (except for the one above the door which has a finely rubbed flat brick arch). Large gable stacks with oversailing course and brick water tabling. The stone coped garden wall completes the composition. Oak dogleg staircase with deep moulded handrail and turned balusters which have been boarded over" [1].

Setting description:

The house is set within its own garden with a garage, defined by a stone coped wall along the tree lined Sunbank Lane and surrounded by small agricultural fields. This creates a semi-rural enclosed setting with a clear visual relationship with the remainder of the hamlet of Ringway. The M56 is approximately 230m to the north-east and despite being slightly audible does not detract from the small rural hamlet setting of the asset.

Asset value assessment:

The heritage value of the asset largely lies in its historic interest as an example of a farmhouse for the period. It also has architectural interest derived from the design of the building including surviving internal features such as the oak dogleg staircase with deep moulded handrail and turned balusters. Architectural group value is also derived from the relationship the farmhouse has with buildings of the same period located in the hamlet. The house is set within its own garden with a garage, defined by a stone coped wall

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

along the tree lined Sunbank Lane and surrounded by small agricultural fields. This creates a semi-rural enclosed setting with a clear visual relationship with the remainder of the hamlet of Ringway and positively contributes to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1356625>.

Unique Gazetteer ID (UID): MA06_0017

Asset name: Ashley Castle Mill Bridge

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-321

National Grid Reference: 379892 383801

Asset class/type and dates

Monument class/type: Transport
Road bridge

Period(s): Post-medieval

References

References: NHLE: 1139579
HER: 12047.1.0
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

n/a	n/a
-----	-----

Description and sources

Full asset description:

"Road bridge. Late 18th to 19th century. Ashlar single wide span of approximately 25 feet. Segmental arch with voussoirs which are diminished at top by band. Stone parapet above. Blocks at lower underside of arch. Cypher on left squinch on downriver side. Part of this bridge is in Ringway C. P. Manchester D, Greater Manchester C" [1].

Setting description:

Positioned on Castle Mill Lane after a bend in the road as a crossing point over the River Bollin. The dense trees create a rural feeling and these along with the topography which rises sharply, prevent any long distance views of the asset. Although the M56 is nearby, it cannot be seen and is only faintly audible. The position of the bridge over the River Bollin makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The bridge has heritage value due to its historic interest as a functional and intact road bridge acting as a crossing point over the River Bollin. The setting on the river is key to understanding the assets heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139579>.

Unique Gazetteer ID (UID): MA06_0018

Asset name: Hale Chapel Sunday School and Schoolmaster's House

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 379262 385846

Asset class/type and dates

Monument class/type: Education
Sunday school
Period(s): Post-medieval

References

References: NHLE: 1356502
HER: 7301.1.2
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Sunday school and schoolmaster's house. Mid 18th century. English garden wall bond brick, mainly roughcast, with stone slate roof to Sunday school and clay tile to schoolmaster's house. Sunday school is one room with 1 x 3 bays and slightly pre- dates the house which has two storeys and an attic with two rooms on each floor. The schoolroom has pointed arched leaded windows with Y-tracery except for the right side which has interlaced tracery. The left gable has a barrel- shaped ridge stack. The schoolmaster's house has two casement windows on each floor, attic lights in the gables, a cross window in the right gable and a central ridge chimney stack. The late 19th century school is not included in this entry" [1].

Setting description:

Located on the busy Hale Road at the northern end of Hale Barns. The school master's house is hidden by the 19th century school which fronts Hale Road and despite the proximity of Hale Chapel Hall, modern shops and highstreets now surround the asset including Booths supermarket directly opposite and Keyways Security and Safety Solutions adjacent creating a very suburban feel.

Asset value assessment:

The asset has heritage value due to its historic interest as a commercial building from the mid 18th century within Hale Barns. The building's construction including roughcast brick construction under a stone roof has architectural interest which was designed to be architecturally different and contrast to the later schoolmaster's house. The setting of the Sunday school is dominated by Hale Road and modern shops directly adjacent including Booths supermarket and Keyways Security and Safety Solutions creating a very modern suburban feel. The setting of the asset makes no contribution to its heritage value.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1356502>.

Unique Gazetteer ID (UID): MA06_0019

Asset name: Lych Gate, Hale Chapel

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 379161 385451

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Lych gate
Period(s): Post-medieval

References

References: NHLE: 1100348
HER: 7301.1.1
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0020	Hale Chapel

Description and sources

Full asset description:

"Lychgate. c. 1880. Sandstone base, timber frame and graduated stone slate roof. Transverse pitched roof over double gates. Gates with pierced quatrefoils are flanked by weathered dwarf walls. Posts and diagonal supports rise to support king-post trusses with curved struts. All members are chamfered and pegged together. Included for group value" [1]. Included for group value; entrance gate to Grade II* Hale Chapel (MA06_0020).

Setting description:

Positioned at the entrance to Hale Chapel alongside Hale Road. Although its setting is suburban in nature with modern housing immediately adjacent, the lych gate has maintained its historic relationship with Hale Chapel (MA06_0020) as the main entrance into the churchyard.

Asset value assessment:

The value of the lych gate derives from its historic relationship at the entrance to the Grade II* listed Hale Chapel (MA06_0020). This relationship and its setting at the main entrance make a positive contribution to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1100348>.

Unique Gazetteer ID (UID): MA06_0020

Asset name: Hale Chapel

Designation and grade: Listed building Grade II*

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-02-308b

National Grid Reference: 379142 385446

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Presbyterian chapel

Period(s): Post-medieval

References

References: NHLE: 1356500
HER: 7301.1.0, CEM06949
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0019	Lych Gate, Hale Chapel

Description and sources

Full asset description:

"Presbyterian meeting house, now Unitarian chapel. 1723 with vestry and alterations of c. 1880. English garden wall bond brick with slate roof. Classic early chapel plan although the gallery was removed, the vestry and bellcote built and the two side doors blocked in the late 19th century when the gable end door came into use. Four bays with blocked doors in bays 1 and 4, timber mullion and transom leaded windows with segmental brick arches, small buttresses and wall mounted sundial dated 1812 in bay 2. Preacher's windows on north elevation and windows to each gable, that to the west of 19th century. Interior: good early 18th century pulpit with sounding board and splat baluster rail, box pews and oak fishbone king-post trusses. Nineteenth century stained glass. The chapel is the earliest place of worship in Hale or Halebarns and a fine example of an early non-conformist chapel" [1]. The chapel was established by a group of non-conformists [2]. The churchyard contains three casualties (ref: CEM06949) from the First and Second World Wars as identified on the Commonwealth War Graves Commission [3].

Setting description:

The church is set within its own churchyard and small garden alongside Hale Road. A low wall runs alongside the churchyard as a boundary wall. Although modern housing has encroached on the asset it has retained a sense of enclosure from tree lined boundaries to the north and west. A tennis court to the north illustrates suburban development within Hale Barns.

Asset value assessment:

The chapel has value due to its architectural interest as a nationally important example of an 18th century brick built chapel. It has historic interest as the earliest place of worship in Hale Barns and is a fine classic

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

example of early non-conformist chapels within the area. The prominent bell cote has architectural interest for its unusual style. The distinctively suburban setting positively contributes to the historic interest as a church specifically built for the non-conformist population of Hale and Hale Barns.

Heritage value: High

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1356500>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.
- 3 <https://www.cwgc.org/visit-us/find-cemeteries-memorials/cemetery-details/2075422/HALE%20UNITARIAN%20CHAPELYARD/>.

Unique Gazetteer ID (UID): MA06_0021

Asset name: Hale Barns and Ringway War Memorial

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 379103 385936

Asset class/type and dates

Monument class/type: Commemorative
War memorial (freestanding)
Period(s): Modern

References

References: NHLE: 1437774
HER: 17008.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"First World War memorial, with later additions for the Second World War. The stone memorial stands at the junction of Wicker Lane and Hale Road. It takes the form of a wheel-head cross raised on a tapered octagonal shaft. The shaft stands on a pedestal, square on plan and chamfered, that stands on an octagonal base. Each face of the pedestal is ornamented to the top with a strapwork roundel supported by flambeaux, carved in low relief. Each roundel bears a wreath encircling a lion passant. The commemorated names are incised below on each face. The chamfered pedestal corners are carved in a broad interlace pattern ending in stops. The dedicatory inscription is incised into the upper face of the base, encircling the memorial cross, reading TO THE MEMORY AND HONOUR OF THE MEN OF HALE BARNs AND RINGWAY WHO GAVE THEIR LIVES IN THE TWO WORLD WARS with the dates 1914 – 1919 and 1939 – 1945 to the sides. The lower portion of the base is rough-hewn. This list entry has been amended to add sources for War Memorials Online and the War Memorials Register. These sources were not used in the compilation of this List entry but are added here as a guide for further reading, 30 January 2017" [1].

Setting description:

The asset stands at the junction of Wicker Lane and Hale Road within Hale Barns. Its setting is distinctively suburban in character surrounded by Holy Angel's Church, the Ringway Golf Club House and modern housing.

Asset value assessment:

The asset has historic interest as an eloquent witness to the tragic impact of world events on this local community, and the sacrifice it has made in the conflicts of the 20th century. The asset also has architectural interest from its elegant memorial cross design. The setting on the junction of two roads within

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

a distinctively suburban setting for which it was erected to commemorate the sacrifice made by twenty-six members of the local Hale Barns community who lost their lives during the First World War positively contributes to its historic interest.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1437774>.

Unique Gazetteer ID (UID): MA06_0023

Asset name: Manor House Stables, Wicker Lane (site of)

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 379021 385922

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Stable
Period(s): Post-medieval

References

References: NHLE: 1348375
HER: 3689.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Stables and farm storage now used for storage. "JAA 1701 GS" (James Alcroft) above loft door although this is understood to be the date of a restoration of a 17th century building, further restoration taking place in 19th century. Square-panel timber framing with brick nogging, a stone plinth and slate roof. 4 x 1 bays with one storey plus attic and now with double doors to bays 2 and 3. Stone plinth, angle braces and raised eaves. Bay 1 is set back. Bay 2 is gabled and has a loft access door above the double doors. Bay 4 has brick breathers. The rear of bays 3 and 4 and the right gable would appear to be the only original timber. The farmhouse (Manor House) which stood to the north of the stables was destroyed in the war" [1]. The asset was located on the site of St Ambrose's Preparatory School in Hale Barns but was demolished during a school rebuild in 2010. The listed building description was written before the building was demolished.

Setting description:

Setting does not contribute to the heritage value of the asset.

Asset value assessment:

The asset has archaeological interest for the ability to potentially contribute to understanding the construction of agricultural buildings within Hale Barns during the 17th century.

Heritage value: Low

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1348375>.

Unique Gazetteer ID (UID): MA06_0024

Asset name: Springvale

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-02-308b

National Grid Reference: 378938 385777

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse

Period(s): Post-medieval

References

References: NHLE: 1067890
HER: 7353.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0025	Barn immediately to west of Springvale

Description and sources

Full asset description:

"House. 1808 for John Crampton. Rendered brick with slate roof. Double-depth central-staircase plan with two storeys and a one-bay wing to the right. Stone plinth, dentilled eaves cornice and gable ridge stacks. Six-panel door with fanlight, open pediment, Tuscan half-columns and a flat roofed porch on Tuscan columns which was taken from the old Bowdon Station. Four 16-pane sash windows with stone sills and one 19th century sash window above door" [1].

Setting description:

The asset is slightly set back from the road behind high hedgerows within its own grounds creating an enclosed and private setting. Farmyard gateposts frame the front aspect of the house. Despite modern expansion of Hale Barns, the asset retains its historic relationship adjacent to Springvale barn (MA06_0025). This association makes a positive contribution to its heritage value.

Asset value assessment:

The asset derives its value from its association with Springvale Barn (MA06_0025) which is the most important part of its setting. The asset also has historic and architectural interest from the Tuscan columns, removed from Old Bowdon Station which display a sense of grandeur at the entrance to the property.

Heritage value: Moderate

Sources:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067890>.

Unique Gazetteer ID (UID): MA06_0025

Asset name: Barn immediately to west of Springvale

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378936 385771

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Barn
Period(s): Post-medieval

References

References: NHLE: 1067889
HER: 7354.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0024	Springvale

Description and sources

Full asset description:

"Barn. Late 18th century. Flemish bond brickwork with graduated slate roof. Four bays, the fourth being a slightly later addition. Full height winnowing floor, otherwise two storeys. Cart doors in bay 2, flanked by brick piers supporting small catslide roof. Other bays have circular pitching eyes and honeycomb vents on first floor. Blocked door to bay 3. Rear has semi-elliptical brick arched winnowing door, two window openings and two door openings of a later date, and vents to first floor. Projecting chimney stack to left gable and a timber flue (probably for corn drying kiln) between bay 3 and 4. Large pointed brick arches on either side of winnowing floor carry the roof. Included for group value" [1].

A survey on the barn in March 1991 comprised an examination of the late 18th century barn with unusual features in the history of farm building in this area. The structure is of three bays, with pointed arch brick trusses and a corn drying flue. The barn was later used as horse stables, and as a garage cum storage area but is now domestic [2].

Setting description:

The asset is set within the former farmyard of Springvale farmhouse (MA06_0024) but is accessed by a different entrance following conversion into a house. High hedgerows create an enclosed and private setting. Despite modern expansion of Hale Barns, the asset retains its historic relationship adjacent to Springvale (MA06_0024) making a positive contribution to its heritage value.

Asset value assessment:

The asset derives its value from its association with Springvale Farmhouse (MA06_0024). Despite being

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

converted into domestic use, the retention of its feature and setting adjacent to the farmhouse means the historic and architectural interest can still be understood. It has historic interest as part of a group of agricultural buildings that would have formed the settlement at Hale Barns prior to suburbanisation.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067889>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0026

Asset name: Halecroft

Designation and grade: Listed building Grade II*

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-02-308b

National Grid Reference: 378716 386354

Asset class/type and dates

Monument class/type: Domestic
Detached house

Period(s): Post-medieval

References

References: NHLE: 1356501
HER: 7379.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area

Description and sources

Full asset description:

"House now offices. 1890 on rainwater head. Edgar Wood. Brick, ashlar dressings, render, tile hanging and red clay tile roof. Large two-storey detached house with attics, a single-storey wing to the rear and a single-storey 20th century extension to left. Five bays with stone plinth, quoins and dressings to doors windows and buttresses. Diagonally set corner bay window to bay 1 with mullion and transom window to ground floor, enriched first floor band, mullion windows to first floor, coped gablet and ball finial. Bay 2 has similar windows and a large gable with carved barge boards. Tudor- arch doorway to Bay 3 with enriched cartouche above. Bays 3 and 4 have a considerable timber mullion and transom window at first floor with leaded lights as well as a carved bressumer, pargetted gable with floral motifs, carved bargeboards and elaborate weather-vane. Single-storey bay window to Bay 5 with mullions and transom, rounded corners and a five-light timber mullioned window above with advanced half hipped dormer and elaborate finial. Steep roof with crested ridge and vents. Right elevation has projecting chimney stack, five-light mullion and transom window and a first floor bow window. The left has another pargetted gable. Fine Jacobean-style staircase as well as oak panelling to boardroom which has a carved stone chimney piece within an inglenook. Generally a well preserved interior which includes plaster ceilings and friezes, doors and ironwork, linen fold panelling and good stained glass (some with pre-Raphaelite figures). An excellent example of Wood's earlier work largely expressing the ideals of the Arts and Crafts Movement and the vernacular revival" [1].

One of 17 listed buildings within Character Zone B: Park Road and Harrop Road of the South Hale Conservation Area. Each occupies a step in the evolution of Victorian architecture into twentieth century modern design and the group is of national and international interest. The first house, Halecroft (1890), is flamboyantly Victorian and Arts and Crafts design. Edgar Wood created seven unique houses along Park Road where the year-on-year stylistic evolution of Halecroft into Royd House can be followed. The group thus shows how modern architecture was born [2].

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Setting description:

The asset is set within its own grounds, enclosed by tall trees along Hale Road. The area is characterised by the urban expansion of Hale Barns including a recreation ground immediately east of the asset. The spacious gardens create an enclosed setting making a positive contribution to its heritage value.

Asset value assessment:

The asset derives its value from its historic and architectural interest as an early example of the work of the architect Edgar Wood within the area. Although it has been converted into offices and is now used as the Britannia Head Office it marks the evolution of Victorian architecture into twentieth century modern design stylistically standing apart from his later works.

Heritage value: High

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1356501>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0027

Asset name: Rossmill Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-309a
National Grid Reference: 378596 385041

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1067887
HER: 7377.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"House (said to have been 2 cottages). Late 18th century with 19th century wing. English garden wall bond brickwork with slate roof. U- shaped two-storey plan with lean-to against right gable. Four bays, Nos. 1 and 4 being gabled crosswings, that to the right of a late 19th century date. Also porch added between crosswings at similar date. Total of seven one, two or three-light casement windows with glazing bars stone sills and cambered brick arches. Six- bay rear elevation with ten one, two and three-light casement windows as above. Exposed chamfered beams to entire ground floor including one re-used bressumer beam" [1].

Setting description:

Positioned within the River Bollin valley in between the southern limits of Altrincham and Hale Barns. Its setting includes a converted stable block and detached garage which are surrounded by agricultural fields. The front aspect of the former farmhouse is open creating long distance views across the river valley.

Asset value assessment:

The asset has historic and architectural interest as a former agricultural property from the early 17th century within the South Hale Conservation Area (MA06_0003). The building's construction including the brick and slate contribute to the agricultural character of building styles within the conservation area prior to the arrival of the Arts and Crafts movement. The rural farmland setting in the River Bollin valley contributes positively to its heritage value.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1067887>.

Unique Gazetteer ID (UID): MA06_0028

Asset name: Barrow Cottage, Hawley Lane

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-02-308b

National Grid Reference: 378481 385675

Asset class/type and dates

Monument class/type: Domestic
Cottage home

Period(s): Post-medieval

References

References: NHLE: 1067923
HER: 7349.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area

Description and sources

Full asset description:

"House (probably formerly a farmhouse). Late 17th century with later alterations and additions. Timber framing with brick nogging, brick crosswing and thatch roof. Three-unit hearth- passage plan with one storey plus attic and projecting crosswing at right. One, two and three-light casement windows. Later thatched porch next to gabled crosswing. Two ridge stacks. Eyebrow dormer windows to right and rear" [1].

One of two listed buildings within Character Zone C: Hilltop, North Road and Bollinway of the South Hale Conservation Area. "Barrow Cottage (Grade II listed) is thought to be a former farm house, situated on the corner of Bollin Way and Hawley Lane. It is a 17th century timber framed house with brick nogging and a gabled brick cross wing" [2].

Setting description:

The asset is positioned within the modern suburb of Hale Barns along a no-through road. The setting is urban in nature dominated by rows of individual properties which are screened from the roadside by high trees and hedgerows.

Asset value assessment:

The asset has historic and architectural interest as part of a group of residential properties from the early 17th century within the South Hale Conservation Area (MA06_0003). The building's construction including the timber frame and surviving thatched roof contribute to the domestic character of building styles within the conservation area prior to the arrival of the Arts and Crafts movement. The setting is urban in nature characterised by rows of individual properties screened from the roadside by high trees and hedgerows. The encroachment of modern development on the setting of the former farmhouse has resulted in the loss of its

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

rural character and its setting contributes negatively to its heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067923>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0029

Asset name: Greystoke

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378386 386649

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Modern

References

References: NHLE: 1100301
HER: 7381.1.6
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0030	The Garth
MA06_0031	Royd House
MA06_0034	The Homestead
MA06_0157	The Shiel
MA06_0158	The Hollies
MA06_0159	Broadoaks
MA06_0160	Cintra

Description and sources

Full asset description:

"House. 1901. Edgar Wood. Brick with stone slate roof. Large detached asymmetrical house of two storeys plus attic. Four bays, Nos. 1 and 3 being gabled and projecting like wings. A hipped porch is attached to Bay 3 on timber posts and with balusters. Above are two three-light mullion windows with leaded lights the upper having a semi-circular relieving arch. Other windows are one, two and three-light with timber mullions, leaded lights and a transom in one case. A single-storey diagonal wing projects from the right corner, part of which is of a later date. Battered clasping buttresses and two-storey canted bay window to left elevation and three-storey canted tower-like feature to rear with coped gable and mullion windows. Good door furniture. Interior not inspected. Built speculatively as part of the Richardson Estate" [1].

One of the properties designed by Edgar Wood, as part of the Richardson Estate. "Greystoke is situated on the south side of Hale Road. The exterior of Greystoke has more an art nouveau feel than The Homestead with a strong verticality, emphasized by its three-storey tower-like forms which point skywards. The original interior was bright and very modern looking, quite unlike other Victorian and Edwardian interiors. The materials are largely the same as the Homestead with stone a flagged roof and carefully selected variegated common bricks for the wall. The Homestead and Greystoke are different expressions of the same cutting

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

edge Arts and Crafts design. They were published at home and abroad and show rural vernacular forms and styling being used in a modern expressionistic way. They are the first experimental pair of designs" [2].

Setting description:

The asset is set within a private garden with mature trees lining the boundary of the property creating a feeling of enclosure and diminishing long distance views from the road.

Asset value assessment:

The asset derives its value from its architectural interest as a fine example of individual residences designed by the renowned architect Edgar Wood. The design is unique and experimental to contrast with the Homestead expressing different contrasts of the same cutting edge Arts and Crafts movement. They show how vernacular forms and styling were being used to express modern art. This construction alongside the private garden setting within the surrounding conservation area positively contributes to the heritage value of the asset.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1100301>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0030

Asset name: The Garth

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378356 386623

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Modern

References

References: NHLE: 1067883
HER: 7381.1.5
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0029	Greystoke
MA06_0031	Royd House
MA06_0034	The Homestead
MA06_0157	The Shiel
MA06_0158	The Hollies
MA06_0159	Broadoaks
MA06_0160	Cintra

Description and sources

Full asset description:

"House. 1905. Edgar Wood. Brick with stone slate roof. Large detached asymmetrical house with two storeys and a long single-storey wing to the left. Twin-gabled entrance elevation with two-storey canted bay window of seven lights to the right and door placed off-centre to the left. It has a stone surround, flat hood, a segmental lunette above and a four-light mullioned window above that. The gables and kneelers have stone copings. The wing has a seven-light canted bay window and a six-light mullioned window. The right elevation has a central gable with eight-light mullion and transom window on ground floor and is flanked on either side by a two-storey canted bay window with dentilled cornice. Good rainwater goods, ironwork etc. Interior not inspected. Built speculatively as part of the Richardson Estate" [1].

Along Planetree Road there are two further Edgar Wood Properties that were both built as part of the Richardson Estate. The Garth (Number 27) and the Homestead (Number 20). The Garth has an end-on entrance and there is no external porch as the building's footprint and external form become ever simpler [2].

Setting description:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

The asset is set within a private garden with mature trees lining the boundary of the property creating a feeling of enclosure and diminishing long distance views from the road.

Asset value assessment:

The asset derives its value from its architectural interest as a group of residential properties from the early 20th century within the South Hale Conservation Area (MA06_0003). The building's construction is a fine example of individual residences designed by the renowned architect Edgar Wood as part of the Richardson Estate. This construction alongside the private garden setting within the surrounding conservation area positively contribute to the heritage value of the asset.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067883>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0031

Asset name: Royd House

Designation and grade: Listed building Grade I

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378348 386681

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Modern

References

References: NHLE: 1067922
HER: 7380.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0029	Greystoke
MA06_0030	The Garth
MA06_0034	The Homestead
MA06_0157	The Shiel
MA06_0158	The Hollies
MA06_0159	Broadoaks
MA06_0160	Cintra

Description and sources

Full asset description:

"House. 1914-16. Edgar Wood for himself. Brick with flat concrete roof. Two-storey Y-shaped plan, the stem being at the rear. Three concaved sides, the rear being flat. Circular entrance hall gives access to service rooms at front, living and dining at rear (south) and a single-storey appendage to the left which is the only break of external symmetry. The plan is an expression of the freedom allowed by concrete roof construction. Elevations generally have stone coped parapets and moulded brick corner details. Treatment is somewhat reticent apart from the coloured tile panel patterned with variations on a lozenge theme superimposed centrally above the front door which continues the same theme in once brightly coloured paint and relief. The recessed porch has plain columns and a coffered ceiling and there is a two-light stone mullioned window placed centrally in the tile panel above. On either side on each floor is a two-light timber mullioned casement window with segmental brick arch and glazing bars. Two rainwater downpipes with enriched hoppers complete the symmetry. The two flat facets at right angles to the quadrant have three-light mullion windows as above on each floor. The concave side elevations are each symmetrical about a central doorway; that to the right has a plain stone door surround, flat canopy, one one-light and three two-light windows and that to the left three one-light and two two-light windows as well as the single storey wing. The parapet is stepped and has recessed brick panels. Three-bay rear with central canted bay window with

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

stone mullions and transoms on the ground floor, mullioned to first floor and a pierced parapet above. Three-light mullion and transom window to either side on ground floor and three-light mullioned on first all with segmental brick heads and glazing bars. Interior: circular hall has stone paved floor with four brightly coloured mosaic panels. All the doors which open off it have lozenge shaped stencilled arabesque or zig-zag design panels in greens, blues, reds and white. There is a similar double door between dining and living rooms, the dining room having a walnut cabinet designed by Sellers in a semi-circular recess and the living room a variously coloured marble fire surround. Another room has a plain grey and buff coloured sandstone fire surround. The attached garden and bounding walls are designed integrally, the lozenge theme re-occurring in the brick and stone pavements of the formal pathways two of which are terminated by arched niches with lead statues in the bounding wall. The driveway wall reflects the perforated parapet of the rear; and the curve of the bounding walls the curve of the facades. One of the most advanced examples of early 20th century domestic architecture in terms of planning, construction and detailing" [1].

One of 17 listed buildings within Character Zone B: Park Road and Harrop Road of the South Hale Conservation Area, almost all of which are residential in nature. "Nine of the listed houses are by Edgar Wood. Each occupies a step in the evolution of Victorian architecture into twentieth century modern design and the group is of national and international interest. The last, Royd House (1914), is a unique and pioneering art deco modern design. Between the two, Edgar Wood created seven unique houses adjacent Park Road where the year-on-year stylistic evolution of Halecroft into Royd House can be followed. The group thus shows how modern architecture was born. Royd House lies on the south side of Hale Road Royd House built in 1914, number 224, is Grade I listed. The house is of brick, with a flat roof, curved facade and bands of chevron motif that add a decorative element to the front elevation. This property is thought to be especially significant as it represents the development of Wood's style and design elements that were ahead of their time. It is one of the first art deco or modernist houses in the world and was the home Edgar Wood built for himself in Hale" [2].

Setting description:

The asset is slightly set back from the road behind a tree lined boundary wall which prevent any roadside views of the asset. The setting of the garden comprises a detached garage, large black wrought iron gates in between two gate piers which create an entrance of grandeur.

Asset value assessment:

The asset has architectural merit for its Y-shaped plan and curving façade construction which represent design elements by the local architect Edgar Wood that were ahead of their time. It is one of nine listed houses within the South Hale Conservation Area (MA06_0003) which mark the evolution of Victorian architecture into twentieth century modern design. It has architectural and historic interest not because it was designed by Edgar Wood but also because it was built as his home in Hale Barns. The setting comprises a detached garage, large black wrought iron gates in between two gate piers which create an entrance of grandeur and make a positive contribution to its heritage value.

Heritage value: High

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067922>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0032

Asset name: Sundial to the rear of the Old Farm

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378343 386681

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Sundial
Period(s): Post-medieval

References

References: NHLE: 1356503
HER: 7348.2.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0033	The Old Farm

Description and sources

Full asset description:

"Sundial. 18th century. Stone shaft with copper dial and gnomon. Baluster-type shaft with fluted bowl and a square plinth" [1].

Setting description:

Positioned within the gardens of The Old Farm (MA06_0033). The gardens are private and enclosed preventing long distance views of the sundial. It has a historic relationship with The Old Farm.

Asset value assessment:

The heritage value of the asset is due to its architectural interest as a relatively simple designed sundial which were the most common type used in the gardens of the middle classes during the period. The asset also has group value due to its associative relationship to The Old Farm (MA06_0033) as a structure within its designed garden. The private garden setting makes a positive contribution to the heritage value of the asset.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1356503>.

Unique Gazetteer ID (UID): MA06_0033

Asset name: The Old Farm

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378332 386496

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Post-medieval

References

References: NHLE: 1100309
HER: 7348.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0032	Sundial to the rear of the Old Farm

Description and sources

Full asset description:

"House. "WRM 1698" on datestone with bay added in late 18th century and single-storey additions of 19th and 20th century. English garden wall bond brick, 18th century Flemish bond and 20th century stretcher bond brickwork with stone slate roof. L-shaped plan with two storeys plus attics and single-storey stables (now part of house) and garage (20th century). Three-bay garden elevation (formerly the front although the porch was removed to the rear of the house in late 19th century). Stone quoins, first and second floor brick corbel bands, coped gables with kneelers. Bay 1 has a two-storey canted bay window with stone four-light mullion window which was added in late 19th century; a three-light attic casement window with curved brick hoodmould and relieving arch and decorative lozenge brickwork. The two-storey porch stood between Bays 1 and 2 where there is now a door. Four-light casement windows to Bay 2 on each floor with 19th century dormer window above. Bay 3 was built later as a bailiff's house and has two three-light casement windows with cambered brick arches. The rear of Bay 1 has five windows with shaped drip moulds (three of which are blocked) and two others. The re-located porch is in the angle of the L and has a coped gable with kneelers, datestone and corbel band. Interior retains ovolo-moulded beams in the main room, and chamfered beams otherwise with runout stops on the ground floor and stepped stops on the first. A fine example of an early departure from the Medieval and timber-framed traditions which continued in the area" [1].

Within Character Zone B: Park Road and Harrop Road of the South Hale Conservation Area. "The Old Farm on Hilltop Drive is Grade II listed and dates to 1698, although there were later extensions added in the 18th and 19th centuries" [2].

Setting description:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Set within its own private garden which includes two outbuildings directly adjacent to the house, a large driveway towards the front entrance, a swimming pool and a Grade II listed sundial (MA06_0032).

Asset value assessment:

The asset has historic interest as an example of the early departure away from medieval and timber-framed traditions towards Victorian architecture and the flamboyant Arts and Crafts movement design. The buildings construction including brick under a slate roof. Its construction and private garden setting positively contributes to understanding the agricultural character of building styles within the South Hale Conservation Area.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1100309>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0034

Asset name: The Homestead

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378297 386594

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Modern

References

References: NHLE: 1356526
HER: 7381.1.4
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0029	Greystoke
MA06_0030	The Garth
MA06_0031	Royd House
MA06_0157	The Shiel
MA06_0158	The Hollies
MA06_0159	Broadoaks
MA06_0160	Cintra

Description and sources

Full asset description:

"House. 1901. Edgar Wood. Brick, stone dressings, timber boarding and stone slate roof. Large asymmetrical detached house with two storeys plus attic. Three-bay elevation, the first bay being gabled and having an off-centre two-storey canted bay window with mullion and transom windows on the ground floor and mullioned on the first. Single-storey canted bay window to Bay 3. Otherwise two two-light and three three-light stone mullion windows. Diagonal chimney stack corbelled from first floor level in Bay 2. Door on right gable with stone dressed semi-circular headed keystone surround and four-light door. Above the door a first floor room which is gabled and timber boarded is supported on two inclined moulded timber struts. Later extension to rear. Good door furniture, rainwater fittings and internal fittings. Built speculatively as part of the Richardson Estate" [1].

"Along Planetree Road in the South Hale Conservation Area there are two further Edgar Wood Properties that were both built as part of the Richardson Estate. The Garth (Number 27) and The Homestead (Number 20). The Homestead and Greystoke are different expressions of the same cutting edge Arts and Crafts design. They were published at home and abroad and show rural vernacular forms and styling being used in a modern expressionistic way. They are the first experimental pair of designs" [2].

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Setting description:

Set within its own private enclosed garden with tall trees lining the boundaries of the property. The house is framed at the front aspect by two gate piers.

Asset value assessment:

The asset derives its value as a fine example of individual residences designed by the renowned architect Edgar Wood as part of the Richardson Estate. The design is one of a pair of unique and experimental properties expressing the influence of the Arts and Crafts movement. The building's form expresses vernacular styling being used in a modern expressionistic way. The private garden setting within the surrounding conservation area positively contributes to the assets heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1356526>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0035

Asset name: Eastern block of Farm Courtyard at Tanyard Farm

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 378033 384484

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Agricultural building
Period(s): Post-medieval

References

References: NHLE: 1139587
HER: 4469
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0036	Tanyard Farmhouse

Description and sources

Full asset description:

"Farm building (now used for milling meal and as a piggery), 18th century. Red English garden wall bond brick. Slate roof. Two storeys divided into two halves. Courtyard front; barn doors to right. Two stable doors to left. Left gable end has small framing to gable with small cruciform breathers. Interior: Roof trusses forming six bays re-using some 17th century timbers. Westernmost truss had tie beam, arch braces, queen posts and yolk. Truss east of this has a tie beam, king post diagonal braces and arch braces. Small framing to gable of dividing wall. Truss east of this has a tie beam, king post and strapped joints with a light collar beam joining them. The easternmost truss has a tie beam, queen struts and arch braces" [1].

Setting description:

The 18th century agricultural building is positioned to the south of the Grade II listed Tanyard Farmhouse (MA06_0036) in a U-shaped arrangement which is open towards the front aspect of the farmhouse. There are modern cow sheds beyond the piggery milling meal shed which are all surrounded by agricultural fields. Although the M56 runs approximately 61m to the north and is faintly audible it is not visible allowing the asset to retain a rural setting making a positive contribution to its heritage value.

Asset value assessment:

The asset has historic interest being connected to the Grade II listed Tanyard farmhouse (MA06_0036). The building also holds architectural interest as a domestic property from the 17th and 18th centuries within rural Cheshire. The setting of the farmyard within agricultural fields provides a positive contribution to the heritage value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139587>.

Unique Gazetteer ID (UID): MA06_0036

Asset name: Tanyard Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 378020 384535

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1279045
HER: 5089
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0035	Eastern block of Farm Courtyard at Tanyard Farm

Description and sources

Full asset description:

"Farmhouse, 17th century with 18th century additions. Brick and rendered brick. Slate roof. Through-passage plan, two storeys. Entrance front; symmetrical early 19th century of three bays in rendered brick with central classical pedimented porch with Tuscan columns. Modillion cornice, open pediment and semi-circular fanlight. Three-light ovolo-moulded brick window surrounds and mullions with casement windows. Interior: 17th century parlour to rear of house with ovolo moulded chamfered ceiling beams and large hearth with ovolo-moulded chimney bressummer supported on lateral bead moulded beams and posts" [1].

Setting description:

The setting of Tanyard farmhouse is the range of outbuildings to the south which are separated by a driveway. The outbuildings include a Grade II listed piggery milling meal shed (MA06_0035) arranged in a U-shape which are open towards the front aspect of the farmhouse. There are modern cow sheds beyond the piggery milling meal shed. The farmyard and farmhouse are surrounded by agricultural fields. Despite the M56 running approximately 61m north of the farmhouse it cannot be seen allowing the asset to retain a rural setting making a positive contribution to its heritage value.

Asset value assessment:

The asset has historic interest being connected to the Grade II listed piggery shed (MA06_0035). The building also holds architectural interest as an agricultural building from the 17th century within rural Cheshire. The setting of the farmyard surrounded by agricultural fields provides a positive contribution to the heritage value of the asset.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1279045>.

Unique Gazetteer ID (UID): MA06_0037

Asset name: Lower House Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 377925 383383

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1139588
HER: 4470
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Farmhouse. Early 18th century with 19th century additions. Red English garden wall bond brick. Slate roof. Single range with 19th century wing and outshut to rear. Two storeys. Entrance front of three bays, central basket arched window (probably originally doorway) with tablet above containing latin inscription identifying house as built by William Meredith Bart in 1733 and remodelled by Egerton of Tatton in 1888. Windows to either side have splayed heads with keystones, containing three-light casements; upper windows have replaced voussoirs. Porch to left-hand side of 1888 forming entry to hunting lodge of one room only of two bays superimposed on extreme left hand bay and causing removal of penultimate left-hand window to the right. Gable ends both have round openings (now bricked in). Nineteenth century ovolo-moulded ground floor window of two lights to right-hand side gable end. Interior: long, stout, chamfered and end stopped beams to parlour and present kitchen" [1].

Setting description:

The setting of the farm is surrounding agricultural fields which is accessed along a private farm track south of the main core of Ashley. Birkin Brook flows through fields on the western side of the asset.

Asset value assessment:

The asset has historic and architectural interest as an agricultural building from the 18th century within rural Cheshire. The building's construction including brick and slate contribute to the agricultural and rural character of buildings within the region. The asset also holds historical association with the surrounding farmland which were both owned by William Dodge Cooper Cooper, a prominent local landowner during the 18th century within Ashley. The farm is set along a private farm track within agricultural fields. The surrounding farmland setting aids in the appreciation of its historic function as a farmhouse and positively

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

contributes to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139588>.

Unique Gazetteer ID (UID): MA06_0038

Asset name: Bank Hall

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 377710 385770

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Post-medieval

References

References: NHLE: 1099897
HER: 1214.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"House. c. 1760. Brick but with 20th century render and 20th century tile roof covering. Three-storey house, two rooms wide by two deep with a two-storey porch and a 20th century lean-to at left and rear. Two-bay elevation with two 20th century casement windows on each floor and two-storey porch at extreme right. Side elevations have various 20th century window openings. Gable stacks. Porch gives access to a lobby entrance, the house-part having spere, bressummer beam, inglenook fireplace and chamfered beams. A wall has been removed between this and the rear room. Original dogleg stair with plain newel and handrail and splat balusters (some missing, some replacements). Rear left room has chamfered beams with stepped stops. Ancient moated site, former seat of the Vawdreys. For photograph c. 1880 see R. N. Dore. A History of Hale, Cheshire, 1972" [1].

Setting description:

The setting is its garden surrounded by high hedgerows which create a private and enclosed feel. This is surrounded by agricultural fields immediately to the south which separate the house from the suburban fringe of Bowdon, thus retaining its agricultural character.

Asset value assessment:

The asset has historic interest built on an ancient moated site belonging to the Vawdrey's who were granted lands in Altrincham from the Earl of Chester between the years 1153 and 1181 to Sir Claud de Vaudrai. Although now occupied by a day nursery and nursery school, its setting continues to be rural in character, isolated from the suburban fringe of Bowdon by an enclosed and private garden. This is surrounded by agricultural fields immediately to the south which isolate the house from the surrounding suburban fringe thus allowing the asset to retain its agricultural character. Despite the asset now being used as a day

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

nursery and nursery school its setting makes a positive contribution to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1099897>.

Unique Gazetteer ID (UID): MA06_0039

Asset name: Cornmill Cottage

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320-R1
National Grid Reference: 377662 381876

Asset class/type and dates

Monument class/type: Domestic
Mill house
Period(s): Post-medieval

References

References: NHLE: 1139567
HER: 4449
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Mill building (now used as a house), 19th century. Red English garden wall bond brick with slate roof. Two storeys with basement. Entrance front: three blocked doorways, one to right of centre, and one each to right and left, each with splayed heads. Three two-light casement windows to ground floor, two to left of middle doorway and one to right, each with 3 x 4 panes to each light. Three correspondingly positioned windows to first floor. One two-light basement window to left. Nineteenth century porch abutting to left and 20th century porch abutting to right. Gabled ends with two-light casements to first floor. Extensive 19th and 20th century additions to rear" [1].

Setting description:

Located within a cluster of late post-medieval buildings, adjacent to Mobberley Brook and the Chapel House Inn public house. The former mill has a strong street side presence with Mobberley Brook running alongside the mill and forming part of its setting.

Asset value assessment:

The value of the asset derives from its historic interest and its importance in demonstrating how water was used as power for mills during the 19th century. The setting of the asset over Mobberley Brook is key to understanding the historic function of the former mill and makes a positive contribution to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139567>.

Unique Gazetteer ID (UID): MA06_0040

Asset name: Hough Green Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-320

National Grid Reference: 377638 384010

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse

Period(s): Post-medieval

References

References: NHLE: 1229540
HER: 4717
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

MA06_0106	Swallow Barns, Former Agricultural buildings opposite Hough Green Farm
-----------	--

Description and sources

Full asset description:

"Farmhouse, 17th century. Plum coloured English garden wall bond brick with 20th century cement tile roof. Two storeys with attic. Three-cell plan. Entrance front of four bays. Ground floor outer bays have 19th century bay windows. First floor windows of three lights with ovolo moulded surrounds and mullions (some replaced). Nineteenth century gabled porch. Chimneystack to left-hand side with two flues. Nineteenth century outshut to rear and left-hand side. Interior: Flagged floors to ground floor. Large open hearth to old kitchen (now parlour) with stop-chamfered bressummer. Similar smaller fireplace in old parlour (now kitchen). Nineteenth century closed string dog-leg staircase, original wooden baulk treads to attic stair. Wind-braced tie-beam roof. Attic contains some wattle and daub and a clay floor to one room" [1].

Setting description:

The asset has a private courtyard with a modern extension to the rear, enclosed by hedgerows and tall trees along Mobberley Road. The setting of the asset is surrounding agricultural fields and Swallow Barns, its former agricultural building (MA06_0106) adjacent.

Asset value assessment:

The building holds historic interest from its association with Swallow Barns, a former agricultural building (most likely a barn). The relationship between these two associated agricultural buildings is still readily legible despite being separated by Mobberley Road. The asset also retains historical association with the surrounding agricultural fields which were both owned by William Henry Asheton Smith, a significant local landowner in Ashley during the 17th century. Architectural interest is derived from the 17th century construction materials which survive, including the attic which contains some wattle and daub and a clay floor to one room. The setting including the surviving relationship between the former agricultural building

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

within surrounding fields makes a positive contribution to the heritage value of the asset.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1229540>.

Unique Gazetteer ID (UID): MA06_0041

Asset name: Four Lane Ends Cottage

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320-R1
National Grid Reference: 377452 381707

Asset class/type and dates

Monument class/type: Domestic
Cottage home
Period(s): Post-medieval

References

References: NHLE: 1329641
HER: 5208
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"House. Mid 17th century. Timber frame with brick infill and thatch roof. Two cells, two storeys. Entrance front: Stone plinth. 5 x 3 cells of small framing with arch brace to right upper corner. Twentieth century porch to left of centre. Three-light 20th century casements to right and left of ground floor. Three-light casement dormers to first floor. One-light mezzanine staircase window to right of porch. Twentieth century extension to left. Central ridge chimney. Right hand gable end: 5 x 3 cells of small framing with arch braces; close studding to gable and one two-light casement window. Rear elevation: 20th century wing to left at right angle to main block. 5 x 3 bays of small-framing visible with arch bracing to centre. Interior: Chamfered ceiling beams to ground floor. Small framing to dividing walls with wattle and daub infill. Closed string staircase with half turn at top, originally extending in straight line to side of front door but now with quarter turn. Roof truss of tie and collar with arch braces" [1].

Setting description:

Positioned on the crossroad of two junctions within a relatively flat rural landscape, north-west of Mobberley. The asset is set within its own private garden, slightly set back from the road surrounded by an expanse of Cheshire railings in surrounding agricultural fields.

Asset value assessment:

The asset has historic and architectural interest as a domestic cottage from the 17th century within rural Cheshire. The building's construction including the timber frame and surviving thatched roof contribute to the domestic character of building styles within the region. The setting of the asset within a private garden surrounded by agricultural fields positively contributes to understanding the heritage value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1329641>.

Unique Gazetteer ID (UID): MA06_0042

Asset name: Church of St Elizabeth, Ashley Road

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 377238 384362

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Church
Period(s): Post-medieval

References

References: NHLE: 1139584
HER: 4466
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Church. 1880. By the Honourable Wilbraham Egerton MP. Red English garden wall bond brick and terracotta, red tile roof. Broad, aisleless plan. Nave, chancel, transepts, north-east vestry and south-west porch. Nave elevation: three bays have windows of free perpendicular form; corbel table with chevron moulding between; gabled buttresses with setbacks. Transept windows Decorated. Chancel windows are arcuated triangles containing three trefoils. East end gabled with window of Decorated form. West front: angle buttresses and deep nave buttresses, stepped and gable capped. Range of three lancet windows with colonnettes between and trefoil heads of moulded brick, trefoil rose-window of rubbed brick with semi-circular lead moulding. Bellcote of two lancets one containing a bell with quatrefoil and gargoyles above. South-west porch has gabled roof. Hollow chamfered entrance arch of rubbed brick with chevron moulding to gable. Scissor beam roof truss, original iron gates and lanterns. Interior: has arched beams on stone corbels, diagonal panelling to roof. Hammer beams in chancel. The Honourable Wilbraham Egerton became 2nd Baron Egerton of Tatton in 1883 and was created Viscount Salford and Earl Egerton of Tatton in 1887; he designed the smoking room and family entrance at Tatton Park and there are architectural drawings for further schemes by him amongst the estate papers" [1].

Setting description:

Set within its own churchyard on higher ground with a prominent tower overlooking the historic core of Ashley and surrounding agricultural fields including those to the south. There is intermittent noise from the Cheshire Midland Railway (MA06_0146) which passes approximately 130m east of the church.

Asset value assessment:

The value of the asset derives from its architectural and historic interest built for the parish of Ashley by the

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Tatton estate in the 1880s. The late 19th century church is in the Gothic style in red brick with terracotta detailing which is small in comparison to the other parish churches reflecting the original intention for the building to function as a chapel of ease. The setting of the church within its own churchyard on higher ground with a prominent tower overlooking the historic core of Ashley and surrounding agricultural fields including those to the south positively contribute to the heritage value of the asset.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139584>.

Unique Gazetteer ID (UID): MA06_0043

Asset name: Primrose Hill Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-320

National Grid Reference: 377202 382906

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse

Period(s): Post-medieval

References

References: NHLE: 1229563
HER: 4718
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

n/a	n/a
-----	-----

Description and sources

Full asset description:

"Farmhouse, 17th century with 18th and 19th century additions. English garden wall bond brick and rendered brick. Slate roof, brick chimneys. L-shaped plan, two storeys. Farmyard front: two ground floor windows with segmental arches and one similar first floor window to left-hand side. Central buttress to ground floor. Entrance front rendered and considerably altered in 19th century. Interior: Large kitchen ingle-nook with bead moulded bressummer and stopped ceiling beams. Parlour has two beams of 17th century form with large bead moulding and an intertwining plain band of moulding forming a repeating figure-of-eight pattern and containing triple-leafed rosettes. Flagged floors throughout ground floor" [1].

Setting description:

The farmhouse is positioned between Mobberley Brook and Sugar Brook on a natural rise within the landscape which is characterised by flat agricultural fields and natural shrub/woodland along the course of the brooks. The asset is set back from the roadside, down a private farm track, behind an embankment.

Asset value assessment:

The asset has historic and architectural interest as a agricultural farmhouse from the 17th century within rural Cheshire. The construction including brick under a slate roof contribute to the agricultural character of building styles within Cheshire. Its setting between two brooks surrounded by agricultural fields historically worked by its former occupants, makes a positive contribution to the heritage value of the asset.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1229563>.

Unique Gazetteer ID (UID): MA06_0044

Asset name: South Lodge, Ashley

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 377110 384421

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Gate lodge
Period(s): Post-medieval

References

References: NHLE: 1139539
HER: 4421
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0053	Ashley Hall Farm

Description and sources

Full asset description:

"Lodge Cottage, c. 1830-40. Brick with slate roof. Rectangular plan with half hexagon bay to one end. Two storeys. Two windows to long side, small paned casements. Bay to end with three sash windows of nine panes. Tented verandah on wooden posts. The 1st floor windows have keyed cement heads. Central brick stack. Entrance to rear" [1].

Setting description:

Positioned within farmland at the western side of Ashley. The asset is set within its own enclosed garden along a driveway which leads towards Ashley Hall Farm (MA06_0053). The M56 runs on a east to west alignment between the lodge and Ashley Hall Farm (MA06_0053).

Asset value assessment:

The value of the asset lies in its historic and architectural interest designed to highlight the entrance into Ashley Hall Farm (MA06_0053). Despite the construction of the M56 which has created a visual intrusion between the lodge and the farm the illustrative function of the asset as a gate lodge can still be understood. The asset's setting, therefore, positively contributes to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139539>.

Unique Gazetteer ID (UID): MA06_0045

Asset name: The Old House

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 377043 386146

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Post-medieval

References

References: NHLE: 1067888
HER: 7352.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0004	Ashley Heath Conservation Area

Description and sources

Full asset description:

"House. 1688 on internal door lintel although extensive alterations and additions of various later dates. Square- panel timber framing, additions roughcast: all with 20th century tile roof covering. Three-unit plan (probably through-passage) with projecting cross wing at left and extensive additions to both left and right. The later porch now gives access to the cross wing but may formerly have had a door to a through passage. One storey plus attic. Rendered stone plinth, angle braces and decorative framing to the cross wing gable, and two dormer gables. Two three off four-light leaded casements to each unit (some probably 18th century). The rear is roughcast as is the rest of the house but has a canted bay window to the house-part. The interior is much altered but retains ovolo-moulded as well as chamfered beams" [1].

Setting description:

Slightly set back from the road behind a high brick wall and tall hedgerows within its own private enclosed garden including ornamental features and mature trees. A black wrought iron fence and high hedgerow boundary enclose the garden preventing any open views of the house. A modern house has been constructed directly adjacent to the asset in the former grounds.

Asset value assessment:

The asset has heritage value due to its historic interest and as an example of timber framed architecture with striking black and white timber detailing. The asset's setting includes a private enclosed garden defined by a high brick wall and tall hedgerows. The asset retains its sense of enclosure despite being positioned on a busy road and adjacent modern development. The enclosed gardens create a quiet setting which makes a positive contribution to the heritage value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1067888>.

Unique Gazetteer ID (UID): MA06_0046

Asset name: Ashley Bridge (That Part in Ashley CP)

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-319-L1
National Grid Reference: 377048 385682

Asset class/type and dates

Monument class/type: Transport
Road bridge
Period(s): Post-medieval

References

References: NHLE: 1329654
HER: 5221
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Road bridge. Mid 19th century. Rusticated ashlar. Single span, slightly cambered. Dropped keystones and solid parapet above band. Below squinches is a band running under bridge. Domed and pyramidal posts at ends of bridge. The parapet on downriver side is cut through to give access to steel and timber footbridge which runs alongside. Part of this bridge is in Hale C. P., Trafford D. Greater Manchester C" [1].

Setting description:

Positioned on Ashley Road at a crossing point over the River Bollin within the rural landscape. Dense trees along the riverbank prevent any long distance views into the rural landscape. The character of the bridge is one of functional rather than appreciation of architectural interest as Ashley Road is a relatively busy road detracting from appreciating riverside walks towards the bridge.

Asset value assessment:

The bridge has heritage value due to its single span ashlar construction. The pedestrian footbridge has altered the original construction of the bridge on the downstream river side. Its setting positively contributes to its heritage value. Historically the bridge would have been positioned within the rural landscape and its setting has not been significantly altered from when its was constructed.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1329654>.

Unique Gazetteer ID (UID): MA06_0047

Asset name: Carriage House in forecourt at Ashley Hall Farm

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 376982 384880

Asset class/type and dates

Monument class/type: Transport
Carriage house
Period(s): Post-medieval

References

References: NHLE: 1139581
HER: 4463
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0051	Stable block at Ashley Hall Farm
MA06_0052	Gatepiers to forecourt at Ashley Hall Farm
MA06_0053	Ashley Hall Farm
MA06_0054	Ashley Hall Farm Kitchen Garden Wall

Description and sources

Full asset description:

"Carriage House. Early 18th century. Red brick, English garden wall bond. Slate roof. Court facade of three bays. Three pairs of carriage doors to ground floor, the two to right hand have segmental arches over formed of two bands of headers. Left hand door is a 20th century replacement without the relieving arch. Stone moulded mullion windows of three lights with 20th century window frames. Left hand side has two ground floor moulded one-light windows and a hay loft door and left-hand window to first floor with pulley above. One further moulded stone window surround to rear ground floor" [1].

Setting description:

Characterised by the complex at Ashley Hall Farm including the adjacent stable block (MA06_0051) which have been laid out in a forecourt arrangement. The carriage house faces the central driveway and collectively with the other buildings has created a small country house character within agricultural fields. Although the M56 is nearby, it cannot be seen and is only faintly audible.

Asset value assessment:

The asset has historic interest as an example of an 18th century carriage house within rural Cheshire. The asset also has group value with the contemporary stable block (MA06_0051), kitchen garden walls and gatepiers contributing to the small country house character of Ashley Hall Farm. The setting of the asset formed by the surrounding complex of farm buildings contributes positively to its heritage value.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139581>.

Unique Gazetteer ID (UID): MA06_0048

Asset name: Storage Building at Coppice Nursery

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-321-L1
National Grid Reference: 376989 385498

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Barn
Period(s): Post-medieval

References

References: NHLE: 1139585
HER: 4467
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Barn (originally to Coppice Farm) 16th and 17th century with 19th century additions. Timber frame, brick and clapboard infill. Stone slate roof. Threshing floor at west end, cow byre to east with upper floor. Road frontage: brick to left (west) end with double cart doors. Brick plinth with small framing and clapboard infill to right (east) end. East front has butt-ended clapboarding to gable panels and jowled corner posts. Nineteenth century additions (stable and bull pen) to rear. Interior: Threshing floor end has two pairs of crucks which rise to collar beam and are cut by principals, tie beam with queen struts springing to collar. Spurs from crucks join principals at wall-plate level; ridge beam and two sets of purlins, wall plate. The west end has small framed partitions as opposed to trusses. Nineteenth century adaptation to cow byre at eastern ground floor end and 19th or 20th century internal wooden divisions at first floor level" [1].

Setting description:

The asset retains a roadside setting within the agricultural landscape. The setting includes a modern nursery adjacent and a pair of 20th century cottages (Coppice Cottage East and Coppice Cottage West) on the southern side of Ashley Mill Lane.

Asset value assessment:

The asset has value due to its architectural and historic interest as a surviving example of a 16th century timber framed, brick and clapboard barn with rural Cheshire. It has a roadside setting surrounded by farmland. The encroachment of the modern nursery has removed some of its rural character. Despite this its setting positively contributes to its heritage value.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139585>.

Unique Gazetteer ID (UID): MA06_0049

Asset name: Sycamore Cottage, Ashley Road

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 376986 384319

Asset class/type and dates

Monument class/type: Domestic
Cottage home
Period(s): Post-medieval

References

References: NHLE: 1139583
HER: 4465
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"House, 17th century with 19th century additions. Timber frame with brick infill. Stone slate roof. Baffle-entry two-cell plan, two storeys. North entrance front has small framing with arch brace to left-hand upper corner. Gable to right with v-struts and close-studding to right hand gable and projecting purlins and ridge plates. Slightly projecting and ovolo moulded chamfering to lower edge of gable tie-beam. Porch, probably 19th century, with round wooden columns with roll-moulded capitals and square stone footings supporting gabled roof. East side has close studding in gable. Interior: has some small framing, chamfered end-stopped ceiling beams in parlour and inglenook with plain-stopped chamfered bressummer" [1].

Setting description:

The asset is set back from the road within an enclosed garden surrounded by agricultural fields. The setting is isolated and has remained unchanged from at least the mid 19th century away from the historic core of Ashley within the Tatton Estate.

Asset value assessment:

The asset has historic and architectural interest as a surviving example of 17th century timber framed brick infill house for the period. Its setting formed by the relationship between the cottage, garden and surrounding agricultural fields within Tatton Estate remains legible and this positively contributes to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139583>.

Unique Gazetteer ID (UID): MA06_0050

Asset name: Park Farmhouse, Broadoak Lane

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 376966 381424

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1229853
HER: 4720
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Farmhouse. Early 19th century. Red English garden wall bond brick with slate roof. Entrance front: three-bay symmetrical facade. Central doorway with recessed surround and semi-circular relieving arch above with radiating bricks to tympanum. Splayed headed three-light casement windows to either side with heavy chamfered glazing bars of 4 x 5 panes to each light and stone cills. Blind splayed-headed window to centre of first floor with splayed-headed three-light casement windows to either side of 3 x 4 panes to each light again with heavy glazing bars and stone cills. Hipped roof with two two-flue stacks rising from each side wall. Courtyard front: Splayed head three-light casement window to left with 3 x 5 panes to each light. Door to left of centre with splayed head two-light casement window to its right. Nineteenth century porch and outhouse to right-hand side. Three two-light windows to first floor of 3 x 4 lights of middle one to right of centre. Interior: Central staircase of one flight with walls to either side rising on line with front door. Hob grate to drawing room. Plank doors to both floors. All window glazing bars are deeply chamfered to interior" [1].

Setting description:

Although set within agricultural fields, the asset can only be accessed down a quiet country lane and is bounded on three sides by dense woodlands including; Raleigh Wood, Square Wood and Hanging Bank which have created a sense of enclosure and seclusion. The farm buildings face the front aspect of the farmhouse in a square courtyard arrangement.

Asset value assessment:

The asset has historic interest as an example of early 19th century farmsteads within the rural Cheshire that retains its original form and design. The farm is bounded on three sides by dense woodland creating a

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

sense of enclosure and seclusion. This setting creates a positive contribution to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1229853>.

Unique Gazetteer ID (UID): MA06_0051

Asset name: Stable block at Ashley Hall Farm

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-320

National Grid Reference: 376948 384887

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Stable

Period(s): Post-medieval

References

References: NHLE: 1329656
HER: 5223
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0047	Carriage House in forecourt at Ashley Hall Farm
MA06_0052	Gatepiers to forecourt at Ashley Hall Farm
MA06_0053	Ashley Hall Farm
MA06_0054	Ashley Hall Farm Kitchen Garden Wall

Description and sources

Full asset description:

"Stable block in forecourt. Mid 18th century. Red Flemish bond brick with stone dressings and slate roof. Court front of two storeys and nine bays in 1.1.2.1.2.1.1 rhythm (some window openings now bricked in). Central doorway with moulded stone surround, frieze and pediment. Bays 2 and 8 have doorcases with stone surrounds and friezes above. End bays project slightly. Central square air vent on roof ridge has opening of Venetian-window outline. Twentieth century window frames in openings with skew-back arches of gauged brick and keystones. Rear of buildings also symmetrical but with six windows. The four central ones (probably original) on the upper floor have stone surrounds" [1].

Setting description:

Characterised by the complex at Ashley Hall Farm including the adjacent carriage house (MA06_0047) which have been laid out in a forecourt arrangement. The stable block faces the central driveway and collectively with the other buildings has created a small country house character within farmland. Although the M56 is nearby, it cannot be seen and is only faintly audible.

Asset value assessment:

The asset has heritage value due to its architectural and historic interest. It is a surviving example of 18th century stable blocks, designed with symmetrical bays which retains surviving elements of the original four-bay block structure. The stable block also has group value as it contributes collectively with the other assets within the farm in understanding the formal layout and design of late 16th century to 19th century farms

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

which were set apart from village cores. The setting of the farmyard complex within surrounding farmland contributes positively to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1329656>.

Unique Gazetteer ID (UID): MA06_0052

Asset name: Gatepiers to forecourt at Ashley Hall Farm

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 376899 384929

Asset class/type and dates

Monument class/type: Unassigned
Gate pier
Period(s): Post-medieval

References

References: NHLE: 1139580
HER: 4462
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0047	Carriage House in forecourt at Ashley Hall Farm
MA06_0051	Stable block at Ashley Hall Farm
MA06_0052	Gatepiers to forecourt at Ashley Hall Farm
MA06_0053	Ashley Hall Farm
MA06_0054	Ashley Hall Farm Kitchen Garden Wall

Description and sources

Full asset description:

"Gatepiers. Late 17th century. Ashlar. Plinth with moulded top carries rusticated blocks with cyma cornice supporting urns with gadrooned and spiral-fluted bodies" [1].

Setting description:

Positioned at the front of Ashley Hall Farm at the end of the driveway. The gate piers have a setting with the associated complex framing the front aspect of the Grade II listed farmhouse creating a long approach towards the asset. The complex also includes a former carriage house (MA06_0047) and stable block (MA06_0051) collectively giving the group of buildings a small country house character within agricultural fields. Although the M56 is nearby, it cannot be seen and is only faintly audible.

Asset value assessment:

The gatepiers have heritage value due to their architectural interest creating an elaborate entrance and framing the front aspect of the Grade II listed Ashley Hall Farm. They have group value with other buildings in Ashley Hall Farm complex. The gatepier's setting with the small country house complex and farmland positively contributes to the historic interest of the asset.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139580>.

Unique Gazetteer ID (UID): MA06_0053

Asset name: Ashley Hall Farm

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 376874 384942

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmstead
Period(s): Post-medieval

References

References: NHLE: 1329655
HER: 5222
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0044	South Lodge, Ashley
MA06_0047	Carriage House in forecourt at Ashley Hall Farm
MA06_0051	Stable block at Ashley Hall Farm
MA06_0052	Gatepiers to forecourt at Ashley Hall Farm
MA06_0053	Ashley Hall Farm
MA06_0054	Ashley Hall Farm Kitchen Garden Wall

Description and sources

Full asset description:

"Farmhouse. Late 16th/early 17th century with 18th and 19th century additions. Brick and rendered brick with timber framing to right end and slate roof. Central through passage plan. Entrance front of two storeys and five bays the central one recessed. Whitewashed brickwork on painted plinth, probably of stone. Nineteenth century wood casement windows with moulded brick surrounds and mullions. Central bay has recessed porch. Central bay and wings support gables with purlins and ridge beams showing. Right side (exposed after demolition of 17th and 18th century range). Sixteenth century chimney shaft and stack abutting wall has three linked diamond-shaped flues. Close-studding and herringbone timbering exposed at first floor level. One pointed Gothic window with interlacing glazing bars reset from demolished 18th century range. Interior: Staggered 19th century staircase has 17th century balustrade reset, with flat balusters with heart-shaped piercings. Moulded hollow chamfering to ceiling beams. Further chamfered beams in present drawing room encased" [1].

Setting description:

The setting of the farmhouse includes a courtyard arrangement of a carriage house (MA06_0047) and stable block (MA06_0051) which form Ashley Hall creating a small country house character within farmland. The farmhouse has a driveway towards its front aspect which has been framed by two gate piers (MA06_0052) creating long distance views of the agricultural fields beyond. Although the M56 is nearby, it

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

cannot be seen and is only faintly audible.

Asset value assessment:

The asset has heritage value due to its historic interest as an important example of a medieval manor which transitioned into a smaller gentry house. It is a surviving example of a late 16th century farmhouse with 18th and 19th century additions with accompanying grounds and estate. It has group value collectively with the carriage house (MA06_0047), stable block (MA06_0051) and surviving garden walls (MA06_0054). This forms the setting of the asset and contributes positively to understanding the formal layout and arrangement of these type of farms which were set apart from village cores.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1329655>.

Unique Gazetteer ID (UID): MA06_0054

Asset name: Ashley Hall Farm Kitchen Garden Wall

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 376856 384896

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Garden wall
Period(s): Post-medieval

References

References: NHLE: 1139582
HER: 4464
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0047	Carriage House in forecourt at Ashley Hall Farm
MA06_0051	Stable block at Ashley Hall Farm
MA06_0052	Gatepiers to forecourt at Ashley Hall Farm
MA06_0053	Ashley Hall Farm

Description and sources

Full asset description:

"Wall of Kitchen Garden to south of house. 17th and 18th century. Red English garden wall bond brick, with stone gate piers and wall cappings. Three surviving walls of c. 12-15 feet with canted buttresses to rear wall. East wall has central 18th century gatepiers of ashlar with moulded flat caps. Two wrought-iron gates. Rear wall has 17th century central openings with basket arch and outer relieving arch with rubbed brick voussoirs" [1].

Setting description:

The setting of the walls is the gardens and Ashley Hall Farm within the surrounding farmland.

Asset value assessment:

The asset has heritage value as a surviving example of 17th and 18th century garden walls. The asset contributes to our understanding of the carefully designed layout of these type of farms which were positioned away from the village cores. It has group value with the complex of buildings including farmhouse (MA06_0053), former carriage house (MA06_0047), stable block (MA06_0051) and gate piers (MA06_0052) which have a small country house character. The setting of the asset within the complex and farmland positively contributing to the asset's heritage value.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139582>.

Unique Gazetteer ID (UID): MA06_0055

Asset name: Moss Cottage, South Downs Road

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 376640 386440

Asset class/type and dates

Monument class/type: Domestic
Farm labourers cottage
Period(s): Post-medieval

References

References: NHLE: 1121961
HER: 7351.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0004	Ashley Heath Conservation Area
MA06_0056	Moss Farmhouse, South Downs Road
MA06_0057	Barn to the North of Moss Farmhouse

Description and sources

Full asset description:

"Cottage. "RL 1666 HL" (Robert and Helen Lewis) on dormer window although the rear range was added in c. 1960. Whitewashed brick, timber frame and thatch roof. Two-unit, one-storey plus attic, a parallel range having been added at the rear. Door to right unit with two-light 20th century casement to either side. A former door has been blocked up to the extreme left. The pitched dormer window has four lights and inscribed tie beam. Gable ridge stacks and exposed framing to right gable. The interior has exposed timber-framed internal walls chamfered beams and roof members. Built for farm labourers by the occupants of Moss Farm (q.v.)" [1].

"The Conservation Area has some significant listed buildings. Moss Farmhouse, the cruck framed Moss Barn and Moss Cottage are 16th and 17th century properties that document the former agricultural nature of this area. The Old House is an excellent example of timber frame architecture, which due to its position in the landscape, and striking black and white timber detailing, has landmark quality" [2].

Setting description:

The setting of the asset is private gardens which fully surround the cottage. They are screened behind high hedgerows creating a secluded setting. The gardens also include a single storey garage.

Asset value assessment:

The cottage has historic and architectural interest as it was constructed by the occupants of Moss Farmhouse for farm labourers. The arrangement of the dwelling and barn contributes to the understanding

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

of how they were designed to function together. Its setting within the surrounding gardens positively contributes to its heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1121961>.
- 2 Trafford Council (2016), Ashley Heath Conservation Area, Supplementary Planning Document SPD5.8, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Ashley-Heath-pdf>.

Unique Gazetteer ID (UID): MA06_0056

Asset name: Moss Farmhouse, South Downs Road

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 376580 386383

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1121966
HER: 3653.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0004	Ashley Heath Conservation Area
MA06_0055	Moss Cottage, South Downs Road
MA06_0057	Barn to the North of Moss Farmhouse

Description and sources

Full asset description:

"House, 16th and 17th century with later alterations. Rendered brick, the crossing having a stone plinth, and slate roof (replacement of thatch). Three-bay 16th century wing with one storey and attic. Two-storey 17th century cross wing at left end. The three-bay range has a casement window in each bay and a central door and 20th century porch. The eaves have been raised to accommodate the attic and two dormer windows are inserted at the rear. The rear door is opposite the front door and there is a lean-to on the right gable. The 17th century cross wing has a total of 11 casement windows as well as one three-light ovolo-moulded timber mullion window of 17th century. Gable stacks to both ranges. Two cruck frames divide the units of the single storey range and chamfered beams and framed partitions are found almost throughout. Mrs Gaskell is known to have visited the farm regularly. W. A. Singleton suggests that the cruck frames as early as 15th century. W. A. Singleton "Moss Farm Bowden" Cheshire, Life January 1959" [1].

The conservation area has some significant listed buildings. Moss Farmhouse, the cruck framed Moss Barn and Moss Cottage are 16th and 17th century properties that document the former agricultural nature of this area. There are four listed structures that predate the Victorian residential development in the Ashley Heath area. These are the Moss Farmhouse (Moss Farm Barn), which date to the 16th to 17th centuries. Moss Farmhouse and Barn stand testament to the agricultural nature of the area's past. Cartographic evidence dating to 1831 shows Ashley Heath as a dispersed rural settlement with very few structures. The structures in the conservation area at this time included Moss Farmhouse and Barn, Moss Cottage. Ashley Heath continued as a small dispersed agricultural settlement, as evidenced by the Ashley tithe map, which dates to 1842. This too only shows a few structures, all of which are mentioned above. The main land owners in the area at this time included the Earl of Stamford who owned several plots to the north of South Downs Road

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

including Moss Farm. The Ashley Heath Conservation Area had an extension to the north-west to include the listed Moss Farm and associated listed barn following the 2016 appraisal [2].

Setting description:

The asset is positioned within a cul-de sac arrangement of properties, accessed down a private road and retains some sense of enclosure despite the modern development of Bowdon. The setting includes a barn (MA06_0057) to the north and a cricket pitch to the west.

Asset value assessment:

It has heritage value due to its architecture and historic interest as the oldest structure within the Ashley Heath Conservation Area (MA06_0004). The farmhouse has group value with Moss Cottage (MA06_0055) and a barn (MA06_0057). These are surviving 16th and 17th century properties that document the former agricultural character of the Ashley Heath Conservation Area. Its setting associated with the cottage and barn positively contributes to its heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1121966>.
- 2 Trafford Council (2016), Ashley Heath Conservation Area, Supplementary Planning Document SPD5.8, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Ashley-Heath-pdf>.

Unique Gazetteer ID (UID): MA06_0057

Asset name: Barn to the North of Moss Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 376572 386410

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Barn
Period(s): Post-medieval

References

References: NHLE: 1067938
HER: 3653.1.1
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0004	Ashley Heath Conservation Area
MA06_0055	Moss Cottage, South Downs Road
MA06_0056	Moss Farmhouse, South Downs Road

Description and sources

Full asset description:

"Barn now disused, 16th century. Timber crucks with later brick walls and asbestos roof. Originally of six but since 1960 of three bays the southern end having been demolished. Each of the three pairs of crucks has a tie beam (except for No. 1, the northern-most, which has been replaced by spurs) a collar and a yoke (except for No. 2 which has a yoke strut). The through purlins have concave wind bracing. It is said originally to have been the longest barn in Cheshire. W. A. Singleton "Moss Farm Bowdon", Cheshire Life, January 1959" [1] [2].

Probably built during the last years of the reign of Henry VII. The old cruck barn, one of the largest in Cheshire was in dangerous condition, which necessitated the demolition of half of the structure. Barn was sold for redevelopment in 1981 for use as a private dwelling. Barn originally six bays 100' long and 20' wide [3]. Only six surviving examples of barns in the Trafford area for this region. It is 15th to 17th century in date before being replaced by a new style of building.

Moss Barn is a 16th century property within the Ashley Heath Conservation Area, a property that documents the former agricultural nature of the area. It is one of four listed structures that predate the Victorian residential development in the area. These are the Moss Farmhouse (Moss Farm Barn), which date to the 16th to 17th centuries. Moss Farmhouse and Barn stand testament to the agricultural nature of the area's past. Moss Farm is the oldest structure within the conservation area, dating to the 16th to 17th centuries. It has been suggested the cruck frame may be as early as the 15th century. Cartographic evidence dating to 1831 shows Ashley Heath as a dispersed rural settlement with very few structures. The structures in the conservation area at this time included Moss Farmhouse and Barn, Moss Cottage [4].

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Setting description:

Positioned within a cul-de sac arrangement of properties, accessed down a private road. The setting of the barn includes Moss Farmhouse (MA06_0056) which faces the southern gable end of the barn. The barn is surrounded by modern housing and a cricket pitch.

Asset value assessment:

The asset has historic and architectural interest as a tithe barn from the 16th century. The building's construction includes surviving timber crucks and later brick walls. These contribute to understanding the form and agricultural character of this building style. The barn's setting within the Ashley Heath Conservation Area includes Moss Farmhouse. This setting and the relationship between the two buildings positively contribute to the heritage value of the asset. It is illustrative of the former agricultural landscape of Greater Manchester prior to suburbanisation.

Heritage value: Moderate

Sources:

- 1 Singleton, W.A. (1959), Moss Farm Bowdon, Cheshire Life.
- 2 Nevell, M. (1997), The Archaeology of Trafford: A Study of the origins of Community in North-west England before 1900, Trafford Metropolitan Borough Council, Manchester.
- 3 <https://historicengland.org.uk/listing/the-list/list-entry/1067938>.
- 4 Trafford Council (2016), Ashley Heath Conservation Area, Supplementary Planning Document SPD5.8, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Ashley-Heath-pdf>.

Unique Gazetteer ID (UID): MA06_0058

Asset name: Birkin Bridge, North Lodge and railing attached

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 376420 383803

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Gate lodge
Period(s): Post-medieval

References

References: NHLE: 1230311
HER: 4735
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0002	Tatton Park
MA06_0059	Birkin Bridge, South Lodge and railing attached
MA06_0205	Birkin Brook Bridge, Tatton Park
MA06_0226	Mere Lodge

Description and sources

Full asset description:

"Gate Lodge. Red English garden wall bond with slate roof. Drive front : stone plinth. Nineteenth century gabled porch to centre. Two-light cambered-head casement to right with stone cill. Stone band between floors. Two two-light casement windows to 1st floor at right and left. two gable chimneys. East and west ends have slightly recessed blind arches with impost band. Stone cyma dressings to pedimented gables. East end has two-light casement to ground floor. Nineteenth century outshut to rear. To left of porch on entrance front is low stone wall with piers at either end running at right angles to lodge. Plain plinths and heavy chamfering to piers and cyma-moulded capitals" [1].

Setting description:

The asset's setting is the adjacent South Lodge (MA06_0059), the parkland to the south and the road into the north-eastern entrance of Tatton Park (MA06_0002). Mature woodland lines the road and this part of Tatton Park.

Asset value assessment:

The value of the asset largely lies in its historic relationship with the lodge adjacent (MA06_0058) and with Tatton Park (MA06_0002) at its entrance. It is illustrative of its historic function as a gate lodge. The simple architectural design indicates historically that this was never the main entrance into the park. Together, the setting of the two lodges illustrates the historic function of the lodge and positively contributes to the heritage value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1230311>.

Unique Gazetteer ID (UID): MA06_0059

Asset name: Birkin Bridge, South Lodge and railing attached

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 376400 383796

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Gate lodge
Period(s): Post-medieval

References

References: NHLE: 1139531
HER: 4413
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0002	Tatton Park
MA06_0058	Birkin Bridge, North Lodge and railing attached
MA06_0205	Birkin Brook Bridge, Tatton Park
MA06_0226	Mere Lodge

Description and sources

Full asset description:

"Grade II listed Gate Lodge. Red English garden wall bond with slate roof. Drive front: stone plinth. Nineteenth century gabled porch to centre. Two-light cambered-head casement to left with stone cill. Stone band between floors. Two two-light casement windows on 1st floor at right and left. Two gable chimneys. East and west ends have slightly recessed blind arches with stone impost band. Stone cyma dressings to pedimented gables. East end has two-light casement to ground floor 19th century outshut to rear. To left of porch on entrance front is low stone wall with piers at either end running at right angles to lodge. Plain plinths and heavy chamfering to piers and cyma-moulded capitals" [1].

Setting description:

The asset's setting is the adjacent North Lodge (MA06_0058), the parkland to the south and the road into the north-eastern entrance of Tatton Park (MA06_0002). Mature woodland lines the road and this part of Tatton Park.

Asset value assessment:

The value of the asset largely lies in its historic relationship with the lodge adjacent (MA06_0058) and with Tatton Park (MA06_0002) at its entrance. It is illustrative of its historic function as a gate lodge. The simple architectural design indicates historically that this was never the main entrance into the park. Together, the setting of the two lodges illustrates the historic function of the lodge and positively contributes to the heritage value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139531>.

Unique Gazetteer ID (UID): MA06_0060

Asset name: Sundial in grounds of The Priory

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-319-L1
National Grid Reference: 376052 385716

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Sundial
Period(s): Post-medieval

References

References: NHLE: 1067937
HER: 7374.2.1
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

MA06_0063	Milepost in grounds of The Priory
-----------	-----------------------------------

Description and sources

Full asset description:

"Sundial. 18th century. Stone. Circular stone plinth, bulbous moulded base, shaft, moulded head and brass dial and gnomon" [1]. Located in the garden of The Priory and The Well House (MA06_0062).

Setting description:

The sundial is located immediately east of The Priory and The Well House (MA06_0062) within a private garden associated with the former priory.

Asset value assessment:

The asset has group value due to its associative relationship to The Priory and The Well House (MA06_0062) as a structure within its designed garden. The asset also has some architectural interest as a relatively simple designed sundial. Its setting within a private garden positively contributes to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1067937>.

Unique Gazetteer ID (UID): MA06_0061

Asset name: Bowdon Old Hall

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 376023 386546

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Post-medieval

References

References: NHLE: 1067930
HER: 376.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0005	Bowdon Conservation Area
MA06_0179	1, Church Brow
MA06_0180	5 and 6, Church Brow
MA06_0181	7, Church Brow
MA06_0182	7A Bowden Old Forge, 8, 9 & 10
MA06_0183	Vale House
MA06_0184	The White Cottage
MA06_0185	30, 32 and 34, Langham Road, 3, 2 and 1, Rostherne View

Description and sources

Full asset description:

"House. c. 1700 with later alterations and additions particularly in the 19th century. Brick with stone quoins and clay tile roof. Five bays wide by two rooms deep with a central entrance and two storeys. Stone quoins, first floor moulded brick band, projecting eaves, coped gables with kneelers and four chimney stacks, two lateral and two axial. Ground floor has four blocked window openings with arched heads which are replaced by three cross windows. The first floor has five cross windows with very small leaded lights, probably 19th century. Central entrance with segmental door canopy in the late 17th century manner. The rear elevation is stuccoed and completely re-faced in 19th century with modillion cornice, quoins, two bay windows and central projecting porch with arched entrance. Interior not inspected" [1].

Between the 16th and mid 19th centuries, the land within the Bowdon Conservation Area remained agricultural in nature characterized by farmsteads, with the concentration of settlement continued around the church with its open square and the 17th century Bowdon Hall on Langham Road. Bowdon Old Hall is within Character Zone B: The Historic Core Area of the Bowdon Conservation Area. It is one of eight listed buildings within this character zone which are domestic in character. Bowdon Old Hall is a double pile, five-bay, two-storey building that is on a different scale to those around it, set back from the road in spacious

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

grounds. The windows are particularly unusual with small panes and lancet headed panes in the upper floor, characteristic of the late 16th to early 18th century. The land in this area was generally not in the ownership of the Earl of Stamford and this contributes to a less uniform boundary treatment than elsewhere in the conservation area, where it was an element covered in the lease covenants [2].

Setting description:

The asset is located within its own private garden bounded by mature trees, south of Bowdon. It is within the Bowdon Conservation Area (MA06_0005). The gardens include a driveway, detached garage, swimming pool and summer house. Its position set back from the road within its own spacious grounds sets it apart in terms of scale from those around it.

Asset value assessment:

The asset has historic and architectural interest as an early 18th century house with a rural and domestic character. Its setting including the designed gardens and surrounding agricultural land within the Bowdon Conservation Area (MA06_0005) which positively contribute to the heritage value of the asset.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067930>.
- 2 Trafford Council (2016), Bowdon Conservation Area, Supplementary Planning Document SPD5.9, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Bowdon-July-2016.pdf>.

Unique Gazetteer ID (UID): MA06_0063

Asset name: Milepost in grounds of The Priory

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-319-L1
National Grid Reference: 376006 385666

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Milepost
Period(s): Post-medieval

References

References: NHLE: 1067936
HER: 7374.2.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0060	Sundial in grounds of The Priory

Description and sources

Full asset description:

"Milestone. 18th century. Stone. Triangular post with one flat and two convex sides. Inscribed "to Manchester 10 Miles to Altrincham 2 Miles" on one face and "to Chester 28 to Manchester 10 Miles" on the other. The post is not in its original position" [1].

Setting description:

The milepost is situated within the gardens of the Priory and the Well House (MA06_0062). There is an associated sundial (MA06_0060) approximately 62m to the north-east. The grounds are surrounded by agricultural fields on the edge of suburban Bowdon.

Asset value assessment:

The asset has historic interest in illustrating the introduction of turnpiking and improvements in Cheshire's roads in the late post-medieval period. The mile post has been removed from its original position and therefore setting does not contribute to the heritage value of the asset.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1067936>.

Unique Gazetteer ID (UID): MA06_0064

Asset name: Church of St Mary the Virgin, Altrincham

Designation and grade: Listed building Grade II*

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 375864 386846

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Church
Period(s): Medieval, and
Post-medieval.

References

References: NHLE: 1122650
HER: 1219.1.0, CEM06948
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0005	Bowdon Conservation Area
MA06_0173	Scriven House, The Ridge, Adjoining Shop, The Hollies and Farwood
MA06_0174	The Griffin
MA06_0175	Piers, Railings and Walls bounding St Mary's Graveyard on west, east and north sides
MA06_0176	Water fountain at junction with Stamford Road
MA06_0177	War memorial to north-east of St Mary's Church
MA06_0178	Sundial post in graveyard of Church of Saint Mary

Description and sources

Full asset description:

"Church. 1858-60. W. H. Brakspear. Ashlar with slate roof. Nave, aisles, west tower, north and south porches, transepts, chancel, vestry and Stamford chapel. Five-bay aisles have transomed five-light 16th century style square-headed windows, weathered buttresses with crocketed pinnacles, (missing on north) castellations and porch in western bay. Clerestory has three-light traceried square headed openings and castellations. Four-stage tower has diagonal buttresses with crocketed pinnacles, ornate clock faces, four-light belfry openings, gargoyles, enriched band and castellations. The transepts and three-bay chancel have set back buttresses, five-light windows and bold corner pinnacles, otherwise treatment is similar. Interior: double-chamfered nave arcade with octagonal columns and moulded capitals. Double-chamfered chancel arch and tower arch with traceried screen and bell ringers' gallery. The wide aisles re-use early 16th century roofs of a predecessor church and have elaborate gilded and painted bosses. The nave roof is of an ornate hammer beam construction, the chancel and transepts have arch-braced trusses, those in the chancel being elaborately painted. Monuments include Baguley monument, 14th century; Brereton monument with two recumbent effigies and canopy, 17th century; Henry Booth and Mary Warrington monument, a sarcophagus with seated figures in front of long inscription and open pediment, 1734 by Carpenter; Booth monument with sarcophagus, obelisk, cherubs medallions and segmental pediment on Ionic columns also

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

by Carpenter 1735; and Ninth Earl of Stamford wall plaque, Neo- Wren of 1910 and other wall monuments of 17th, 18th and 19th century. Also fragments of 8th, 10th and 14th century sculpture. Stained glass by Kempe and Clutterbuck and stalls and pulpit by Temple Moore c. 1910" [1].

One of seven listed buildings within Character Zone A: The Civic and Commercial Core which comprises St Mary's Church and Churchyard and associated buildings and the commercial buildings at the top of Stamford and Richmond Road, the Griffin. In rebuilding St Mary's, W. H. Brakspear sought to reproduce architectural features of the earlier Norman and Decorative-style church within its overall Perpendicular style, while increasing its size, and incorporating memorials and elements of the original church. St Mary's Church was rebuilt between 1858-60 and its churchyard extended. The characteristic vista within this character zone is of St Mary's Church, which is visible from the top of Stamford Road, outside the Stamford Arms and the Bowdon Rooms. In addition from the south side of the church there are views out across the Cheshire Plain and views back to the church from as far away as the M6 [2].

The churchyard contains 13 casualties (ref: CEM06948) from the First and Second World Wars as identified on the Commonwealth War Graves Commission [3].

Setting description:

The setting of the church is its churchyard, located towards the southern end of Bowdon on the corner of a road. Modern housing and the poor quality iron railing detract from the setting of the Church. The position of the church on Bowdon Hill, provided excellent views over the River Bollin valley and Cheshire Plain, hence the establishment of the parish church on this raised location in the early medieval period. The church has remained as the focal point of the village during suburban development in the mid 19th century. The spire is a landmark within a view into the Bowdon Conservation Area (MA06_0005) from the A56 Dunham Road and other points. The setting of the church is its churchyard located towards the southern end of Bowdon on the corner of a road which include a Grade II listed sundial and make a positive contribution to its heritage value.

Asset value assessment:

The asset has value due to its historic interest designed by the architect W. H. Brakspear. Sculpture fragments from the 8th century exist at the church and suggest an earlier church may have existed on site. The setting of the church is its churchyard located towards the southern end of Bowdon on the corner of a road which include a Grade II listed sundial and make a positive contribution to its heritage value.

Heritage value: High

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1122650>.
- 2 Trafford Council (2016), Bowdon Conservation Area, Supplementary Planning Document SPD5.9, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Bowdon-July-2016.pdf>.
- 3 [https://www.cwgc.org/visit-us/find-cemeteries-memorials/cemetery-details/150626/BOWDON%20\(ST%20MARY\)%20CHURCHYARD/](https://www.cwgc.org/visit-us/find-cemeteries-memorials/cemetery-details/150626/BOWDON%20(ST%20MARY)%20CHURCHYARD/).

Unique Gazetteer ID (UID): MA06_0065

Asset name: Outbuilding approximately 100 metres east of Ryecroft Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-319
National Grid Reference: 375557 384902

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Agricultural building
Period(s): Post-medieval

References

References: NHLE: 1139586
HER: 4468
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Outhouse, 16th to 17th century. Timber frame with brick infill. Slate roof. One-storey, single cell. South front, five by three small frames and three larger frames at left (later restoration). Three trusses; posts supporting cambered ties with arch braces, queen struts from ties to principals. Two sets of clasped purlins and a ridge beam. Later collar beam to central truss" [1].

Setting description:

The building forms the eastern side of three ranges laid out in a full regular courtyard, approximately 100m east of Ryecroft Farmhouse. There are modern cow sheds to the east of the post-medieval agricultural buildings. The farmstead is set within farmland in close proximity to the M56.

Asset value assessment:

The heritage value of the asset is due to its historic and architectural interest as a agricultural building from the 16th century within rural Cheshire. The setting of the asset including the farmyard within agricultural fields positively contributes to understanding the historic interest, despite the proximity of the M56.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139586>.

Unique Gazetteer ID (UID): MA06_0066

Asset name: West Bank Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-319-L1

National Grid Reference: 375452 386116

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmstead

Period(s): Post-medieval

References

References: NHLE: 1323156
HER: 3755.1.0
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

n/a	n/a
-----	-----

Description and sources

Full asset description:

"House. Mid 18th century. English garden wall bond brick with slate roof. Double-depth central-entrance plan with two storeys plus attic and a porch. Central porch has semi-elliptical headed brick arch opening and pitched roof. Two ground floor and two first floor windows each have cambered brick arches, stone sills and three-light casement windows. Gable stacks and a door to right gable" [1].

Setting description:

On the fringe of Bowdon positioned within its own enclosed garden. Its setting includes residential infill from suburban development. Despite being opposite agricultural fields, Bow Lane is densely tree lined and the fields cannot be seen.

Asset value assessment:

The heritage value of the asset is due to its historic and architectural interest as a agricultural building from the mid 18th century. The building's construction including brick and slate roof contribute to the rural and agricultural character of buildings within the former agricultural landscape of Greater Manchester prior to suburbanisation. Encroachment of modern development means the asset's setting contributes negatively to the heritage value of the asset.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1323156>.

Unique Gazetteer ID (UID): MA06_0067

Asset name: Bowgreen Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-319
National Grid Reference: 375393 385787

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmstead
Period(s): Post-medieval

References

References: NHLE: 1067964
HER: 3756.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Farmhouse. Late 18th century. Flemish bond brickwork with slate roof. The single-depth central-entrance plan has a similar parallel roofed range behind the right hand unit only. All two-storey but for small lean-to. Central entrance has moulded surround and 20th century door. On either side are window openings with cambered brick arches and stone sills which house paired sash-windows with glazing bars. The two first floor openings are similar except that the heads are flat. Gable stacks" [1].

Setting description:

On the corner of Bow Lane on the southern fringe of Bowdon. Despite being on the edge of a suburban town, dense trees lining Bow Lane prevent any long distance views from the eastern and northern approach. The farm is a working dairy farm and retains a rural context surrounded by agricultural fields which begin to slope southwards into the River Bollin valley.

Asset value assessment:

The heritage value of the asset is due to its historic and architectural interest as a agricultural building from the late 18th century. The building's construction including brick and slate roof contribute to its rural and agricultural character. This illustrates the building's function within the former agricultural landscape of Greater Manchester prior to suburbanisation. Despite the encroachment of modern housing within Bowdon, the asset continues to maintain its rural setting on the fringe of the town with views across agricultural fields. Its setting, therefore, positively contributes to its heritage value.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1067964>.

Unique Gazetteer ID (UID): MA06_0068

Asset name: Rostherne Lodge

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 374848 382772

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Gate lodge
Period(s): Post-medieval

References

References: NHLE: 1230274
HER: 4732
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0002	Tatton Park

Description and sources

Full asset description:

"Lodge. 1833. By James Hakewill. Ashlar with lead roof. One storey with basement. Drive front: hexastyle Greek Doric portico. Central intercolumniation wider. Full entablature with triglyphs and guttae below these and suspended from mutules. Plain metopes. Plain pediment. Porch entry behind portico with screen walls to sides ending in pilaster responds to lateral columns. Wing to right with one 3 x 4 pane sash window. Road Front: two sash windows of 3 x 4 panes. South-east facade : one 3 x 4 pane sash to left with pedimented wing to centre with 4 x 4 pane sash window and further, late 19th century extension to right of this with window of 6 x 4 panes extending as wooden panelling to ground with doorway set into centre. North-east facade: Open portico with lateral columns and entablature pieces. No central columns or entablature. One 3 x 4 pane sash window to left of centre. Cobbled basement area below with enclosing stone wall. Brick walls to basement. Door to left with iron-framed casement window of three lights each

Setting description:

The setting of the lodge is the entrance to Tatton Registered Park and Garden (MA06_0002) close to the junction of two minor roads.

Asset value assessment:

The asset has heritage value due to its architectural interest displaying a sense of grandeur with an open portico fronting the driveway. Its setting is the entrance to Tatton Park (MA06_0002) and positively contributes to its heritage value as it is illustrative of its historic function as a gate lodge.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value.

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1230274>.

Unique Gazetteer ID (UID): MA06_0069

Asset name: Mere Covert Cottage

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-319
National Grid Reference: 374647 384606

Asset class/type and dates

Monument class/type: Domestic
Estate cottage
Period(s): Post-medieval

References

References: NHLE: 1329668
HER: 5235
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"House. Late 17th century. Timber-framed with brick infill and red English garden wall bond brick and slate roof. Two storey, two cell, baffle entry plan. Entrance front of 9 x 2 cells of small framing with angled and tension bracing of corners and centre. Door to right of centre with three-light casements to left and two-light casement to right. Two-light casement to first floor left. Right hand gable end of 6 x 2 bays of small framing with two two-light casements to centre at first floor level. Collar and queen struts to gable. Left hand gable end has 19th century outshut at ground floor level with clapboarded gable. Rear facade has 18th century brickwork with doorway to right of centre with two two-light casements to ground floor and one 2-light casement to first floor. Interior: Chamfered ceiling beams to parlour. Wind-braced roof" [1].

The 1848 Rostherne tithe award map depicts Mere Covert as Plot 125, owned by Wilbraham Egerton and occupied Robert Rowlinson in use as a building and garden. The surrounding farmland and Bowdon View Farm are depicted as plots 128 and 132 also owned by Wilbraham Egerton during this period [2].

Setting description:

The setting of the asset is its gardens on three sides which is surrounded by farmland with views across this farmland towards Bowdon View Farm.

Asset value assessment:

The cottage derives its heritage value from its historic and architectural interest as a former estate worker's cottage. The relationship between the cottage, farmland and Bowdon View Farm (which were all owned by Wilbraham Egerton) make a positive contribution to the heritage value.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1329668>.
- 2 Unknown (1848) Tithe Map of the Township of Rostherne in the Parish of Rostherne in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 343/2.

Unique Gazetteer ID (UID): MA06_0070

Asset name: Laundry Building

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 374435 383337

Asset class/type and dates

Monument class/type: Domestic
Estate laundry
Period(s): Modern

References

References: NHLE: 1230279
HER: 4733
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0006	Rostherne Conservation Area

Description and sources

Full asset description:

"ROSTHERNE C.P. LADY MARY'S SQUARE Nos. 1-13 (consecutive) and Laundry Building

Thirteen terraced houses and Laundry building. 1909. Rendered brick with slate roofs. Buildings form three sides of a rectangle, two storeys with three storeys to two central houses. Square facades: at end of right-hand wing is the laundry block of three bays to the ground floor with central double doors and two to the upper floor with two gables above. At end of left wing is house of three bays with gabled porch. All other houses are of two bays to the ground floor and have doors which are paired with their neighbours and have a large gabled porch over both except to inner corners of square where each pair has a lean-to porch. Two central houses are each of three storeys with front doors to extreme left and right sharing a porch with the neighbouring porch as outlined. One three-light casement window to ground floor of each house with one four-light casement to each first floor and one three-light casement to gable of each 2nd floor. Lateral houses all have a 3-light window adjacent to the front door and one four-light casement to the first floor under a gable. Central houses each have a shield at mezzanine level between the ground and first floors. That to the right inscribed "E of T (Egerton of Tatton) 1909" with a coronet surmounting, the other armigerous, also with a coronet surmounting and motto "SIC DONEC". Fenestration all original" [1].

Setting description:

Within the historic core of Rostherne village slightly set back from the roadside in a three sided rectangular arrangement. The white rendered brick and wrought iron fencing along the kerbside set the properties apart from the rest of the Rostherne Conservation Area (MA06_0006).

Asset value assessment:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

The asset has heritage value due to its historic and architectural interest. The rendered brick design displays the style of early 20th century buildings within Rostherne Conservation Area. It also shows the importance of the architect Egerton Tatton and his influence of the emerging style of estate cottages within the area. Its setting within the Rostherne Conservation Area makes a positive contribution to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1230279>.

Unique Gazetteer ID (UID): MA06_0071

Asset name: Ivy cottages

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 374372 383432

Asset class/type and dates

Monument class/type: Domestic
Workers cottage
Period(s): Post-medieval

References

References: NHLE: 1139528
HER: 4410
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0006	Rostherne Conservation Area

Description and sources

Full asset description:

"Terrace of three cottages. Late 18th century. Red, English garden wall bond brick with slate roof. Two storeys. Street frontage: eight bays, three-light cambered head window to extreme left of ground floor with three-light flat-lintelled window to first floor. Doorway to right of this with wooden porch and posts and flat lintel. Two cambered headed ground floor windows to right of door with two flat-lintelled first floor windows above similar to those at extreme left-hand side. Second doorway to right with wooden gabled porch" [1].

Setting description:

The cottages are set back from the roadside and their setting includes the vicarage immediately opposite and individual gardens behind the properties.

Asset value assessment:

The asset has historic and architectural interest as a residential property from the late 18th century within both the Tatton Estate and Rostherne Conservation Area. The building's construction, designed as a model property, positively contribute to the domestic character of buildings within the conservation area. Its setting within the Rostherne Conservation Area makes a positive contribution to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139528>.

Unique Gazetteer ID (UID): MA06_0072

Asset name: Church of St Mary, Rostherne

Designation and grade: Listed building Grade I

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 374266 383691

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Church
Period(s): Medieval

References

References: NHLE: 1230301
HER: 4734, CEM06940
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0006	Rostherne Conservation Area
MA06_0073	Simpson Tomb at St Mary's Church
MA06_0074	Sundial in St Mary's Churchyard

Description and sources

Full asset description:

"Church, 14th century with 16th century additions. Tower of 1742-4 by John Rowson and restoration and remodelling of chancel and vestry of 1888 by Sir Arthur William Blomfield. Sandstone with slate and lead roofs. Tower, nave with side aisles, chancel with side chapels and vestry. Tower to west end of three diminishing stages; south front has moulded plinth, then plain ashlar walling rising to height of nave ridge with two slit windows to left side. Heavy cyma-moulded string course with circular clock dial above. Band above. Venetian bell opening above this with louvres and impost band. Parapet ramps up at corners with vases to corners and centre. North front exactly similar save for absence of slit windows and bulls-eye window in place of clock dial. West front similar but has pedimented doorcase with keystone and fanlight arched window above this with two arched lights and central oculus at apex and hood mould above. South front: four-bay nave with stone mullioned and transomed Perpendicular windows of 3 x 2 lights in rectangular chamfered, surround. South porch of c. 1886. Buttresses between these with off-sets. Three gabled timber dormers above, each of three cusped lights. Chancel has left-hand window of four arched lights above priests door. 5 x 2 light Perpendicular window to right similar to those in nave. Chantry chapel to right, slightly projecting with setback buttresses to left and two setback buttresses to right hand corner all with off-sets and surmounted by crocketed pinnacles. Two 19th century early Perpendicular windows with hood moulds. East front: blank wall to east front of south-east chantry chapel with shallow angled gable with cross at apex and crocketed pinnacles to offset buttresses. Nineteenth century decorated window to east end of chancel with steeper gable above and cross at apex. Diagonal buttress to north-east corner with arched door and three-light Perpendicular window to far left. swallow pitched gable to vestry with cross at apex. Slightly projecting chantry chapel with three-light Perpendicular window similar to those on south front. Octagonal battlemented chimney to left hand gable. Nave of four bays to aisles with three to clerestory as

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

on south front but here the clerestory is walled with a separate aisle roof instead of having dormer clerestory windows. Three three-light Perpendicular windows to aisle with doorway to right with head moulding and hood mould. Clerestory windows are three-light of Perpendicular format. Battlemented octagonal chimney to right. Interior: four-bay nave with round Early English piers to north arcade, roll moulded bases and capitals and double chamfering to arches, the outer chamfering cusped. South arcade has octagonal columns taller than those on the north side, with capitals of stepped profile and double chamfered arches, here unstopped, 19th century king-post roof with brattished ties. Chancel: four bays with octagonal piers to both sides. Monuments: 13th century of a recumbent knight. Wall monument to Samuel Egerton by John Bacon, 1792, white and variegated grey marble. Central catafalque with sarcophagus above surmounted by a stunted obelisk with a flaming two-handled lamp above. High relief figures of Hope with an anchor and Patience holding a book and standing complacently on a thorny branch. Excellently carved. Free-standing monument of Charlotte Lucy Beatrix Egerton by Richard Westmacott Junior 1845. Recumbent female figure on bed with winged angel kneeling over her, his hand outstretched in blessing" [1].

The churchyard contains five casualties (ref: CEM06940) from the First World War as identified on the Commonwealth War Graves Commission [2].

Setting description:

The church is located on a prominent hill top a short distance from the village with long distance open views towards Rostherne Mere. Its setting is the churchyard which contains unique slab stone grave markers, benches, a Grade II listed Sun Dial (MA06_0074) and lych gate. A modern extension to the east adds to the distinct character of the church, giving it added prominence in the landscape.

Asset value assessment:

The value of the asset largely lies in its historic and architectural interest, first mentioned in a deed dating back to 1188. The size of the church makes it unique for the parish, acting as a mother church for Knutsford. The churchyard setting of this building and the visual relationship with the wider parish contributes to its historic value by illustrating the historic function and development of the buildings.

Heritage value: High

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1230301>.
- 2 [https://www.cwgc.org/visit-us/find-cemeteries-memorials/cemetery-details/2077820/ROSTHERNE%20\(ST%20MARY\)%20CHURCHYARD/](https://www.cwgc.org/visit-us/find-cemeteries-memorials/cemetery-details/2077820/ROSTHERNE%20(ST%20MARY)%20CHURCHYARD/).

Unique Gazetteer ID (UID): MA06_0073

Asset name: Simpson Tomb at St Mary's Church

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 374260 383636

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Tomb
Period(s): Post-medieval

References

References: NHLE: 1376508
HER: 5400
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0006	Rostherne Conservation Area
MA06_0072	Church of St Mary, Rostherne
MA06_0074	Sundial in St Mary's Churchyard

Description and sources

Full asset description:

"Tomb. c. 1861. Ashlar sandstone monument in the form of a diminutive spire carried on four columns with foliated capitals rising from the corners of a sloping gabled casket. The tomb is set on a low chamfered ashlar plinth, on which are set low ornamental railings. Between the columns spring four steep gables behind which rises the spire, now without a finial. The sides of the casket have recessed cusped rectangular panels, one bearing the inscription 'In memory of Mary, beloved wife of Joseph Simpson Esq. of Didsbury, near Manchester who died 20th May 1861 aged 43 years' [1].

Setting description:

Positioned within the churchyard of St Mary's, Rostherne (MA06_0072) which is characterised by the surviving circular based baluster column style sundial, original lych gate and range of unique slab stone grave markers. The upright four-column style tomb stands impressively at the southern end of the churchyard with prominent views towards Rostherne Mere.

Asset value assessment:

The tomb has heritage value due to its architectural and historical interest. The asset survives in good condition for the age and type of monument which have often been left to neglect and decay and is a surviving example of Georgian designed tombs which were surmounted by elegant neo-classical inspired elements. The inscription provides a tangible connection bringing people in touch with their ancestors and their history. The asset continues to stand impressively as a key feature within the churchyard of St Mary's, Rostherne. This setting contributes positively to its heritage value.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1376508>.

Unique Gazetteer ID (UID): MA06_0074

Asset name: Sundial in St Mary's Churchyard

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 374253 383676

Asset class/type and dates

Monument class/type: Gardens, parks and urban spaces
Sundial
Period(s): Post-medieval

References

References: NHLE: 1329669
HER: 5236
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0006	Rostherne Conservation Area
MA06_0072	Church of St Mary, Rostherne
MA06_0073	Simpson Tomb at St Mary's Church

Description and sources

Full asset description:

"Sundial. c. 1730. Ashlar. Circular c. 4 feet high. Wide circular base baluster column with heavy lower concave body and concave upper section. Circular plate inscribed "Lat. D53. M20. Geo. Lupton. Altringham Fecit". Twentieth century gnomon broken" [1].

Setting description:

Positioned within the churchyard of St Mary's, Rostherne (MA06_0072) which is characterised by the impressive upright timber framed tombstone, original lych gate and unique slab stone grave markers. Its setting is the churchyard at the northern end of Rostherne village which overlooks Rostherne Mere. The gnomon is aligned north to respect the front porch of the church and has retained its historic position.

Asset value assessment:

The sundial has heritage value due to its aesthetic appeal and the historic interest of the inscription reflecting the sentiments of the maker. Although circular sundials were the most common type to be constructed, the elaborate and ornate baluster column which the circular plate sits on reflects the grandeur and uniqueness of the sundial. The asset also has group value due to its relationship to the church yard, the lych gate, upright tomb and upright gravestone slabs.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1329669>.

Unique Gazetteer ID (UID): MA06_0075

Asset name: Hill Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 374206 383622

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1139530
HER: 4412
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0006	Rostherne Conservation Area

Description and sources

Full asset description:

"Farmhouse. Late 17th/early 18th century. Red English garden wall bond brick with slate roof. Entrance front of three bays. Door to left of centre with splayed head surround and 19th century six-panel door. Three-light splayed head casement windows to either side. Band of two bricks in depth between ground and first floors. Two three-light casements to left and right of first floor with slightly splayed heads. Further band of two bricks in depth above windows. Nineteenth century outshut to left. Left hand gable end has two two-light casements to first floor and 19th century abutment to right.

Rear elevation: doorway with cambered arch to left of centre with two-light casements to right. Mezzanine staircase window to centre of two-lights with splayed head. Two two-light splayed head first floor windows to left and right and one above in centre also of two lights, being staircase window to attic" [1].

Setting description:

The farmhouse's setting includes a cobbled drive and a stone boundary wall of St Mary's Church churchyard within surrounding farmland. The sloping nature of the topography frames views towards the farmhouse.

Asset value assessment:

The asset has heritage value due to its historic and architectural interest as a agricultural building from the 17th century within rural Cheshire. The building's construction including the brick and slate roof contribute to the rural and agricultural character of buildings within the area. The setting of the asset including a cobbled drive, a boundary wall of St Mary's Church churchyard within surrounding farmland positively contributes to the heritage value of the farmhouse.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139530>.

Unique Gazetteer ID (UID): MA06_0076

Asset name: Cicely Mill

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 373936 383109

Asset class/type and dates

Monument class/type: Industrial
Watermill
Period(s): Post-medieval

References

References: NHLE: 1139529
HER: 4411
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"House, 17th century. Timber frame with brick infill and stone slate roof. Two storeys. Entrance front: 8 x 3 cells of small framing on brick plinth. Three-light casement window to left and four-light casement to right of ground floor. One four-light gabled dormer casement to first floor with coving over and timber-framed gable. Inscription to gable tie: I. B. 1650. Later wing to right hand side with 20th century door to left and four-light mullion to right of ground floor with three-light casement to first floor. Twentieth century outshut to rear with planted timbers. Twentieth century attic dormer similar to that at front. Interior: Inglenook fireplace to parlour with ovolo-moulded bressummer. Chamfered end-stopped ceiling beams, small-framed internal walls with wattle and daub infill" [1].

Setting description:

The asset has an isolated rural feeling, positioned away from the historic core of Rostherne. High tree lines almost completely enclose the asset from the roadside. Rostherne Brook which runs alongside the eastern side of the asset and feeds into a boating/fishing lake and the high trees contribute to the isolated feel.

Asset value assessment:

The heritage value of the asset derives from its historic interest and its importance in demonstrating how water was used as power for mills during the 17th century. The setting of the asset over Rostherne Brook contributes positively to its heritage value as it is key to understanding the historic function of the former mill.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139529>.

Unique Gazetteer ID (UID): MA06_0077

Asset name: Denfield Cottage

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-319
National Grid Reference: 372878 383852

Asset class/type and dates

Monument class/type: Domestic
Cottage home
Period(s): Post-medieval

References

References: NHLE: 1278953
HER: 5088
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"House. Late 17th century with 18th and 20th century additions. Stone, timber frame with rendered infill and thatched roof. Two storeys. Entrance front: of three periods, 18th century stone to left side with two 20th century three-light casement windows to ground floor and one four-light dormer window to first floor. Four bays of timber framing to central portion of late 17th century date with painted stone base. Two three-light casements to ground floor and one three-light dormer to first floor. Twentieth century gabled stone porch to right with 5 x 3 bays of 20th century small framing to left hand side" [1].

Setting description:

The asset is located down a country lane, slightly set back from the roadside behind large trees and hedgerows. Its setting is its garden which includes a modern stable block.

Asset value assessment:

The asset has heritage value due to its historic and architectural interest as a residential cottage from the 17th century within rural Cheshire. The building's construction including the timber frame and surviving thatched roof contribute to the domestic and agricultural character of buildings within the area. The private garden setting of the asset positively contributes to understanding the heritage value of the asset as a rural cottage.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1278953>.

Unique Gazetteer ID (UID): MA06_0078

Asset name: Millington Hall

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-319
National Grid Reference: 372788 384450

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmstead
Period(s): Post-medieval

References

References: NHLE: 1329640
HER: 5207
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Farmhouse. Late 17th century with 18th and 19th century additions. Stone plinth, red Flemish bond brick with slate roof. Two storeys. Entrance front: porch to right of centre with large stone lintel and corbels at lower angles of gable. Two-light cambered-head casement to ground floor right with similar to first floor. Two three-light cambered-head casements to left with similar to first floor. Stone cills to all windows. Twentieth century outshut to left. Rear elevation: 18th century vertical strip staircase window to left of centre with door with cambered head to left and three-light cambered-headed window to extreme left with similar above it to first floor. Cambered-head two-light casement to right of staircase window with three two-light 19th century windows with brick ovolo-moulded mullions to right again. Two three-light casements to first floor with 20th century night-vent window. Interior: 17th century planted staircase with square newel posts with ribbed corners and moulded balusters (staircase reportedly imported from Rostherne Church). Large 17th century chamfered bressumer to parlour fireplace with 17th century ceiling beams. Several other 18th century chamfered beams to ground floor rooms. Two original doors, one plank door with iron hinges, one with four raised panels. Cellar of three bays with cambered vaults central bay has one three-light casement window with stone mullions and original diamond leaded lights now blocked but presumably once overlooking an area" [1].

Setting description:

The setting of the farmhouse is the outbuildings arranged in an L-shape with modern cow sheds uniformly grouped to the south. The asset is positioned on raised topography with views from the front aspect of the house into farmland. The views of Agden Brook, Millington dam, the Ancient Woodland at Millington Clough and adjacent plantations enhance the ability to appreciate the asset in its rural setting.

Asset value assessment:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

The asset has heritage value due to its historic and architectural interest as a group of agricultural buildings from the 17th century within rural Cheshire. The arrangement of the farmhouse and outbuildings as well as the buildings brick and slate construction contribute to the agricultural character of building styles within the area. The asset is positioned on raised topography with views from the front aspect of the house into farmland. These views enhance the ability to appreciate the asset in its rural setting and positively contribute to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1329640>.

Unique Gazetteer ID (UID): MA06_0079

Asset name: The Chapel House

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-319
National Grid Reference: 372557 385494

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Nonconformist chapel
Period(s): Post-medieval

References

References: NHLE: 1139540
HER: 4422
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0213	Graveyard at the Chapel, Arthill
MA06_0214	Wesleyan Methodist Chapel, Booth Bank (Site of)

Description and sources

Full asset description:

"Non-conformist chapel and attached cottage, under conversion to single dwelling at time of survey. 1759 with early 19th century additions and 20th century alterations. Red brick in Flemish bond (English bond to rear); Welsh slate roof, the front slates graduated. New two storeys throughout, 3:2 bays. Former chapel on left has six-panel door beneath segmental brick arch with keystone; small casement window over. To left of door are two large, round-headed windows with projecting stone sills, 20th century casements and brick arches with keystones. To right of door is a casement under segmental arch with keystone and a blocked doorway (now window) with similar head; 20th century three-light casement window over. Early 19th century cottage set slightly back on right has chequered brickwork with pale headers and has two 20th century casements with glazing bars to ground floor and single window above. The range of buildings has boxed eaves and brick end stacks. Rear: much altered; remains of two segmental arches in rear wall of chapel. Interior: altered; floor inserted in chapel over which are two original King-post trusses, one now with tie-beam cut through. Built by followers of John Johnson (Baptist Minister in Liverpool 1741-7); in late 19th century became a preaching station of Higher Lane Chapel, Lymm; used from 1924 as house and workshop. Listed primarily for its historical importance in the development of non-conformist worship in this area" [1].

John Wesley visited the methodist chapel staying at the Old Booth Bank Farm, Agden and preaching under the oak trees still in front of the house.

Setting description:

Positioned on the corner of Reddy Lane. Its setting comprises a private garden which is surrounded by high hedgerows creating a sense of enclosure. There are the remains of a graveyard (MA06_0213) within the

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

chapel gardens. Although the asset lies close to the M56, the motorway gantry has been constructed in a cutting and cannot be seen from the asset but is faintly audible.

Asset value assessment:

The asset has heritage value due to its historical importance in the development of non-conformist worship in the area. The asset has group value with the former Booth Bank Methodist Chapel (site of) (MA06_0214) the remains of which were located under the M56. The private garden setting of the asset positively contributes to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1139540>.

Unique Gazetteer ID (UID): MA06_0080

Asset name: Boothbank Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-319
National Grid Reference: 372506 385099

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1278882
HER: 5087
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Farmhouse. c. 1670. Plum-coloured English garden wall bond brick with stone slate and slate roof but originally thatch with stone dressings. Two storeys with basement and attic: baffle-entry plan. Entrance front: three bays, 19th century two-storey gabled porch to left of centre with arched lintel and 19th century doorway with original 17th century ovolo moulded door surround within two-light window with relieving arch over. Stone gable cappings and kneelers. Three-light splayed-head windows to either side with ovolo moulded mullions and two similar 19th century casement windows to first floor. Band of two bricks depth between floors. Nineteenth century lean-to wing to left. Right hand gable end has two two-brick-depth bands between ground and first floor and first floor and attic. Bricked-up window to first floor with cambered arch and three-light casement to attic with ovolo moulded mullions and cambered relieving arch above with 20th century bricks in tympanum. Stone dressings to gable and band with angled ends. Wing to rear with stone dressings to gable end and 19th century and 20th century window insertions. Nineteenth century outshuts to rear and sides. Interior: Stone flag floors to ground floor; large cambered bressummer to parlour fireplace. Ovolo moulded ceiling beams to parlour and other 17th century ground floor rooms and chamfered beams to 17th century first floor rooms. Original plank doors throughout. Four-flight closed string dogleg staircase" [1].

Setting description:

Rural in character surrounded by tall trees and undulating agricultural land beyond the limit of the immediate settlement. Its setting comprises a large pond to the south-east of the farmhouse, a lawned garden immediately in front of the asset including a modern electricity substation and a traditional black and white fingerpost, post box and parish noticeboard at the top of Boothbank Lane. The asset has a small front garden and outbuildings which is now used as part of a children's adventure farm.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Asset value assessment:

The asset has heritage value due to its historic and architectural interest as part of a group of agricultural properties from the late 17th century within Millington. The setting of the asset including a traditional black and white fingerpost, post box and parish noticeboard add to the rural character of the area and positively contribute to its heritage value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1278882>.

Unique Gazetteer ID (UID): MA06_0081

Asset name: Late Neolithic/Early Bronze Age Settlement (site of), Manchester Airport

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 381927 384369

Asset class/type and dates

Monument class/type: Unassigned
Occupation site

Period(s): Prehistoric,
Neolithic,
Bronze Age,
Roman, and
Medieval.

References

References: NHLE n/a
HER: 13576.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A Late Neolithic to Early Bronze Age settlement site known as Oversley Farm revealed during a systematic programme of fieldwork prior to the construction of runway two at Manchester International Airport. The excavations revealed evidence of a Late Neolithic/Early Bronze Age settlement on a natural escarpment overlooking a section of the River Bollin Valley. The Neolithic period was represented by a rectangular structure and several associated pits. A metalled hollow way and possible fence attributed to the Neolithic/Bronze Age transition crossing the site on a north to south alignment. Other Bronze Age features included a midden, a hearth and two other structures. The midden contained charred seeds and crop weed which produced a radiocarbon date of 1965-1630 cal BC. Later pits produced a radio carbon date of 910-760 cal BC, suggesting continuity of domestic occupation beyond the Early Bronze Age [1].

Setting description:

The archaeological remains were removed following construction of runway two at Manchester Airport. The setting does not contribute to the heritage value of the asset.

Asset value assessment:

The site has heritage value due to its archaeological evidence for the duration of continued use and because of its key location at a point on a prehistoric communication network adjacent to a fording point on

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

the River Bollin. The site marked the boundary between the flat lower-lying Cheshire Plain and the foothills of the Pennines. The free draining sands and gravels provided an invaluable nature resource for raw materials and became favourable to cultivation allowing repeated settlement re-use.

Heritage value: Moderate

Sources:

- 1 Gifford, D.J. (2007), The Neolithic and Bronze Age Settlement at Oversley Farm, Styal, Cheshire: Excavations in advance of Manchester Airport's Second Runway, Monographs Pt. 1 (BAR British Series).

Unique Gazetteer ID (UID): MA06_0082

Asset name: Etrop Green Farm (site of), Ringway

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-322a
National Grid Reference: 381000 385980

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Longhouse
Period(s): Post-medieval

References

References: NHLE n/a
HER: 3698.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Farmhouse, four rooms below with a staircase in centre. Originally a 16th century long house structure. Recorded remains of original stone gable to south-west, formerly half-timbered. Timbers removed and clad in brick in the early 19th century. Building widened and slate roof replacing thatched roof in the early 19th century, leaded casements of 18th century. Farmhouse modernised in 1960s and subsequently demolished in 1989 during the extension to Manchester Airport" [1].

Setting description:

Setting does not contribute to the heritage value of the asset.

Asset value assessment:

The asset has heritage value due to the timber framed 16th century longhouse structure which survives as archaeological remains. The foundations have the potential to contribute to understanding 16th century building styles and the agricultural character of the area prior to construction of Manchester Airport.

Heritage value: Low

Sources:

1 Lawley, S. (1990), Survey, Monograph.

Unique Gazetteer ID (UID): MA06_0083

Asset name: Keeper's Cottage (site of), Thorley Lane

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-322a

National Grid Reference: 380890 386190

Asset class/type and dates

Monument class/type: Domestic
Tenement house

Period(s): Post-medieval

References

References: NHLE n/a
HER: 7392.1.0
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

n/a	n/a
-----	-----

Description and sources

Full asset description:

"Former mid 17th century timber framed brick infill house extensively rebuilt between the 18th to 20th centuries. T-shaped plan, one storey with a felt roof formerly a thatch. The interior retained a framed partition with wattle and daub infill between and surviving tie beam truss. Small attached outbuildings were not identified as special interest during the survey as they were in a poor state of repair with the right gable demolished. The remainder of the house footprint was removed during extension to Manchester Airport" [1].

Setting description:

Setting does not contribute to the heritage value of the asset.

Asset value assessment:

The asset has heritage value due to its archaeological remains. The mid 17th century timber framed with brick infill house survives as archaeological remains. The surviving foundations evidence local 17th century cottage styles. The position of the remains contributes to understanding the agricultural and rural landscape prior to construction of Manchester Airport.

Heritage value: Low

Sources:

- 1 Greater Manchester Archaeological Unit (1993), Metrolink - South Manchester Airport Proposal: An Archaeological Assessment, Greater Manchester Archaeological Unit, Manchester.

Unique Gazetteer ID (UID): MA06_0088

Asset name: Fern Cottage, A538 Hale Road

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-321

National Grid Reference: 380213 385247

Asset class/type and dates

Monument class/type: Domestic
Cottage home

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

n/a	n/a
-----	-----

Description and sources

Full asset description:

Post-medieval brick-built cottage with a slate roof depicted on the 1842 Hale tithe map as plot No. F7 [1]. No further information is noted. Originally L-shape in plan within a narrow plot aligned perpendicular to A538 Hale Road. The asset is located adjacent the Grade II Buckhall, The Four Seasons Hotel (MA06_0015). The building remains unchanged until the 1909 Ordnance Survey map where a garage extension has been added onto the northern gable end. Site walkover identified a porch extension with a white rendered timber dormer window imitation on the eastern gable [2].

Setting description:

The cottage is set within its own private enclosed garden bounded by high mature hedgerows. Despite the enclosed garden, the asset is adjacent to the M56 junction 6 slip road and 1980s suburban development which detract from appreciating the asset in a rural context.

Asset value assessment:

The cottage has heritage value due to its historic interest as it is illustrative of the agriculture character of Hale Barns prior to suburban expansion, construction of the M56 and Manchester Airport. It has group value with the adjacent to Buckhall, The Four Seasons Hotel (MA06_0015). Despite the relationship between the cottage and former farmhouse remaining, the asset's setting adjacent to suburban development and the M56 junction 6 slip road detract from appreciating the asset as a rural cottage, negatively contributing to its heritage value.

Heritage value: Low

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

- 1 Unknown (1842) Tithe Map of Hale in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 181/2.
- 2 Ordnance Survey (1910), Cheshire County Series, Map Sheet XVIII, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0090

Asset name: Former agricultural building opposite Yewtree House

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-321

National Grid Reference: 379906 384376

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Agricultural building

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0016	Yewtree House, Sunbank Lane

Description and sources

Full asset description:

Former agricultural building now domestic dwelling. Built before 1842 [1] with a late 20th century extension. Brick-built under a slate roof, originally rectangular in plan [2] now L-shaped with a modern extension to the north-eastern gable. Adjacent to the Grade II listed Yewtree House (MA06_0016).

Setting description:

The house is set within its own garden along the tree lined Sunbank Lane, adjacent to its former farmhouse (MA06_0016) and surrounded by small agricultural fields. This creates a semi-rural enclosed setting with a clear visual relationship with the remainder of the hamlet of Ringway despite the presence of the M56 approximately 230m to the north-east.

Asset value assessment:

The asset has heritage value due to its historic interest. It has group value with the Grade II listed Yewtree House (MA06_0016) directly opposite. This contributes to the understanding of the function and layout of early 19th century farmsteads where the agricultural buildings were kept separate from the farmhouse. Its setting and relationship with Yewtree House and the other rural buildings located within the semi-rural enclosed hamlet of Ringway positively contributes to its heritage value. The buildings are of the same period and share common materials and methods of construction.

Heritage value: Low

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

- 1 Unknown (1842) Tithe Map of Hale in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 181/2.
- 2 Ordnance Survey (1946), Cheshire County Series, Map Sheet XVIII, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0092

Asset name: Mill Field, Hale (site of), South of Hale Bank Farm

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-321

National Grid Reference: 379800 384200

Asset class/type and dates

Monument class/type: Industrial
Watermill

Period(s): Post-medieval

References

References: NHLE n/a
HER: 3723.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"A watermill site mentioned in the tithe awards for Hale of 1838 near the confluence of a brook with the River Bollin, south of Hale Bank Farm. The 1842 Hale tithe map depicts a well rather than mill earthworks" [1].

Setting description:

An unconfirmed watermill site which may survive as archaeological remains. Setting does not contribute to the heritage value of the asset.

Asset value assessment:

The watermill has heritage value due to its archaeological interest. It has the potential to provide information on the nature and date of the building and its historical construction, as well as evidence of woodland management within Sunbank Wood. There are no surviving upstanding remains associated with the watermill. Setting does not contribute to the heritage value of the asset.

Heritage value: Low

Sources:

- 1 Unknown (1842) Tithe Map of Hale in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 181/2.

Unique Gazetteer ID (UID): MA06_0094

Asset name: Halebank Cottage, Sunbank Lane

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-321

National Grid Reference: 379729 384338

Asset class/type and dates

Monument class/type: Domestic
Cottage home

Period(s): Post-medieval

References

References: NHLE n/a
HER: 9580.2.0
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

n/a	n/a
-----	-----

Description and sources

Full asset description:

Brick-built cottage constructed in the late 18th century with a surviving dressed datestone from 1785 under a slate roof. The cottage is recorded on the Greater Manchester Archaeological Advisory Service Historic Environment Record and first depicted on 1842 Hale title map [1]. It is depicted as Plot No. 1074 'Cottage and Garden', owned and occupied by John Clarke. John Clarke was a prevalent land owner within Ringway during this time also occupying and owning two adjacent parcels of land to the north of the cottage and the contemporary Hale Bank Farm (MA06_0095) and No. 56 Sunbank Lane (MA06_0096). The asset remains unchanged until the mid 20th century when the cottage has a small flanking extension added [2].

Setting description:

The setting of the cottage is its own private garden, defined by mature hedgerows along the tree lined Sunbank Lane and surrounded by small agricultural fields. This creates a semi-rural enclosed setting with a clear visual relationship with the remainder of the hamlet of Ringway. The M56 is approximately 240m to the north-east.

Asset value assessment:

The building has heritage value as it holds historic interest as part of a group of residential properties from the 18th century within the hamlet of Ringway. The construction including brick and surviving datestone contribute to the domestic character of building styles within the hamlet. The relationship between the cottage and other rural buildings located within the semi-rural enclosed hamlet of Ringway positively contributes to its heritage value. These buildings are of the same period and share common materials and methods of construction.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Low

Sources:

- 1 Unknown (1842) Tithe Map of Hale in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 181/2.
- 2 Ordnance Survey (1946), Cheshire County Series, Map Sheet XVIII, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0095

Asset name: Hale Bank Farm, Sunbank Lane

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-321

National Grid Reference: 379737 384397

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmstead

Period(s): Post-medieval

References

References: NHLE n/a
HER: 9580.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0096	No. 56 Sunbank Lane, Ringway

Description and sources

Full asset description:

Early 19th century brick-built farmhouse now dwelling. The building has a slate roof and mid to late 20th century extensions. It is depicted on the 1842 Hale tithe award map as rectangular in plan with an L-shaped courtyard arrangement of buildings to the rear [1] and No. 56 Sunbank Lane (MA06_0096) a former agricultural building within the boundary of the farmstead. The map records the site as Plot No. 1073 as House Outbgs yard & Garden owned and occupied by John Clarke. John Clarke was a prevalent local land owner in Ringway during the 18th century, who also owned fields to the rear of the asset and on the adjacent side of Sunbank Lane. The buildings remain unaltered until 1950 at which time the buildings to the rear of the farmhouse have been demolished [2]. A site walkover illustrated the boundary of the former farmstead is defined by a stone garden wall with coping and black iron railings.

Setting description:

The setting of the asset is its gardens, courtyard and No. 56 Sunbank Lane (MA06_0096) which is surrounded by the hamlet of Ringway.

Asset value assessment:

The building has heritage value as it holds historic interest as a former farmhouse. Historic interest is also derived from its association with No. 56 Sunbank Lane, a former agricultural building (most likely a barn). The relationship between these two associated agricultural buildings is still readily legible despite the conversion of both properties. Its setting including these buildings and its garden positively contributes to its heritage value.

Heritage value: Low

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

- 1 Unknown (1842) Tithe Map of Hale in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 181/2.
- 2 Ordnance Survey (1946), Cheshire County Series, Map Sheet XVIII, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0096

Asset name: No. 56 Sunbank Lane, Ringway

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-321

National Grid Reference: 379707 384418

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Agricultural building

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0095	Hale Bank Farm, Sunbank Lane

Description and sources

Full asset description:

An early 19th century former agricultural building now dwelling. The building is constructed of brick which has been later rendered and has a slate roof. It is depicted on the 1842 Hale tithe map as L-shaped in plan adjacent to Hale Bank Farm (MA06_0095). The farmstead has a regular courtyard plan with the former farmhouse and 56 Sunbank Lane focused around a central point [1]. The map depicts the two buildings as Plot 1073 'House Outbgs yard and Garden' owned and occupied by John Clarke, a prevalent local land owner within the hamlet. A site walkover illustrated the boundary of the former farmstead is defined by a stone garden wall with coping and black iron railings. By the 1877 Ordnance Survey map, the building forms a separate plot to Hale Bank Farm (MA06_0095) [2].

Setting description:

The setting of the asset is its gardens, courtyard and Hale Bank Farm (MA06_0095) surrounded by the hamlet of Ringway.

Asset value assessment:

The building has heritage value as it holds historic interest as a former agricultural building (most likely barn). Historic interest is also derived from its association with Hale Bank Farm, a former farmhouse. The relationship between these two associated agricultural buildings is still readily legible despite the conversion of both properties. Its setting including these buildings and its garden positively contributes to its heritage value.

Heritage value: Low

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

- 1 Unknown (1842) Tithe Map of Hale in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 181/2.
- 2 Ordnance Survey (1877), Cheshire County Series, Map Sheet XVIII.15, Scale 1:2,500.

Unique Gazetteer ID (UID): MA06_0097

Asset name: Pigleystair Bridge across River Bollin

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-321
National Grid Reference: 379560 384180

Asset class/type and dates

Monument class/type: Transport
Footbridge
Period(s): Post-medieval

References

References: NHLE n/a
HER: 12505.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0101	Group of Four Cottages, Castle Mill Lane

Description and sources

Full asset description:

"Footbridge shown on 1872 Ordnance Survey map crossing part of the River Bollin between Halebank and Pigley Stair Cottages (MA06_0101)" [1]. The 19th century bridge has been replaced by a footbridge of two concrete piers with a concrete span. The bridge still has wooden handrails.

Setting description:

The setting is characterised by its location across the River Bollin between Halebank and Pigley Stair Cottages. Dense mature trees line the banks of the river at the position of the bridge creating long distance views up and down the river.

Asset value assessment:

The asset has heritage value due to its historic interest which is illustrative of a maintained right of way since the late 19th century. The footbridge maintains its historic relationship across the River Bollin between Halebank and Pigley Stair Cottages. Its setting on the river is key to understanding its heritage value.

Heritage value: Low

Sources:

1 Ordnance Survey (1882), Cheshire County Series, Map Sheet XVIII, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0100

Asset name: Chapel House Farm, Castle Mill Lane

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-321

National Grid Reference: 379297 383937

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

n/a	n/a
-----	-----

Description and sources

Full asset description:

Early 19th century brick built farmhouse with a courtyard arrangement of contemporary outbuildings depicted on the 1838 Ashley tithe map [1] with late 20th century cow sheds and farmyard extension to the west [2]. The farmhouse has a slate roof, T-shaped plan with a late 19th century porch extension to the northern gable. Enclosed garden to the west of the farmhouse.

Setting description:

The setting of the farmhouse is its garden and surrounding agricultural fields along Castle Mill Lane. The lane is characterised by a number of other rural properties and farmsteads including Higher Thorns Green farm (MA06_0102) to the north-west and the complex of Pigley Stair Cottages (MA06_0101) to the north-east.

Asset value assessment:

The asset has heritage value due to its historic and architectural interest. Despite a modern farmyard extension to the west, the earliest part of the farmhouse dates to the early 19th century and retains its rural and agricultural character with the courtyard arrangement of contemporary agricultural buildings set about a central farmyard. Important long distance views towards Higher Thorns Green Farm and Pigley stair Cottage complex have been retained, contributing to the understanding of the function and layout of Victorian farmsteads and rural properties along Castle Mill Lane. Together the garden, agricultural fields and relationship with Castle Mill Lane make a positive contribution to the heritage value of the asset through association.

Heritage value: Low

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

- 1 Unknown (1838) Tithe Map of the Township of Ashley in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 20/2.
- 2 Ordnance Survey (1882), Cheshire County Series, Map Sheet XVIII, Scale 1:10,560.
- 3 Ordnance Survey (1899), Cheshire County Series, Map Sheet XVIII. SE, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0101

Asset name: Group of Four Cottages, Castle Mill Lane

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-321
National Grid Reference: 379255 384098

Asset class/type and dates

Monument class/type: Domestic
Cottage home
Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0097	Pigleystair Bridge across River Bollin

Description and sources

Full asset description:

Group of cottages comprising Pigley Stair Cottage, Magnolia Cottage, Rose Cottage and Thorn Cottage. In the late 19th century, as depicted on the 1838 Ashley tithe map, the complex comprises an L-shape building which is set apart from a square building which includes a porch extension [1]. The square building is depicted as Plot No. 445 orchard owned by Samuel Davenport lessee, Earl of Stamford and occupied by Daniel Davenport. The L-shaped building is depicted as Plot No. 443 house outbuildings also owned by Samuel Davenport lessee, Earl of Stamford but occupied by Samuel Davenport. The cottages are not divided into four properties until the 1936 Ordnance Survey map [2]. A site walkover identified Pigley Stair cottage and Magnolia cottage constructed of brick with a rendered upper storey whereas Rose Cottage and Thorn Cottage are not. Pigley Stair Cottage has a large modern glass conservatory extension.

Setting description:

The setting of the cottages is Castle Mill Lane, a characteristically rural country lane comprising isolated farmsteads and farmhouses surrounded by farmland. The topography around the cottage complex is slightly elevated which accentuates on the eastern elevation creating views towards the River Bollin valley.

Asset value assessment:

The value of the asset is derived from its historic and architectural interest as a group of residential properties from the post-medieval period within rural Cheshire. The setting of the buildings along Castle Mill Lane, a characteristically rural country lane occupied by isolated farmsteads and rural properties positively contributes to understanding the heritage value of the asset.

Heritage value: Low

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

- 1 Unknown (1838) Tithe Map of the Township of Ashley in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 20/2.
- 2 Ordnance Survey (1938), Cheshire County Series, Map Sheet XVIII. S.E, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0102

Asset name: Higher Thorns Green Farm, Castle Mill Lane

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-321
National Grid Reference: 379156 384041

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmstead
Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

Post-medieval farmstead, comprising a two storey brick-built farmhouse, rectangular in plan with a contemporary courtyard stable block to the west of the farmhouse. The farmstead is depicted on the 1838 Ashley tithe map as Plot No. 214 house building garden croft owned by William Dodge Cooper Cooper and occupied by Roger Bradbury [1]. The adjacent fields and those to the south are also owned and occupied by the same people. The farmstead remains unaltered until the 1907 Ordnance Survey map. Two isolated agricultural buildings are constructed to the southern elevation of the farmhouse, square in plan [2]. Orchard House, a detached property forms part of the farmstead but is not present on the 1938 Ordnance Survey Map and was thus constructed after this [3]. There are some modern cow sheds at the southern end of the farmyard.

Setting description:

The farmstead is set along Castle Mill Lane which is distinctively rural characterised by post-medieval farmsteads within flat agricultural fields. Higher Thorns Green farmhouse is slightly set back from the lane framed by Orchard House with a courtyard arrangement of former stable blocks to the rear and modern cow sheds beyond. Despite the construction of Orchard House and modern cow sheds, the farmstead retains its overall form of a traditional courtyard farmstead within the setting of its surrounding fields.

Asset value assessment:

The asset has heritage value due to its architectural and historic interest. The earliest parts of the farmstead, the detached farmhouse and stable block date to the early 19th century and are shown on the 1838 Ashley tithe map. They are typical in their form and use of local brick and slate for the area. The setting of the asset, positioned along Castle Mill Lane which is characterised by post-medieval farmsteads

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

and cottages within flat agricultural fields, contributes positively to its heritage value.

Heritage value: Low

Sources:

- 1 Unknown (1838) Tithe Map of the Township of Ashley in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 20/2.
- 2 Ordnance Survey (1910), Cheshire County Series, Map Sheet XVIII, S.E, Scale 1:10,560.
- 3 Ordnance Survey (1946), Cheshire County Series, Map Sheet XVIII, S.E, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0106

Asset name: Swallow Barns, Former Agricultural buildings opposite Hough Green Farm

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-320

National Grid Reference: 377594 383992

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Agricultural building

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0040	Hough Green Farmhouse

Description and sources

Full asset description:

Former agricultural building now domestic dwelling with separate detached garage. Brick-built under a slate roof, single storey, constructed before 1838 [1] with various modifications and alterations during the 20th century. Originally three separate buildings, all rectangular in plan set within the open agricultural landscape. By the 1872 Ordnance Survey map, one building has been demolished and the two others are joined in a L-shaped arrangement with an isolated extension to the south-west [2]. Between 1897 and 1936 there are three phases of modifications to the plot including a boundary to the north-west defining a plot boundary from the adjacent agricultural land [3], [4]. Adjacent to Grade II listed Hough Green Farmhouse (MA06_0040).

Setting description:

Positioned on Mobberley Road within farmland to the south of Ashley Village. The boundary of the plot is partly defined by a low brick wall and partly by low hedgerows creating long distance views into the surrounding rural landscape. The eastern elevation is formally arranged in a courtyard facing the Grade II listed Hough Green Farmhouse (MA06_0040). Its setting also comprises a garden to the south and west of the dwelling.

Asset value assessment:

The asset has heritage value due to its historic and architectural interest. Despite conversion to residential occupation, the agricultural buildings continue to form a loose courtyard plan which face the Grade II listed Hough Green Farmhouse (MA06_0040). They are separated by Mobberley Road and have individual accesses. The buildings contribute to our understanding of Victorian farms where contemporary ancillary

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

buildings were separated from the farmhouse. Its setting includes the courtyard arrangement, modern alterations and extensions with long distance views into the surrounding farmland from the low boundary wall and hedgerows. Although the building is now used as a domestic dwelling its context within the rural landscape can still be understood and its setting contributes positively to its heritage value.

Heritage value: Low

Sources:

- 1 Unknown (1838) Tithe Map of the Township of Ashley in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 20/2.
- 2 Ordnance Survey (1882), Cheshire County Series, Map Sheet XXVII, Scale 1:10,560.
- 3 Ordnance Survey (1899), Cheshire County Series, Map Sheet XVIII, S.W, Scale 1:10,560.
- 4 Ordnance Survey (1936), Cheshire County Series, Map Sheet XVIII, S.W, Revised edition, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0108

Asset name: Arden Lodge North, Lamb Lane

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-320

National Grid Reference: 376885 383936

Asset class/type and dates

Monument class/type: Domestic
Lodge

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

n/a	n/a
-----	-----

Description and sources

Full asset description:

Mid-19th century lodge, now pair of semi-detached cottages positioned along Lamb Lane. Brick-built under a slate roof, set over two storeys. Rectangular in plan with extension to northern gable. One of two lodge houses along Lamb Lane towards Arden House. Lodge not present on the 1838 Ashley tithe map [1] but present by 1874 Ordnance Survey map and thus constructed between 1838 and 1874 [2].

Setting description:

The lodge house is positioned along Lamb Lane, a private access track leading towards Arden House only. Its setting is characterised by its position along the lane surrounded by farmland which are part of Tatton Estate. The fields are defined by mature trees and high hedgerows.

Asset value assessment:

The asset has heritage value for its historic and architectural interest. It is illustrative of its historic function as a gate lodge. The lodge retains its overall form as shown on the 1874 Ordnance Survey map. It is typical in form and design of the emerging cottage design and influence of Egerton Tatton within the area. Its setting is adjacent to Lamb Lane surrounded by fields which are part of Tatton Estate. This setting contributes positively to its heritage value as its historic relationship with the southern lodge, Arden House and the Tatton Estate are still apparent.

Heritage value: Low

Sources:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

- 1 Unknown (1838) Tithe Map of the Township of Ashley in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 20/2.
- 2 Ordnance survey (1910), Cheshire County Series, Map Sheet XXVII, N.W, Revised, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0109

Asset name: Stock Farm, Ashley Lane

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-320

National Grid Reference: 376818 384107

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmstead

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

Early 19th century farmstead comprising a double baffle plan farmhouse with later extension to the southern gable. Depicted on the 1838 Ashley tithe map [1] across two separate plots. The yard is separate from the farmhouse with an L-shaped arrangement of contemporary carriage sheds. The outbuildings are brick-built under slate roofs and have large carriage entrances. The farmstead is now used as a wedding venue. There are 20th century extensions to the south of the yard, including agricultural sheds and a horse paddock.

Setting description:

The setting of the farmhouse is the L-shaped arrangement of outbuildings and the 20th century extensions to the south of the yard. These are bounded by Ashley Road and surrounded by farmland of Tatton Estate.

Asset value assessment:

The asset has heritage value for its architectural and historic interest. The traditional agricultural outbuildings with large carriage entrances are typical in form and style for the area. The farmstead has historic interest from the ability to understand the relationship between the farmhouse, agricultural buildings and farmyard which is still readily legible. Its setting formed by the farmhouse, cobbled drive, courtyard arrangement of outbuildings and farmyard within farmland make a positive contribution to the heritage value of the asset. They are part of the historic context of the asset and continue to explain its farmhouse function.

Heritage value: Low

Sources:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

- 1 Unknown (1838) Tithe Map of the Township of Ashley in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 20/2.

Unique Gazetteer ID (UID): MA06_0110

Asset name: Birkin Farm and Cheshire railings at Ashley Lane

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-320

National Grid Reference: 376566 384040

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmstead

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

Early 19th century farmstead in a courtyard plan with a detached square plan brick-built farmhouse facing a courtyard of outbuildings. The outbuildings form an L-shape, are traditionally brick-built under slate roofs and include a barn and stable. There are at least two phases of construction/modification to the outbuildings. The farmhouse faces the courtyard but has a separate garden to the west defined partly by Cheshire railings and partly by a low brick boundary wall. Access into the farmyard is via Ashley Road and the 1838 Ashley tithe map depicts this as the turnpike road [1], [2]. Converted into holiday let homes during the late 20th century.

Setting description:

The courtyard plan of the outbuildings which face the farmhouse retain an overall form of traditional courtyard farmsteads surrounded by fields. The farmhouse has its own garden defined by Cheshire railings and a low brick boundary wall. A hedgerow running north-east to south-west prevents long distance views into the farmyard.

Asset value assessment:

The asset has heritage value due to its historic and architectural interest. The farmhouse and stable are shown on the 1838 Ashley tithe map with the turnpike road used as access through the farm. The style of the buildings using traditional brick and slate accompanied by the traditional Cheshire railings are typical for the area. The core historic farmyard retains the overall form of a traditional courtyard farmstead where the outbuildings are arranged and face the front elevation of the farmhouse. The asset's setting of brick-built outbuildings within the surrounding farmland contributes positively to its heritage value.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Low

Sources:

- 1 Unknown (1838) Tithe Map of the Township of Ashley in the Parish of Bowdon in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 20/2.
- 2 Ordnance Survey (1882), Cheshire County Series, Map Sheet XVIII, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0111

Asset name: Cropmarks at Ryecroft Farm, Ashley

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-320
National Grid Reference: 375998 384698

Asset class/type and dates

Monument class/type: Monument
Field boundary
Period(s): Modern

References

References: NHLE n/a
HER: 2163
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Cropmarks of several angular linear ditches and pits identified from aerial photographs. Could be be ploughed out field boundaries and marl pits. Marl is a mixture of clay and carbonate of lime which can be used for fertilizer" [1].

Setting description:

Setting does not contribute to the heritage value of the asset.

Asset value assessment:

The asset has heritage value as it survives as archaeological remains in agricultural fields to the south-east of Ryecroft Farm, Ashley. It has archaeological interest for the potential to provide evidence of 20th to 21st century agricultural improvement practices.

Heritage value: Low

Sources:

1 <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH6713>.

Unique Gazetteer ID (UID): MA06_0112

Asset name: Davenport Green Village Core (site of)

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-322a

National Grid Reference: 380305 386405

Asset class/type and dates

Monument class/type: Domestic
Settlement

Period(s): Medieval

References

References: NHLE n/a
HER: 7920.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0014	Davenportgreen Hall

Description and sources

Full asset description:

"On Burdett as a small settlement along the present Shay Lane. The 1876 Ordnance Survey map shows Davenport Green Hall and Butteryhouse Farm with its moat to the west of the buildings and another unnamed group of buildings on Roaring Gate Lane" [1]. The moated site was excavated between 1977-80 and exposed structures dating from the 13th to 20th century. The earliest activity was represented by an irregular collection of post-holes, three drainage gullies and a pond, all relating to the moat's feature as a parkland lodge [2].

Setting description:

Setting does not contribute to the heritage value of the asset.

Asset value assessment:

The asset has archaeological interest as surviving evidence, along with ridge and furrows, of the field systems and the arable cultivation practices around Davenport Green. It is also evidence of the organisation through manors, estates and the feudal system during the medieval and post-medieval period.

Heritage value: Low

Sources:

- 1 Ordnance Survey (1910), Cheshire County Series, Map Sheet XVIII, S.E, Scale 1:10,560.
- 2 Nevell, M. (1994), Davenport Green: An Archaeological Assessment. Greater Manchester Archaeological Unit, Manchester.

Unique Gazetteer ID (UID): MA06_0116

Asset name: Rostherne Mere Field System

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-319

National Grid Reference: 375010 384150

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Water meadow

Period(s): Medieval, and
Post-medieval.

References

References: NHLE n/a
HER: 2172
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0206	Rostherne Mere Field System

Description and sources

Full asset description:

Possible post-medieval water meadows depicted on the 1848 Rostherne tithe map [1]. "Similar to an extensive field system on the southern shores of Rostherne Mere" which is located to the immediate south (MA06_0206). "Its probable that these features (at least in part) formed part of an extensive water meadow which predates the present arrangement of field boundaries. 1984 Aerial Photographs depict cropmarks and earthworks indicative of a semi-regular pattern of field boundaries. Includes a trackway and narrow ridge and furrow" [2].

Setting description:

Setting does not contribute to the heritage value of the asset.

Asset value assessment:

The heritage value of the asset is due to its archaeological interest and the potential to yield information on agricultural practices and land water management prior to piecemeal enclosure.

Heritage value: Low

Sources:

- 1 Unknown (1848) Tithe Map of the Township of Rostherne in the Parish of Rostherne in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 343/2.
- 2 <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH6710>.

Unique Gazetteer ID (UID): MA06_0118

**Asset name: Bowdon View Cottage and Pembroke House,
Yarwoodheath Lane**

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-319

National Grid Reference: 374958 384828

Asset class/type and dates

Monument class/type: Domestic
Farm labourers cottage

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

MA06_0119	Bowdon View Farm, Yarwoodheath Lane
-----------	-------------------------------------

Description and sources

Full asset description:

An early 19th century pair of semi-detached cottages positioned along Yarwoodheath Lane (a private no through road) [1]. Brick-built under slate roofs, two storeys. L-shaped in plan. Plot name: Cottages and garden owned by Wilbraham Egerton. Bowdon View Farm is located c. 95m to the east of the cottages (also owned by William Egerton) and part of Tatton Estate. By 1872 Pembroke House has a small square outbuilding to the rear [2]. Depicted as Bowdon View Cottages on 1908 Ordnance Survey map. Early 20th century additional outbuildings and a single storey detached garage [3].

Setting description:

The cottages are set within gentle rolling arable farmland defined by low hedgerows and fences creating views into the surrounding rural landscape. The topography forms part of the assets setting and creates views towards Bowdon View Farm (MA06_0119) and prevents the M56 detracting from the assets setting despite its proximity and audibility.

Asset value assessment:

The asset has heritage value due to its limited architectural interest of red brick-built cottages in a traditional design and construction. The asset derives its historic interest as it demonstrates the layout and position of farm worker's dwellings which were kept apart from the farmstead. Bowdon View Farm (MA06_0119) continues to form part of the setting of Bowdon View Cottages and Pembroke House and has a functional relationship to them. This setting, along with surrounding farmland, contributes positively to the heritage value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Low

Sources:

- 1 Unknown (1848) Tithe Map of the Township of Rostherne in the Parish of Rostherne in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 343/2.
- 2 Ordnance Survey (1882), Cheshire County Series, Map Sheet XVIII, Scale 1:10,560.
- 3 Ordnance Survey (1908), Cheshire County Series, Map Sheet XVIII, S.E, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0119

Asset name: Bowdon View Farm, Yarwoodheath Lane

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-319

National Grid Reference: 374793 384839

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmstead

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID Asset name

MA06_0118 Bowdon View Cottage and Pembroke House, Yarwoodheath Lane

Description and sources

Full asset description:

Early 19th century dispersed plan farmstead with a detached two storey brick-built farmhouse with slate roof set apart from a group of two-storey traditional brick-built farm buildings and a early 20th century farmyard extension to the east [1] [2]. The farm buildings are detached from the farmhouse and haphazardly arranged either side of Yarwoodheath Lane. The two rectangular buildings to the rear of the farmhouse and the rectangular building opposite are the earliest in date. The 1848 Rostherne tithe map depicts the buildings forming part of Plot No. 132 Building and Garden owned by Wilbraham Egerton and occupied by William Hancock. The building on the northern side of Yarwoodheath Lane forms part of Plot No. 131 but also owned by Wilbraham Egerton and occupied by William Hancock. The early 20th century extension includes a cow house built in corrugated iron, horse paddock and training ring.

Setting description:

The farmhouse is detached from the farm buildings and set within its own private garden with hedgerows which separate it from the rest of the farmyard. Yarwoodheath Lane bisects the arrangement of farm buildings creating views into the centre of the farmyard. The farmyard is surrounded by contemporary agricultural fields defined by low hedgerows which create long distance views into the surrounding rural landscape. The M56 runs immediately north of the asset and is clearly visible and audible with Bowdon Cottage and Pembroke House to the east.

Asset value assessment:

The asset derives its historic interest through the ability to contribute to our knowledge of early 19th century dispersed plan farmsteads where the farmhouse was detached and set apart from the farm buildings. The traditional style of the farmhouse and farm buildings in local brick and slate with subsequent adaptation in

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

the 20th century have architectural interest. Its setting within gentle rolling arable farmland allows us to understand the relationship between the farmhouse and rural landscape making a positive contribution to its heritage value.

Heritage value: Low

Sources:

- 1 Unknown (1848) Tithe Map of the Township of Rostherne in the Parish of Rostherne in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 343/2.
- 2 Ordnance Survey (1910), Cheshire County Series, Map Sheet XVIII, S.E, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0120

Asset name: Post-medieval Brickyard, Cherry Tree Farm (site of)

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-319

National Grid Reference: 374360 384950

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Field system

Period(s): Post-medieval

References

References: NHLE n/a
HER: 14001
NMR n/a
Remote sens. ID: MA06_RS122, MA06_RS060

Associated assets

Asset UID	Asset name
-----------	------------

MA06_0122	Cherry Tree Farm, Cherry Tree Lane
-----------	------------------------------------

Description and sources

Full asset description:

"The site of a brickyard is depicted east of Cherry Tree Farm on the 1897 Ordnance Survey map [1] and remains present on the 1908 Ordnance Survey map [2]. It is not depicted on the 1936 Ordnance survey map and must have been levelled sometime between 1908 and 1936" [3]. The HER records an earthwork at its former position on LiDAR mapping. An associated possible clay puddling pit recorded during remote sensing. Square depression with sloped sides, visible in LiDAR derived DTM and aerial photographs. Feature measures approximately 19x19m, with an approximate depth of 2.5m. Southeast corner has an apparent 'overflow' elevated 0.5m above the base of the feature, which connects to a narrow channel (MA06_RS059) that runs downslope towards Rostherne Mere. OS county series mapping from 1876 shows a corresponding square feature at this location, although symbology is indistinct with no annotation. Purpose of the depression is not clear, but the form and location might suggest a function related to a Post Medieval brick yard recorded to the north east (Cheshire HER Record number 14001).

Setting description:

Setting does not contribute to the heritage value of the asset.

Asset value assessment:

The earthworks hold archaeological interest for the potential to provide evidence for post-medieval industrial brick manufacturing within the area. The remains also hold historic interest in illustrating local brick manufacturing in the post-medieval period which had an association with Cherry Tree Farm, constructed from locally sourced brick.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Low

Sources:

- 1 Ordnance Survey (1899), Cheshire County Series, Map Sheet XVIII, S.E, Scale 1:10,560.
- 2 Ordnance Survey (1910), Cheshire County Series, Map Sheet XVIII, S.E, Scale 1:10,560.
- 3 Ordnance Survey (1946), Cheshire County Series, Map Sheet XVIII, S.E, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0121

Asset name: Two Post-medieval Buildings, east of Cherry Tree Farm (site of)

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-319

National Grid Reference: 374240 384930

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Agricultural building

Period(s): Post-medieval

References

References: NHLE n/a
HER: 14000
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

MA06_0122	Cherry Tree Farm, Cherry Tree Lane
-----------	------------------------------------

Description and sources

Full asset description:

"Two buildings located within a small plot of land within a pasture field east of Cherry Tree Farm. They are depicted on the 1848 Rostherne tithe map [1] and include a T-shaped plan building set apart from a rectangular planned building. They possibly represent individual cottages or a farmstead. The buildings have been removed by the 1872 Ordnance Survey map" [2].

Setting description:

Setting does not contribute to the heritage value of the asset.

Asset value assessment:

The asset has heritage value due to its archaeological interest. It is part of a small group of cottages/farmsteads along Cherry Tree Lane and may have potential to contribute to understanding the layout and form of these during the post-medieval period. The location of the remains within the same field as the site of post-medieval brickyard (MA06_0121), east of Cherry Tree Farm (MA06_0122) is of historic interest in understanding the relationship between local small-scale industrial production and agricultural production.

Heritage value: Low

Sources:

- 1 Unknown (1848) Tithe Map of the Township of Rostherne in the Parish of Rostherne in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 343/2.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

- 2 Ordnance Survey (1882), Cheshire County Series, Map Sheet XVIII, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0122

Asset name: Cherry Tree Farm, Cherry Tree Lane

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-319
National Grid Reference: 373996 384961

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmstead
Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0120	Post-medieval Brickyard, Cherry Tree Farm (site of)
MA06_0121	Two Post-medieval Buildings, east of Cherry Tree Farm (site of)

Description and sources

Full asset description:

Late 19th century regular courtyard U-plan farmstead divided into two parts. The detached three storey brick-built farmhouse is set apart from three connected farm buildings arranged in a U-plan to the north. The farmstead is not depicted on the 1848 Rostherne tithe map but is present on the 1872 Ordnance Survey map [1], [2]. The farmhouse is brick built under a slate roof, three storey, including an attic storey, double pile plan with a contemporary wing to the northern gable, 17th century style front gables with casement windows. Formerly a farmhouse now used for commercial purposes. The farm buildings are also brick built under slate roofs, single storeys now used as offices with associated car parking.

Setting description:

The farmstead is set within agricultural fields on the northern side of Cherry Tree Lane. The A556 Chester Road and junction 8 of the M56 run alongside the north-western corner of the farmstead and are visible and slightly audible.

Asset value assessment:

The farmhouse has architectural interest from the surviving 17th century front gables and double pile plan with contemporary wing to the northern gable. Historic interest is derived from the farmhouse and U-shaped outbuildings which form a farmstead from the 17th to 19th centuries within rural Cheshire. The association to an adjacent brickyard site (MA06_0120) where the farm was constructed with the local brick is also of historic interest from the ability to understand brick manufacturing during the post-medieval period along Cherry Tree Lane. The setting of the farmstead, within agricultural fields on the northern side of Cherry Tree Lane, contributes positively to its heritage value.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Low

Sources:

- 1 Unknown (1848) Tithe Map of the Township of Rostherne in the Parish of Rostherne in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 343/2.
- 2 Ordnance Survey (1882), Cheshire County Series, Map Sheet XVIII, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0126

Asset name: Mereside Farm, Milington

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-319

National Grid Reference: 373747 384841

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmstead

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

n/a	n/a
-----	-----

Description and sources

Full asset description:

A early 19th century regular courtyard L-plan farmstead (previously known as Nag Farm, now Mereside) [1]. The farmstead comprises a loose L-plan arrangement of traditional farm buildings set apart from the farmhouse. [1]. The farmhouse is two-storey, square plan with porch extension to the western gable, slate roof, sash windows and brick-built. The farm buildings are set around the yard which is open to and faces the west comprising traditional one-storey brick-built with slate roof buildings [2]. To the west of these are late 20th century cow sheds built in brick with corrugated iron roofs [3].

Setting description:

Characterised by its position within agricultural fields with the courtyard set against the A556 Chester Road, open and facing westwards towards the rural landscape. Its setting comprises the farmyard, garden and a pond.

Asset value assessment:

The asset has heritage value due to its historic and architectural interest. It has the ability to contribute to our knowledge of early 19th century regular courtyard L-plan farmsteads where the farm buildings were set apart from the farmhouse. The buildings brick construction under a slate roof contribute to the domestic and agricultural character of building styles within rural Cheshire. Despite the proximity of the A556 Chester Road, the setting of the asset in the traditional style courtyard surrounded by agricultural fields, makes a positive contribution to its heritage value.

Heritage value: Low

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

- 1 Unknown (1848) Tithe Map of the Township of Rostherne in the Parish of Rostherne in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 343/2.
- 2 Ordnance Survey (1882), Cheshire County Series, Map Sheet XVII, Scale 1:10,560.
- 3 Ordnance Survey (1945), Cheshire County Series, Map Sheet XVII, S.E, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0135

Asset name: 19th Century Windmill, Millington (site of)

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-319

National Grid Reference: 373000 384602

Asset class/type and dates

Monument class/type: Industrial
Windmill

Period(s): Post-medieval

References

References: NHLE n/a
HER: 2712
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Field name 'Windmill Acre' appears on the 1848 Millington tithe map, precise location is unknown" [1]. Remains of the 19th century windmill may survive as archaeological remains.

Setting description:

Setting does not contribute to the heritage value of the asset.

Asset value assessment:

The asset hold archaeological interest for the potential to provide evidence for wind-powered mills within the area. This is also of historic interest in illustrating the use of wind as a power source in the local area. Given proximity to the farm this is most likely associated with agricultural production.

Heritage value: Low

Sources:

- 1 Unknown (1848) Tithe Map of the Township of Millington in the Parish of Rostherne in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 272/2.

Unique Gazetteer ID (UID): MA06_0137

Asset name: Millington Mill (site of)

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-319

National Grid Reference: 372560 384665

Asset class/type and dates

Monument class/type: Water supply and drainage
Mill dam

Period(s): Medieval

References

References: NHLE n/a
HER: 2993
NMR n/a
Remote sens. ID: MA06_RS052

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"A large linear earthwork c. 10m wide and c. 5m high across the base of a very small valley containing Agden Brook. The feature is probably the mill dam to the medieval mill from which the township takes its name. The mill building was probably located on the dam but there is no documentary sources to support this. A planimetric survey was undertaken on the linear earthworks in 1996 which confirmed the size of the linear" [1]. The western side of the valley from the dam could not be accurately surveyed due to the density of trees on the opposite slope. However, the gap between the dam and the opposite bank was in excess of 10 metres. No direct evidence of the mill building was discovered. However, there were two small features; one comprised two curved berms about 0.10m high by 0.20m across. The other feature was a small berm forming a right angled L-shape with two sides both over 10m long. Two later concrete sluices were also observed.

The curvilinear bank was also visible as earthworks on LiDAR and aerial imagery during remote sensing work (MA06_RS052). It is situated in the base of a small valley where Agden Brook meanders north-west and south-east with Millington Clough on its south-western side.

Setting description:

The setting of the mill dam is a small valley defined by Millington Clough with Agden Brook flowing north-west to south-east.

Asset value assessment:

The asset holds historic and archaeological interest as a surviving part of a water management system for a

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

former mill. The setting of the mill dam adjacent to the brook is key to understanding the historic function of the asset. This setting contributes positively to its heritage value.

Heritage value: Low

Sources:

1 Burns G. and Nicol G. (1996), Survey in Millington, unpublished.

Unique Gazetteer ID (UID): MA06_0140

Asset name: Possible building and enclosure, Millington (site of)

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-319

National Grid Reference: 372498 384948

Asset class/type and dates

Monument class/type: Unassigned
Building

Period(s): Medieval, and
Post-medieval.

References

References: NHLE n/a
HER: 2994
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

The results of a resistivity survey carried out in December 1996 [1], revealed a feature in a field south-west of Booth Bank House at SJ 372498 384948. The survey revealed a total of five features which could be ditches, one with a single high bank, a pit, several possible post-holes and a stone wall. The features may relate to a small agricultural building surrounded by an enclosure. The features were not identified during the remote sensing.

Setting description:

Setting does not contribute to the heritage value of the asset.

Asset value assessment:

The asset holds archaeological interest for the potential to provide evidence for the layout and form of small agricultural buildings during the post-medieval period. The location of the remains within the township of Millington is of historic interest in understanding the relationship between local agricultural buildings.

Heritage value: Low

Sources:

- 1 Bryson, R. and Thurrell, E. (1996), Ground Survey and Air Photography Project: Millington: A Resistivity Survey, unpublished.

Unique Gazetteer ID (UID): MA06_0143

Asset name: Moss House Farm, Thowler Lane

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-01-319

National Grid Reference: 372090 384301

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmstead

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
-----------	------------

n/a	n/a
-----	-----

Description and sources

Full asset description:

Early 19th century loose courtyard farmstead with at its core a group of early to mid 19th century brick-built barns and a unique stone built farmhouse with a separate mid to late 20th century farmyard extension to the north-east. The farmhouse and barn to the south are the earliest parts of the farmstead [1], [2]. The farmhouse; two-storey, stone built with slate roof, mullion windows, brick extension and a stone porch portico which has a cross above the door. The earliest barn is a simple single storey, traditionally built brick building with a slate roof. To the north-east is a traditionally built brick barn, two storey with blocked Gothic style windows. The four cow sheds to the north-east of the farmhouse are mid to late 20th century [3] and built from corrugated iron.

Setting description:

Characterised by contemporary irregular shaped agricultural fields with the loose courtyard farmstead at the core. Ivy House Farm is located 50m to the north and Runnymede 52m to the south-west. Millington Clough meanders through the southern extent of the farmstead defining the irregular shape of the fields. There is a view into the farmstead from Thowler Lane with the farmhouse and earliest barn being most prominent and the upper storey of the other traditional barn visible above from the rising topography.

Asset value assessment:

The farm has heritage value due to its architectural and historic interest. The farmstead is unique in character and style for the local area. The core historic farmyard in a loose courtyard form has retained its setting within agricultural fields. The farmhouse is shown on the 1848 Millington tithe map and is stone built which is unusual for the area. The barn buildings are built from brick with blocked Gothic windows. The setting is characterised by contemporary irregular shaped agricultural fields with the farmstead at the core.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

There are views into the farmstead from Thowler Lane with the farmhouse and earliest barn most prominent. This creates a positive contribution to the heritage value of the asset.

Heritage value: Low

Sources:

- 1 Unknown (1848) Tithe Map of the Township of Millington in the Parish of Rostherne in the County of Chester, held at; Cheshire Archives and Local Studies Ref: EDT 272/2.
- 2 Ordnance Survey (1882), Cheshire County Series, Map Sheet XVII, Scale 1:10,560.
- 3 Ordnance Survey (1945), Cheshire County Series, Map Sheet XVII, S.E, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0145

Asset name: Roman Road - Chester to Manchester (Margary 7a)

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): MA02;

Map book reference: HE-01-319

National Grid Reference: 357000 376000

Asset class/type and dates

Monument class/type: Transport
Road

Period(s): Roman

References

References: NHLE n/a
HER: 844/1/0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A Roman road between Chester and Manchester, commonly known as Watling Street (Margary Route 7a) [1]. The road led from the legionary fortress at Chester to the forts at Northwich and Manchester. It ran due east from the Eastgate along Foregate Street through Boughton to Vicars Cross, crossing the River Goway at Stamford Bridge, then proceeding by Kelsall, south of Eddisbury hillfort and through Oakmere. It then merges with the modern road through Northwich (MA03_0116) then onto Manchester through Nether Tabley, Mere and Bucklow Hill. A substantial man-made feature was revealed in 1986 and 1987 by erosion of the south bank of the River Bollin. Five different layers were shown to survive over a length of 10m of river bank. Clay foundations carried two layers of cobbling sealed on old ground surface. Two pits or postholes located within the putative road surface may represent a bridge. Thought to evidence a crossing over the River Bollin.

Setting description:

The setting of the archaeological remains of the road is along the modern route of the A556 Chester Road from Bucklow Hill towards the eastern side of Bowdon through predominantly agricultural fields.

Asset value assessment:

The asset has value for its historic interest due to its association with the Roman Empire in the British Isles. It demonstrates the transport routes through Cheshire that supported the important legionary fortress of Deva at Chester and inter-connected sites of industrial production at Nantwich, Middlewich and Northwich. It has value due to its archaeological interest providing an example of the construction of Roman roads in Britain. However, its archaeological interest is diminished as the remains of the asset have been reused

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

repeatedly as transport routes throughout the subsequent 2000 years since its construction.

Heritage value: Low

Sources:

1 Margary, I. D. (1973), Roman Roads in Britain, John Baker, London, 3rd edition.

Unique Gazetteer ID (UID): MA06_0146

Asset name: Cheshire Midland Railway

Designation and grade: Non-designated

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): MA02 Wimboldsley to Lostock Gralam
Map book reference: HE-01-319-L1
National Grid Reference: 359200 376200

Asset class/type and dates

Monument class/type: Transport
Railway
Period(s): Post-medieval, and
Modern.

References

References: NHLE n/a
HER: 2267/1/0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

The Cheshire Midland Railway was owned and operated by the Cheshire Lines Committee. It ran from Manchester to Chester via Northwich, incorporating the Cheshire Midland Railway, the West Cheshire Railway (from Northwich to Helsby) and the Cheshire and West Cheshire Junction Railway (Helsby to Chester). It opened in 1875 following the construction of the Northgate Station where the line terminated. The Cheshire Midland Railway Company was given permission by Act of Parliament in 1860 for a 12 mile stretch between Manchester and Northwich and was completed in 1863. The West Cheshire Line was originally proposed in 1861 between Northwich and Chester but was only granted permission to extend as far as Mouldsworth in 1862. The Cheshire and West Cheshire Junction Railway Company was formed in 1865 to extend the line to Chester. Construction began on this last leg of the railway in 1871 and was opened for goods traffic in 1874 and finally for passengers in 1875 following the construction of the Northgate Station. Following the closure of Northgate Station in 1969, the line to the station was removed, however, the junction linking it to the Wrexham line remained open for industrial and commercial traffic until the 1990s when it was finally shut down and dismantled. The line remains in operation today between Hale Station, Ashely and Mobberley in MA06 [1].

Setting description:

Its setting is characterised by its linear route through the agricultural landscape between Hale Barns, Ashley and Mobberley. The line still operates and serves these small rural settlements and thus is a surviving land communication network of the transport revolution within Britain.

Asset value assessment:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

The railway has heritage value due to its historic interest. The construction of the Cheshire Midland Railway is a surviving land communication infrastructure of the transport revolution within Britain and illustrates the role the rail played in transforming networks between rural settlements. The construction of railway stations alongside the rail network have group value as distinct architectural Victorian building types. The scale of the railway line has associative interest for the planning, engineering and technological pioneering during its construction.

Heritage value: Low

Sources:

1 Griffiths, R.P. (1947), The Cheshire Lines Railway, The Oakwood Press.

Unique Gazetteer ID (UID): MA06_0147

Asset name: Oversleyford Bridge at NGR 81628294

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 381627 382945

Asset class/type and dates

Monument class/type: Transport
Road bridge
Period(s): Post-medieval

References

References: NHLE: 1237972
HER: 4953
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Bridge over River Bollin: late 18th/early 19th century Ashlar buff sandstone. Broad segmental arch sprung from low piers has raised band at road level and plain parapet with a rounded coping" [1].

Setting description:

The asset is located over the River Bollin and carries an unclassified road between Altrincham Road to Oversley Ford Park Hotel. Dense trees line the banks of the river. The experience of the asset is dominated by the Oversley Ford Park Hotel.

Asset value assessment:

The value of the asset lies in its historic interest as a structure designed to carry Altrincham Road across the River Bollin. Its setting on the river is key to understanding the heritage value of the asset.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1237972>.
- 2 Ordnance Survey (1911), Cheshire County Series, Map Sheet XVII, S.E, Scale 1:10,560.

Unique Gazetteer ID (UID): MA06_0148

Asset name: The Old Rectory

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 379120 380135

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Post-medieval

References

References: NHLE: 1329642
HER: 5209
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0149	Church Inn
MA06_0150	Parish Stocks in front of East Wall of St Wilfrid's Churchyard
MA06_0151	Cross base in St Wilfrid's Churchyard
MA06_0152	Church of St Wilfrid, Mobberley
MA06_0321	Mobberley Conservation Area

Description and sources

Full asset description:

"House. Mid 17th century with 19th and 20th century additions. Timber framed with rendered brick infill, stone slate and slate roof. Two cells, two storeys. West front: stone and rubble plinth, 11 bays of large framing with arch braces at corners and centre. Two 18th century leaded casements to first floor, otherwise 19th and 20th century casement. Central gable chimney stack. Evidence of a 17th century wing at the south end but added to in the 20th century to create a large gabled wing. Twentieth century porch in angle between wing and main range, also incorporating 17th century material. Twentieth century connecting wing to rear of main range joining this to late 17th century farm buildings now converted to form an extension to the house. Interior: Flagged floors to ground floor passages. Chamfered end-stopped beams to kitchen. Small framing exposed in upper rooms" [1].

One of 11 listed buildings dating from the 17th century within the Mobberley Conservation Area. Early domestic building in Mobberley was timber-framed as at the Old Rectory. It is within St Wilfrid's Church and Church Lane character area. The timber-framed Old Rectory is hidden in trees [2].

Setting description:

The asset is located to the north of Mobberley village, set back from Church Lane within its own private grounds hidden by trees. The grounds are surrounded by agricultural fields.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Asset value assessment:

The asset has historic and architectural interest as one of two early domestic timber framed buildings within the Mobberley Conservation Area (MA06_0321). Its private garden setting surrounded by agricultural fields within the surrounding conservation area positively contributes to the assets heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1329642>.
- 2 The Conservation Studio (2006), Mobberley Conservation Area Appraisal, Macclesfield Borough Council, Gloucestershire. Available online at:
<https://www.cheshireeast.gov.uk/pdf/environment/conservation-areas/mobberley-conservation-area.pdf>.

Unique Gazetteer ID (UID): MA06_0149

Asset name: Church Inn

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 379080 380184

Asset class/type and dates

Monument class/type: Commercial
Public house
Period(s): Post-medieval

References

References: NHLE: 1229926
HER: 4722
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0148	The Old Rectory
MA06_0150	Parish Stocks in front of East Wall of St Wilfrid's Churchyard
MA06_0151	Cross base in St Wilfrid's Churchyard
MA06_0152	Church of St Wilfrid, Mobberley
MA06_0321	Mobberley Conservation Area

Description and sources

Full asset description:

"Public House. Late 18th century. Red Flemish-bond brick, slate roof. Entrance front: Symmetrical three-bay facade. Central doorway with keystone and splayed head, door with 6 raised and fielded panels. All windows have stone cills and keystones and splayed heads 4 x 4 panes. 19th century additions to left and rear. Interior: altered" [1].

One of the focal buildings within the Mobberley Conservation Area. It forms part of St Wilfrid's Church and Church Lane character area. The late 18th century Church Inn completes the trio of community buildings. Behind it, the timber-framed Old Rectory is hidden in trees [2].

Setting description:

The asset is located to the north of Mobberley village on the corner of Church Lane. It has a roadside presence. Its setting includes other community buildings including the Church of St Wilfrid (MA06_0152) and the village school.

Asset value assessment:

The asset has historic and architectural interest as part of a group of community buildings from the late 18th century within the Mobberley Conservation Area (MA06_0321). The asset also has historic interest as a

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

surviving example of the way villages were transformed during the 18th and 19th centuries through construction of commercial buildings. Its setting on the corner of Church Lane alongside the Church of St Wilfrid (MA06_0152) and the village school contributes positively to the commercial character of building styles along Church Lane within the conservation area.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1229926>.
- 2 The Conservation Studio (2006), Mobberley Conservation Area Appraisal, Macclesfield Borough Council, Gloucestershire. Available online at:
<https://www.cheshireeast.gov.uk/pdf/environment/conservation-areas/mobberley-conservation-area.pdf>.

Unique Gazetteer ID (UID): MA06_0150

Asset name: Parish Stocks in front of East Wall of St Wilfrid's Churchyard

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 379054 380168

Asset class/type and dates

Monument class/type: Civil
Stocks
Period(s): Post-medieval

References

References: NHLE: 1139555
HER: 4437
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0148	The Old Rectory
MA06_0149	Church Inn
MA06_0151	Cross base in St Wilfrid's Churchyard
MA06_0152	Church of St Wilfrid, Mobberley
MA06_0321	Mobberley Conservation Area
MA06_0330	Standing cross St Wilfrid's churchyard

Description and sources

Full asset description:

"Stocks. 18th century. Stone, timber and wrought iron. Two rectangular whipping posts with arched heads, channelled on inner face. Wooden board with four footholes attached to piers by iron C-shaped pieces. Upper iron tie-bar between piers" [1].

Within St Wilfrid's Church and Church Lane character area of the Mobberley Conservation Area [2].

Setting description:

The parish stocks are associated with the Grade II* listed Church of St Wilfrid (MA06_0152). The setting is the churchyard around the church which includes a Grade II listed cross base (MA06_0151) and dense graveyard markers. The churchyard is slightly raised up from Church Lane with its boundary defined by a low stone wall and bank.

Asset value assessment:

The value of the asset largely lies in historic interest as a group of structures within the churchyard of St Wilfrid (MA06_0152) demonstrating the continued development from the medieval to post-medieval periods.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

The churchyard setting, which may have pre-Conquest origins, at the focal of the Mobberley Conservation Area (MA06_0321), positively contributes to the rural character of the area.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1139555>.
- 2 The Conservation Studio (2006), Mobberley Conservation Area Appraisal, Macclesfield Borough Council, Gloucestershire. Available online at:
<https://www.cheshireeast.gov.uk/pdf/environment/conservation-areas/mobberley-conservation-area.pdf>.

Unique Gazetteer ID (UID): MA06_0151

Asset name: Cross base in St Wilfrid's Churchyard

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 379047 380174

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Cross
Period(s): Post-medieval

References

References: NHLE: 1229876
HER: 4721
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0148	The Old Rectory
MA06_0149	Church Inn
MA06_0150	Parish Stocks in front of East Wall of St Wilfrid's Churchyard
MA06_0152	Church of St Wilfrid, Mobberley
MA06_0321	Mobberley Conservation Area
MA06_0330	Standing cross St Wilfrid's churchyard

Description and sources

Full asset description:

"Cross base. Massive square sandstone block which passes to an octagon with spurs. Square socket partly occupied by a chamfered square shaft, much weathered, which may have once carried a cross. A sundial plate (gnomon broken) is now attached to top" [1].

Within St Wilfrid's Church and Church Lane character area of the Mobberley Conservation Area. Evidence at St Wilfrid's Church indicates a Saxon settlement. There was also an Augustinian Priory founded in 1206, although nothing of this is known to survive. Apart from the church and a Saxon cross base, the oldest existing buildings in Mobberley date from the early 17th century [2].

Setting description:

The cross base is associated with the Grade II* listed Church of St Wilfrid (MA06_0152). The setting is the churchyard around the church which includes the Grade II listed parish stocks (MA06_0150) and dense graveyard markers. The churchyard is slightly raised up from Church Lane with its boundary defined by a low stone wall and bank.

Asset value assessment:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

The asset has heritage value due to its archaeological interest. Standing crosses such as these contribute to our understanding of medieval customs. The cross base has historic interest for its association to the Church of St Wilfrid (MA06_0152). The cross base indicates the parish church may have had medieval origins, even though there are no traces of medieval foundations.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1229876>.
- 2 The Conservation Studio (2006), Mobberley Conservation Area Appraisal, Macclesfield Borough Council, Gloucestershire. Available online at:
<https://www.cheshireeast.gov.uk/pdf/environment/conservation-areas/mobberley-conservation-area.pdf>.

Unique Gazetteer ID (UID): MA06_0152

Asset name: Church of St Wilfrid, Mobberley

Designation and grade: Listed building Grade I

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 379035 380185

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Church
Period(s): Post-medieval

References

References: NHLE: 1139554
HER: 2012, CEM06944
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0148	The Old Rectory
MA06_0149	Church Inn
MA06_0150	Parish Stocks in front of East Wall of St Wilfrid's Churchyard
MA06_0151	Cross base in St Wilfrid's Churchyard
MA06_0321	Mobberley Conservation Area
MA06_0330	Standing cross St Wilfrid's churchyard

Description and sources

Full asset description:

"Church, 14th to 15th century with west tower of 1533 by Richard Platt, mason, and chancel of 1889 by J. S. Crowther. Ashlar, grey slate roof. Nave, aisles, chancel with 19th century west porch vestry and organ loft. Aisles are of four bays with cusped three-light windows, those on the south side straight headed, those on the north side with Tudor heads. Clerestory is of five bays with plainer two light straight-headed windows. Chancel has steeper roof and various windows including east window of five lights with intersecting tracery. Open timber porch c. 1900, finely panelled and carved in late Gothic style with stone plinth and miniature balustrade of Jacobean type. Wagon roof with heavy ties and bossed king posts. Interior: four-bay arcade on octagonal piers. Tall semi-octagonal responds to tower arch and chancel arch. Excellent nave ceiling of low pitch with cambered tie beams. The tie beams are carried on short corbelled posts at the foot of which stand figures of angels (probably 19th century addition). The truss nearest the tower is however a hammer beam. Ceilure over screen is richly carved and inscribed and dated 1500. Wagon roof to chancel, which has carved stone reredos with figures, a small medieval piscina and many wall monuments. Tower gallery has Jacobean-style cresting dated 1683. Some faded wall painting on north wall of nave" [1].

Within St Wilfrid's Church and Church Lane character area of the Mobberley Conservation Area. The church is one of the focal buildings. St Wilfrid's Church lies within what was once a circular churchyard, suggesting a pre-Conquest site. This was confirmed in 1993 when the remains of a Saxon church were

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

found during excavations beneath the chancel arch. Within the churchyard, the massive sandstone block, which formed the base of a former cross, is also thought to be Anglo-Saxon. The present chancel and three aisles are believed to have been added to the Saxon foundation in 1245, although the rest of the church dates from the 14th and 15th centuries, with a tower of c. 1533. Stone and brick were materials of high status within the Conservation Area and they are found only at St Wilfrid's Church, Mobberley Old Hall and Antobus Hall. Its boundary wall is constructed of massive sandstone blocks. The character area begins with the red brick buildings of Dairy Farm. It is enhanced by a wide grass verge on one side and, on the other, the venerable brick wall, surmounted by a hedge that screens the red brick Rectory. The church is the main focus of the area. Built solidly of sandstone blocks, it is surrounded by its churchyard and has the parkland background of the National Trust's Mobberley Field to the west. To the south there is further open space in the form of the cricket ground, the club having been founded in 1876. As the road curves round the churchyard, the village school to the north has at its core a much-altered building that bears the date 1838 [2].

The churchyard contains two casualties from the First and Second World War (ref: CEM06944) as identified on the Commonwealth War Graves Commission [3].

Setting description:

The church is set within an extensive churchyard with surviving cross base (MA06_0151) and parish stocks (MA06_0150). It lies to the north of Mobberley village and has a predominantly rural setting surrounded by agricultural fields, detached houses and individual farmsteads. Although Church Lane runs alongside the church, the church is positioned on a slightly raised ridge separated by a low stone boundary wall and bank.

Asset value assessment:

The Church of St Wilfrid has heritage value due to its architectural interest as an example of a 14th to 15th century ashlar built church. It has historic and archaeological interest and is believed to incorporate fragments of an earlier building or buildings. Remains of a Saxon church were found during excavations beneath the chancel arch. This earlier chancel and three aisles are believed to have been added in 1245. It has further historic and architectural interest due to its design by Richard Platt and J. S. Crowther. The church is set within an extensive churchyard with surviving cross base monument (MA06_0151) and parish stocks (MA06_0150) at the focal point of the Mobberley Conservation Area (MA06_0321). This setting positively contributes to the heritage value of the church.

Heritage value: High

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1139554>.
- 2 The Conservation Studio (2006), Mobberley Conservation Area Appraisal, Macclesfield Borough Council, Gloucestershire. Available online at: <https://www.cheshireeast.gov.uk/pdf/environment/conservation-areas/mobberley-conservation-area.pdf>.
- 3 [https://www.cwgc.org/visit-us/find-cemeteries-memorials/cemetery-details/2075456/MOBBERLEY%20\(SS%20WILFRID%20AND%20MARY\)%20CHURCHYARD/](https://www.cwgc.org/visit-us/find-cemeteries-memorials/cemetery-details/2075456/MOBBERLEY%20(SS%20WILFRID%20AND%20MARY)%20CHURCHYARD/).

Unique Gazetteer ID (UID): MA06_0153

Asset name: Tiverton

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-02-308b

National Grid Reference: 378353 386754

Asset class/type and dates

Monument class/type: Domestic
Detached house

Period(s): Modern

References

References: NHLE: 1100328
HER: 7378.1.3
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0154	Cross Heyes
MA06_0155	Turvelaws White Thorn Lodge
MA06_0156	Barrowcroft

Description and sources

Full asset description:

"House. 1907-8. John N. Cocker. Brick and weatherboarding with graduated stone slate roof. Large detached asymmetrical house with two storeys plus attic. Three bays the first projecting considerably and having a six-light ground floor window below an upper floor which projects, is weatherboarded, gabled and has a four-light window. Bay 2 has a one-storey bow window in English bond brick with five-light chamfered stone mullion window, a door with plain surround and a five-light first floor window. Five-light mullion and transom window to Bay 3 with four-light window above. All windows have timber casements and leaded lights. Canted two-storey bay window to right gable which is weatherboarded. Various shaped chimney stacks" [1].

Setting description:

The house is set within its own private garden, defined by mature high trees along Hale Road. The garden around the house gives South Hale its characteristic spaciousness.

Asset value assessment:

The asset has historic and architectural interest forming part of a group of houses designed by John N. Cocker, in the style of Edgar Wood. These houses are prevalent in early 20th century architectural design within the South Hale Conservation Area (MA06_0003). The building's setting in extensive grounds within the surrounding conservation area positively contributes to the assets heritage value.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1100328>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0154

Asset name: Cross Heyes

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378331 386772

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Modern

References

References: NHLE: 1067921
HER: 7378.1.2
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0153	Tiverton
MA06_0155	Turvelaws White Thorn Lodge
MA06_0156	Barrowcroft

Description and sources

Full asset description:

"House. 1907-8. John N. Cocker. Brick with stone dressings and graduated stone slate roof. Large detached asymmetrical house with two storeys plus attic. In the Edgar Wood manner. Three bays with a ten-light mullioned bow window of two storeys and timber boarding in Bay 1. Bay 2 is slightly advanced and has a doorway with fanlight, recessed semi-circular brick-arched head, a later porch and a later cloakroom; a four-light chamfered mullion window on the first floor, the central two lights being lower than the other two, and a coped gable with kneelers. Bay 3 has a six-light mullion window on each floor, with a transom to the ground floor. All windows have timber casements and leaded lights. Three chimney stacks" [1].

Setting description:

The house is set within its own private garden, defined by mature high trees along Hale Road. The garden around the house gives South Hale its characteristic spaciousness.

Asset value assessment:

The asset has historic and architectural interest forming part of a group of houses designed by John N. Cocker, in the style of Edgar Wood. These houses are prevalent in early 20th century architectural design and style within the South Hale Conservation Area (MA06_0003). The building's setting in extensive grounds within the surrounding conservation area positively contributes to the asset's heritage value.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067921>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0155

Asset name: Turvelaws White Thorn Lodge

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378312 386788

Asset class/type and dates

Monument class/type: Domestic
Semi detached house
Period(s): Modern

References

References: NHLE: 1348503
HER: 7378.1.1
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0153	Tiverton
MA06_0154	Cross Heyes
MA06_0156	Barrowcroft

Description and sources

Full asset description:

"Pair of semi-detached houses. 1907-8. John N. Cocker. Brick with graduated stone slate roof. Large symmetrically planned houses with two storeys plus attic. In the Edgar Wood manner. Each house is of two bays the central ones having five-light mullion and transom windows on the ground floor, four-light mullion windows on the first, three-light to the attic, lozenge shaped painted plaster panels and a gable. The outer bays have seven-light, two-storey canted bay windows. The doorways are in the rear of the side elevations beneath the upper floor which projects and is gabled. Both this and the main gable have painted lozenge and roundel panels in plaster. One shared central stack and one gable stack with gabled weathering" [1].

Setting description:

The houses are set within their own private gardens, defined by mature high trees along Hale Road. The gardens around the pair of houses are typical of South Hale's characteristic spaciousness.

Asset value assessment:

The asset has historic and architectural interest forming part of a group of houses designed by John N. Cocker, in the style of Edgar Wood. These houses are prevalent in early 20th century architectural design and style within the South Hale Conservation Area (MA06_0003). The building's setting in extensive grounds within the surrounding conservation area positively contributes to the assets heritage value.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1348503>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0156

Asset name: Barrowcroft

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378284 386817

Asset class/type and dates

Monument class/type: Domestic
Semi detached house
Period(s): Modern

References

References: NHLE: 1067920
HER: 7378.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0153	Tiverton
MA06_0154	Cross Heyes
MA06_0155	Turvelaws White Thorn Lodge

Description and sources

Full asset description:

"Pair of semi-detached houses. 1907-8. John N. Cocker. Brick with graduated stone slate roof. Large symmetrically planned houses with two storeys plus attic. In the Edgar Wood manner. Each house is of two bays the outer one having a coped gable with kneelers and being flanked by brick pilasters. Ground floor inner bays have six-light mullion and transom window, outer bays have seven-light canted bay window with coped parapet (that to No. 225 having been replaced with a pitched roof). Each bay on the first floor has a five-light timber mullion window, and the gables, a three-light attic window. All have leaded lights. Side elevations have a similar coped gable above a two-storey segmental bow window with coped parapet. The other bay projects and contains the door. Gable and party wall chimney stacks" [1].

Setting description:

The houses are set within their own private gardens, defined by mature high trees along Hale Road. The gardens around the pair of houses gives South Hale it's characteristic spaciousness.

Asset value assessment:

The asset has historic and architectural interest forming part of a group of houses designed by John N. Cocker, in the style of Edgar Wood. These houses are prevalent in early 20th century architectural design and style within the South Hale Conservation Area (MA06_0003). The building's setting in extensive grounds within the surrounding conservation area positively contributes to the assets heritage value.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067920>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0157

Asset name: The Shiel

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378273 386556

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Modern

References

References: NHLE: 1356525
HER: 7381.1.3
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0029	Greystoke
MA06_0030	The Garth
MA06_0031	Royd House
MA06_0034	The Homestead
MA06_0158	The Hollies
MA06_0159	Broadoaks
MA06_0160	Cintra

Description and sources

Full asset description:

"House. 1906. Edgar Wood. Brick with stone slate roof. Large detached asymmetrical house with two storeys. Three bays, the central one projecting and having an off-centre door with dentilled architrave surround and flat hood; five-light mullioned window above and coped gable with coped kneelers. Bays one and three have mullion and transom windows to ground floor and mullioned to first. All windows have leaded lights. Steeply pitched roof with two ridge stacks. The right gable has an inglenook chimney stack with curved canted sides and fire windows, as well as a small 20th century extension. The left elevation has a two-storey canted bay window. The attached garage (formerly coach house) is in the same style although may be of a slightly later date. Panelled stair, decorative plaster ceilings downstairs and cross-barrel-vaulted hall. Three barrel-vaulted bedroom ceilings (one of which is c. 1980). Some good fittings, light switches etc. Built speculatively as part of the Richardson Estate" [1].

Within Character Zone B: Park Road and Harrop Road of the South Hale Conservation Area. "Nine of the listed houses are by Edgar Wood. Each occupies a step in the evolution of Victorian architecture into twentieth century modern design and the group is of national and international interest. The Shiel, Number 121 Park Road is listed and was designed by Edgar Wood and was erected in 1906" [2].

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Setting description:

The house is set within its own private garden, defined by mature high trees along Park Road. The garden around the house gives South Hale it's characteristic spaciousness.

Asset value assessment:

The asset has historic and architectural interest forming part of a group of houses designed by Edgar Wood. Edgar Wood created seven unique houses along Park Road. These houses are prevalent in early 20th century architectural design and style within the South Hale Conservation Area (MA06_0003) and illustrate how modern architecture was born in the area. The building's setting in extensive grounds within the surrounding conservation area positively contributes to the assets heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1356525>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0158

Asset name: The Hollies

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378228 386534

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Modern

References

References: NHLE: 1067882
HER: 7381.1.2
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0029	Greystoke
MA06_0030	The Garth
MA06_0031	Royd House
MA06_0034	The Homestead
MA06_0157	The Shiel
MA06_0159	Broadoaks
MA06_0160	Cintra

Description and sources

Full asset description:

"House. 1902. Edgar Wood. Brick with clay tile roof. Large asymmetrical detached house with two storeys plus attic. Three bays with projecting gabled wing in Bay one which has a five-light mullion and transom bow window on ground floor and a projecting verge on timber brackets. Gabled porch in Bay two with recessed off-centre semi-circular headed doorway. Windows are generally of two to five lights with timber mullions, some transoms, and leaded lights. Roof has one ridge stack and one gable stack and crested ridge tiles. Two-storey canted bay window to left elevation. Interior not inspected. Built speculatively as part of the Richardson Estate" [1].

Within Character Zone B: Park Road and Harrop Road of the South Hale Conservation Area. Nine of the listed houses are by Edgar Wood. His last property within the zone was the Broadoaks which is a synthesis of his earlier designs including the large simple red roof of The Hollies [2].

Setting description:

The house is set within its own private garden, defined by mature high trees along Park Road. The garden

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

around the house gives South Hale it's characteristic spaciousness.

Asset value assessment:

The asset has historic and architectural interest forming part of a group of houses designed by Edgar Wood. Edgar Wood created seven unique houses along Park Road. These houses are prevalent in early 20th century architectural design and style within the South Hale Conservation Area (MA06_0003) and illustrate how modern architecture was born in the area. The building's setting in extensive grounds within the surrounding conservation area positively contributes to the assets heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067882>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0159

Asset name: Broadoaks

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 378191 386515

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Modern

References

References: NHLE: 1356524
HER: 7381.1.1
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0029	Greystoke
MA06_0030	The Garth
MA06_0031	Royd House
MA06_0034	The Homestead
MA06_0157	The Shiel
MA06_0158	The Hollies
MA06_0160	Cintra

Description and sources

Full asset description:

"House now flats. 1907 Edgar Wood. Brick with stone dressings and red clay tile roof. Large asymmetrical detached house with two storeys plus attic. Stone corner bands, overhanging eaves and coped kneelers to steeply pitched roof. The gabled central bay projects and has a projecting hipped porch (now with two separate doors for flats) which is placed off-centre. Another double door has been inserted to the left. The casement windows are of one to five lights, some with transoms and some with glazing bars. The left gable has a two-storey canted bay window; the rear a similar one but of one storey. Attic lights to each gable. Built speculatively as part of the Richardson Estate" [1].

Within Character Zone B: Park Road and Harrop Road of the South Hale Conservation Area. Nine of the listed houses are by Edgar Wood. "Broadoaks, the last of the series of houses between 1901 and 1907, can be seen as the synthesis of the earlier experimental designs. Edgar Wood combines the blunt expression and large simple red roof of The Hollies with the simple rectangular footprint, symmetry and large grid-like windows of The Shiel" [2].

Setting description:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

The house is set within its own private garden, defined by mature high trees along Park Road. The garden around the house gives South Hale it's characteristic spaciousness.

Asset value assessment:

The asset has historic and architectural interest forming part of a group of houses designed by Edgar Wood. Edgar Wood created seven unique houses along Park Road. Broadoaks was the last in the series of these houses and seen as the synthesis of the earlier experimental designs. These houses are prevalent in early 20th century architectural design and style within the South Hale Conservation Area (MA06_0003). Broadoaks combines blunt expression alongside a simple rectangular footprint. The building's setting in extensive grounds within the surrounding conservation area positively contributes to the assets heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1356524>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0160

Asset name: Cintra

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-02-308b

National Grid Reference: 378152 386501

Asset class/type and dates

Monument class/type: Domestic
Detached house

Period(s): Modern

References

References: NHLE: 1067881
HER: 7381.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area
MA06_0029	Greystoke
MA06_0030	The Garth
MA06_0031	Royd House
MA06_0034	The Homestead
MA06_0157	The Shiel
MA06_0158	The Hollies
MA06_0159	Broadoaks

Description and sources

Full asset description:

"House. 1903. Edgar Wood. Brick with blue slate roof. Large detached house of two storeys plus attic. Projecting semi-octagonal wing at left. Central single-storey hipped roof porch supported on timber columns with splat balustrading and a recessed semi-circular headed doorway. Two, three and four-light casement windows with leaded glass. Two ridge stacks and a dormer window on a steeply pitched roof. Projecting polygonal bay window to left gable and garage (partly 20th century) to right. Built speculatively as part of the Richardson Estate" [1].

Setting description:

The house is set within its own private garden, defined by mature high trees along Park Road. The garden around the house gives South Hale its characteristic spaciousness.

Asset value assessment:

The asset has historic and architectural interest forming part of a group of houses designed by Edgar Wood. Edgar Wood created seven unique houses along Park Road. These houses are prevalent in early 20th

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

century architectural design and style within the South Hale Conservation Area (MA06_0003) and illustrate how modern architecture was born in the area. The building's setting in extensive grounds within the surrounding conservation area positively contributes to the assets heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067881>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-pdf>.

Unique Gazetteer ID (UID): MA06_0161

Asset name: Baguleygreen Farmhouse

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-R1
National Grid Reference: 378148 381224

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Modern

References

References: NHLE: 1230182
HER: 4730
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Farmhouse. 1906. By Sir Percy Worthington. Whitewashed stretcher bond brick with tile roof. Two storeys with attic. Entrance front: three-bay symmetrical front. Central front door with porch suspended from iron bracket. Small pieces of stonework to either side of doorway with small two-light casement windows above these. Segmental relieving arch of stretchers and tiles with hood-mould of projecting tiles. Four-light casement windows to either side with stone cills, splayed heads and hood moulds of projecting tiles. String course of projecting stretchers supported on alternately projecting headers. Central arch-headed date-stone immediately over string course inscribed "POL ANNO DNI 1906". Three three-light casement windows, similar to those on the first floor but with flat lintels of headers. Three gables with rectangular breathers. Double slope to roof and wrought iron gutter supports. North front has external battered chimney breast of four flues with angled bay ingle-nook. Circular attic window" [1].

Setting description:

The asset is set within its own private garden with the front aspect facing Hobcroft Lane. The barns associated with the former farmhouse are arranged in an L-shape to the north-east but have been converted to domestic dwellings. There is agricultural land to the west, east and south and other individual detached domestic dwellings.

Asset value assessment:

The value of the asset lies in its historic and architectural interest as a former agricultural building from the 20th century. The asset has group value with the L-shaped arrangement of barns to the rear which share a setting. Despite conversion of the barns to a residential property, the building's setting surrounded by agricultural land historically worked by their former occupants, makes a positive contribution to its heritage

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1230182>.

Unique Gazetteer ID (UID): MA06_0162

Asset name: War Memorial at Junction with Broomfield Lane

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 377417 387076

Asset class/type and dates

Monument class/type: Commemorative
War memorial
Period(s): Modern

References

References: NHLE: 1100305
HER: 7383.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"War memorial. c. 1920. Stone with bronze statue and enrichments. Soldier in battle dress stands on a tall tapering plinth inscribed to the "Men of Hale who fell in the Great War". The base has a bronze plaque and bay leaf enriched band" [1].

Setting description:

The asset is set on a small lawned area between Broomfield Lane and Hale Road. Its setting is distinctively urban in character surrounded by detached housing.

Asset value assessment:

The value of the asset is due to its historic interest. The memorial was erected to commemorate local community members who lost their lives during the First World War and is an eloquent witness to the tragic impact the event had on the Hale community. The urban setting of the monument makes a positive contribution to understanding the historic interest as a purposefully built monument commemorating the community of Hale.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1100305>.

Unique Gazetteer ID (UID): MA06_0163

Asset name: Church of St Peter, Hale

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 377359 386550

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Church
Period(s): Post-medieval

References

References: NHLE: 1431675
HER: 17016.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0003	South Hale Conservation Area

Description and sources

Full asset description:

"Anglican church, 1890-2, by Tate and Popplewell of Manchester. Buff/pale pink brick with pressed brick and terracotta dressings, tiled roof. Eclectic Gothic style.

The Church of St Peter was constructed in 1890-2 to the designs of Tate and Popplewell of Manchester at a cost of over £6,755 to serve the growing population of Hale. The foundation stone was laid on 29 November 1890 by Mrs Susan Joynson, the wife of the church's principal patron, Richard Hampson Joynson, and it was dedicated by the Bishop of Chester on 16 June 1892. The church was consecrated in 1897. Many of the interior finishes and furnishings were provided by the Joynson family, and some of the stained glass was produced by the renowned firm of Heaton, Butler & Bayne. The First World War memorials in the baptistery were produced by Walter J. Pearce. Clement Heaton (1824-1882) and James Butler (1830-1913) learnt their trade in Warwick where Heaton was a glass painter and Butler was a lead glazier. In c. 1851 Heaton left Warwick for London where he set up his own stained-glass studio. Two years later Butler followed Heaton and by 1857 they had founded the firm of Heaton and Butler. However, whilst the two men were good craftsmen their artistic ability did not compare to that of John Richard Clayton and Alfred Bell who were also working at the same time. It was not until Robert Turnill Bayne (1837-1915) joined the firm that they reached the top of stained-glass design; as chief designer he improved both their designs and colour palette. Bayne became a full partner in 1862 and the firm became known as Heaton, Butler and Bayne. Walter J. Pearce was a skilled craftsman based in Manchester and Master of the Northern Art Workers Guild, also teaching painting and decorative art at the Manchester School of Technology. He co-authored a book entitled 'Stencils and Stencilling' in 1895. His work can be found in a number of listed buildings.

The church is located at the junction of Ashley Road and Harrop Road and is aligned east-west with a north-east vestry, south-east choir vestry and a south-west steeple. The Church of St Peter is a large building dominated externally by a south-west steeple. All the elevations incorporate pressed-brick banding and are

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

lit by Gothic arched windows with geometrical tracery, leaded and stained glass, and quoined terracotta surrounds.

The gabled west end has a large five-light west window composed of cusped lancets with a larger raised light to the centre and blind quatrefoils set above the paired outer lights, all with a thin continuous terracotta hoodmould above. Above the window are three small, narrow lancet openings, and surmounting the gable is a cross finial. A gabled baptistery projects out underneath the west window and is lit by a tall Gothic-arched window composed of two trefoil-arched lights with a glazed quatrefoil set to the apex. To the left is the side return of a north-west porch with a three-light trefoil-arched window, whilst to the right is the side return of a south-west porch that forms part of the south-west steeple and is also lit by a three-light trefoil-arched window on the west side. The four-stage south-west steeple has canted corners and an octagonal top section in terracotta. A stair turret is located to the west side and to the south side is a Gothic-arched entrance opening with a cusped intrados. Panelled oak double-doors incorporating small leaded-glazed lights with trefoil-arched heads and red stained-glass margin lights are contained within the enclosed porch. Tall trefoil-arched lancets light the steeple at the second stage on the north, south and east sides. The third and fourth stages are in terracotta and are octagonal, diminishing in size as the steeple gets higher. The third stage incorporates four clock faces given by Sarah Ann Whitehead in 1912, whilst the fourth stage forms a belfry and has glazed trefoil-arched openings. The steeple is surmounted by a polygonal roof with a weathervane in the form of a fish, representing St Peter and the Early Christian Church.

The church's north-west porch has an arched entrance with a cusped intrados and contained within are panelled oak double-doors incorporating small leaded-glazed lights with trefoil-arched heads and red stained-glass margin lights. The three-bay nave has a pinnacled parapet and massive four-light clerestory windows on each north and south side set underneath continuous hoodmoulds. Set below the clerestory windows are lean-to side aisles linked to the pinnacles of the nave's parapet by flying buttresses. Each side-aisle bay is lit by three small trefoil-arched windows. The chancel is slightly lower in height than the nave and is lit by a single trefoil-arched window on each north and south side. A terracotta quatrefoil roundel frieze exists below the eaves. Attached to the north side is a gabled organ loft/chamber with an octofoil window and a lower vestry projection in front with hipped roofs and a central bay that projects forward slightly and breaks through the eaves underneath a gable. The vestry has a large Gothic-arched opening, the uppermost part of which is blind, containing a two-light window with a blind quatrefoil above. The church's gabled east end is lit by a massive five-light traceried terracotta east window with a large decorative terracotta panel below incorporating an Alisee Patee cross to the centre and a quatrefoil roundel frieze. Surmounting the gable is a coped Celtic cross finial. Set back to the left is a small, lower, gabled choir vestry (originally the Parish Room), which has paired trefoil-arched lancets to the east end with a quatrefoil above, all set underneath a Gothic arch. There is also basement access to a boiler room and a coal hole. The south return of the choir vestry has two sets of small paired trefoil-arched windows and an octagonal boiler stack rises from the rear pitch of the roof. To the left of the choir vestry is a small south-east gabled porch with a Gothic arched opening with a cusped intrados and a panelled and partly leaded-glazed oak door.

Internally the walls are of exposed brick and there are parquet floors to the nave, side aisles, baptistery and vestries (that to the clergy vestry is hidden under later carpeting), quarry-tiled floors to the porches, a quarry tile and sandstone floor to the chancel, with additional encaustic tile flooring in the sanctuary. The nave flooring incorporates heating grilles, and oak doors are present throughout.

The three-bay nave contains modern pews and chairs and has an unusual open roof with horizontal bracing dividing the main bays into boat shapes, from which hang large Art Nouveau-style brass chandeliers. The nave has a blind arcade to each north and south side with each bay containing a massive four-light stained-glass clerestory window by Heaton, Butler and Bayne; the centre lights of which depict golden angels with coloured wings. To each blind nave arch there are three corresponding open side-aisle arches below. The sandstone pillars of the nave arches also form part of the side aisle arcades, with the remaining pillars of the side aisles being of terracotta with simple capitals and octagonal bases. Carved terracotta panels exist to the spandrels. The side aisles have exposed rafters and each aisle contains a series of small trefoil-arched stained-glass windows depicting alternate New Testament and Old Testament imagery.

The west end of the nave has a large arched opening to the centre, which leads into the baptistery, and is flanked by two slightly smaller arched openings accessing the north-west and south-west porches, which contain memorial windows; both arched openings contain a traceried oak and leaded-glazed screen and double doors. The baptistery has a scissor-braced roof and the walls are lined to dado height with pink-

Background Information and Data

Historic environment

BID HE-001-OMA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

veined cream coloured marble installed in 1900. Above, to the north and south walls, are elaborate First World War memorial marble and glass mosaic panels by Walter J. Pearce of Manchester, which are arranged in a triptych formation. Each memorial has a large central panel bearing inscriptions, regimental badges, and the names of those killed, flanked by pictorial panels bordered by the names of places of battles and depictions of symbolic plants, including lilies and poppies. The two pictorial panels on the mosaic to the south wall depict a wounded First World War soldier touching the foot of a crucified Christ, and Christ blessing a Crusader knight, whilst the two panels on the north wall depict a seascape with St Peter walking on water next to a First World War British naval officer with a boat/skiff in the background, and the angel speaking to Mary Magdalene, Mary mother of James, and Salome at Christ's tomb after his resurrection, with the sun rising in the background. The uppermost section of the baptistery's north and south walls is formed of a deep terracotta frieze composed of roundels containing quatrefoils. A carved octagonal font of the same marble as the walls sits to the centre of the baptistery on an octagonal plinth with an inscription bearing the names of those lost during the Second World War. The baptistery window, which is located to the west wall and depicts Jesus Christ reinstating Peter, is dedicated in memory of Susan Joynson. The main five-light west window above the baptistery entrance was installed in 1898 and depicts St Peter's three acts of faith: the two lights to the left depict the discovery of Christ's empty tomb; the two lights to the right depict the draught of fishes; and the raised centre light depicts St Peter walking on water.

At the east end of the nave, in front of the chancel arch, is a raised carpeted platform upon which sits a modern altar table. To the left is an ornate arcaded and columnar marble pulpit and to the right is a brass angel lectern. The chancel has tall arches to each north and south side (that to the south side is blind), in front of which are clergy and choir stalls of oak with carved end panels with Art Nouveau decoration. The arch on the north side of the chancel contains an organ rebuilt by Charles and Smethurst of Manchester in 1964. A door to the right, which forms part of the organ screen, leads through into the clergy vestry, which is also accessed via the north side aisle. The upper section of the blind south arch is lit by a window installed in 1970 by the Ladies Guild that originally formed part of the Dome Chapel, Bowdon, and has a decorative terracotta panel frieze below. The lower section of the arch incorporates a blind trefoil-arched arcade containing a carved oak screen incorporating panels depicting symbols of St Peter and a relief inscription in calligraphic lettering in memory of Isabella Brunskill, the wife of the church's first vicar. The screen also incorporates a door to the left, which leads through into the choir vestry, which is also accessed via the south-east porch.

The sanctuary is accessed via two steps and is fronted by carved oak sanctuary rails with cusped openings and pierced trefoil decoration. The sanctuary walls are lined with the same marble as the baptistery up to window-sill height with an integral reredos. The lower part of the reredos has a chequerboard pattern with four canopied niches above. The two outer niches are supported by columnar shafts with stiff-leaf capitals and contain statues; that to the left depicts St Peter, whilst that to the right depicts St John. The upper section of the reredos also incorporates mosaic panels depicting plants mentioned in the Gospels, whilst a larger gabled central panel with a cross finial contains a gold mosaic cross. On a raised platform in front of the reredos is an oak altar with a carved front incorporating painted panels depicting crops, including corn and grape vines. The north wall of the sanctuary has a trefoil-arched piscina, and to the south wall are trefoil-arched sedilia. The north and south walls each have a trefoil-arched window containing late 20th century stained glass entitled 'All Things Bright and Beautiful', which depict daytime and night time countryside scenes in memory of three children from local families. The east window depicts the Ascension of Christ, which was the moment when St Peter commenced his work as one of the leaders of the early Christian church (the Twelve Apostles). The north clergy vestry has exposed rafters, whilst the south choir vestry has a scissor-braced roof. The south-east porch contains a small trefoil-arched stained-glass window depicting Adam and Eve in the Garden of Eden. The steeple is accessed externally and contains a sandstone spiral stair that leads to a room containing a clock by Gillert and Johnston of Croydon, which was given by Sarah Ann Whitehead in 1912. A ladder provides access up to the belfry, which does not contain any bells" [1].

Within Character Zone A: St Peter's and Ashley Road South of the South Hale Conservation Area. "These buildings reflect a substantial number of other elements in the conservation area in age, style, materials and form. These buildings as part of a group, illustrate the development of the settlement in which they stand" [2].

Setting description:

The setting of the church is distinctively urban, on the junction of Ashley and Harrop Road. It is slightly set back from the road within its own lawned gardens defined by low hedged boundary walls. There is no churchyard associated with the church. The lawns of the church are surrounded by detached residential houses.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Asset value assessment:

It has architectural interest as an impressive and distinguished Gothic design incorporating imposing features including a striking landmark steeple. The degree of survival is little altered and retains its historic character and architectural integrity. The interior has an Art Nouveau choir and clergy stalls enhancing the architectural interest. The craftsmanship of the interior including a highly distinctive stained-glass clerestory windows by the renowned firm of Heaton, Butler and Bayne has artistic interest. The distinctively urban setting contributes to the historic interest as a church specifically built for the growing population of Hale.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1431675>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0164

Asset name: Ollerbarrow House

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 377179 386676

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1099122
HER: 7345.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0217	Hale Station Conservation Area

Description and sources

Full asset description:

"Farmhouse, now offices. c. 1750. English garden wall bond brick with slate roof. Double-depth central-staircase plan with two storeys (plus attic) and a lean-to against the left gable. Three bays with central flat arched door opening. Total of four three-light and one two-light casement windows with glazing bars, stone sills and flat brick arches. Gablet over central bay. Gable ridge stacks and two circular leaded lights to both gables at attic level. Five two-light casement windows to rear, the central one being at landing level. Gablet as front. The interior retains the original layout, the door opening directly into the house-part which has chamfered beams. The staircase is largely a replacement" [1].

The only listed building within Character Zone A: Central Retail Area of the Hale Station Conservation Area [2]. See Hale Conservation Area (MA06_0217) for more detail.

Setting description:

The building has lost much of its physical connection to its former farmland due to the construction of modern housing and commercial shops which surrounds the asset on all sides.

Asset value assessment:

The asset has historic and architectural interest as a former farmhouse within the Hale Station Conservation Area (MA06_0217). The buildings brick construction with slate roof are typical of agricultural building styles within Greater Manchester prior to suburbanisation. Despite the historic interest, much of the setting of the building has been lost through the construction of modern housing and commercial shops. Therefore, its setting makes a neutral contribution to the heritage value of the asset.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1099122>.
- 2 Trafford Council (2017), South Hale Conservation Area, Supplementary Planning Document SPD5.21, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/caa-South-Hale-March-2017.pdf>.

Unique Gazetteer ID (UID): MA06_0165

Asset name: Hale Station, East Platform waiting rooms and canopy

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 376988 386913

Asset class/type and dates

Monument class/type: Transport
Waiting room
Period(s): Post-medieval

References

References: NHLE: 1099945
HER: 7344.1.1
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0166	Footbridge, Hale Station
MA06_0167	Hale Station, West Platform Building, Canopy and Signal Box
MA06_0168	Station Master's House
MA06_0217	Hale Station Conservation Area

Description and sources

Full asset description:

"Waiting rooms and platform canopy. 1880s for Cheshire Lines Committee Polychrome brick with stone dressings and slate roof: cast iron canopy with glazed roof. Three-bay single-storey waiting room, seven-bay hipped roof canopy. Stone plinth and eaves band and decorative brick eaves and window impost band. Doors in Bays 1 and 4 and sash windows in the others all with brick arched heads. Cast iron canopy columns with crocketed capitals, spandrel brackets with arabesque decoration, hipped glazed roof and pierced wooden valance" [1].

One of four listed buildings within Character Zone B: Station Buildings of the Hale Station Conservation Area [2]. See Hale Conservation Area (MA06_0217) for more detail.

Setting description:

The waiting room and platform canopy is located adjacent to the passenger railway line and retains its transport use. Its setting is entirely comprised of the other Grade II listed station buildings which make up the Hale Station Conservation Area (MA06_0217).

Asset value assessment:

The asset has group value with the associated station buildings which make up the central area of the Hale

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Station Conservation Area (MA06_0217). It has architectural interest for its Italianate style using lacework timber valances and slender cast-iron columns. It remains in transport use associated with the passenger railway line. This setting, within the conservation area and surrounded by other station buildings, makes a positive contribution to the heritage value of the asset.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1099945>.
- 2 Trafford Council (2016), Hale Station Conservation Area - Supplementary Planning Document SPD5.11, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Hale-Stationpdf>.

Unique Gazetteer ID (UID): MA06_0166

Asset name: Footbridge, Hale Station

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 376981 386938

Asset class/type and dates

Monument class/type: Transport
Footbridge
Period(s): Post-medieval

References

References: NHLE: 1067918
HER: 7344.1.2
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0165	Hale Station, East Platform waiting rooms and canopy
MA06_0167	Hale Station, West Platform Building, Canopy and Signal Box
MA06_0168	Station Master's House
MA06_0217	Hale Station Conservation Area

Description and sources

Full asset description:

"Footbridge over railway line. 1880s for Cheshire Lines Committee Wrought and cast iron. Single-span bridge with flights of steps at right-angles to it. The bridge and steps rest on sets of four cast iron columns with crocket capitals. The bridge itself has structural wrought iron lattice work parapet walls, the walkway being timber. It was originally enclosed by a roof" [1].

One of four listed buildings within Character Zone B: Station Buildings of the Hale Station Conservation Area [2]. See Hale Conservation Area (MA06_0217) for more detail.

Setting description:

The footbridge is located over the passenger railway line and retains its transport use. Its setting is comprised of the other Grade II listed station buildings and the railway line which make up the Hale Station Conservation Area (MA06_0217).

Asset value assessment:

The asset has group value with the associated station buildings which make up the central area of the Hale Station Conservation Area (MA06_0217). It remains in transport use associated with the passenger railway line which makes a positive contribution to the heritage value of the asset.

Heritage value: Moderate

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067918>.
- 2 Trafford Council (2016), Hale Station Conservation Area - Supplementary Planning Document SPD5.11, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Hale-Stationpdf>.

Unique Gazetteer ID (UID): MA06_0167

Asset name: Hale Station, West Platform Building, Canopy and Signal Box

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-01-308b
National Grid Reference: 376974 386907

Asset class/type and dates

Monument class/type: Transport
Railway station
Period(s): Post-medieval

References

References: NHLE: 1356499
HER: 7344.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0165	Hale Station, East Platform waiting rooms and canopy
MA06_0166	Footbridge, Hale Station
MA06_0168	Station Master's House
MA06_0217	Hale Station Conservation Area

Description and sources

Full asset description:

"Station. 1862 and 1880s for Cheshire Lines Committee Polychrome brick with stone dressings and slate roof. Five bays, single-storey the gable taking the angle of Ashley Road and accommodating the signal box. The platform canopy extends three bays further to the north. Stone plinth band, advanced central doorway with shouldered lintel opening and jamb colonnettes. Four windows each with brick arched heads, stone sills and sash windows. Fine ironwork canopy has columns with crocketed capitals, brackets with arabesque spandrel decoration, hipped glazed roof and pierced timber valance" [1].

One of four listed buildings within Character Zone B: Station Buildings of the Hale Station Conservation Area. The railway line was constructed in the 1840s and the station first opened here to serve Bowdon in the 1860s. The original station structures were replaced in the 1880s with the existing buildings. The station buildings consist of an east and west platform, waiting room, signal box and footbridge. All are listed at Grade II and remain in transport use associated with the passenger railway line. The station is listed in three parts; the west platform and signal box, the east platform and waiting room and the footbridge to the north. The station is built in an Italianate style with the local detailing of white header-bond brick, orange dressings and blue banding. The frilled iron-and-glass canopies with timber valance are decorative and a prominent feature of the Conservation Area [2].

Setting description:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

The platform canopy and signal box is located adjacent to the passenger railway line and retains its transport use. Its setting is the other Grade II listed station buildings.

Asset value assessment:

The asset has group value with the associated station buildings which make up the central area of the Hale Station Conservation Area (MA06_0217). It has architectural interest for its Italianate style using lacework timber valances and slender cast-iron columns. It remains in transport use associated with the passenger railway line. This setting, within the conservation area and surrounded by other station buildings, makes a positive contribution to the heritage value of the asset.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1356499>.
- 2 Trafford Council (2016), Hale Station Conservation Area - Supplementary Planning Document SPD5.11, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Hale-Stationpdf>.

Unique Gazetteer ID (UID): MA06_0168

Asset name: Station Master's House

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b-L1
National Grid Reference: 376967 386914

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farmhouse
Period(s): Post-medieval

References

References: NHLE: 1067919
HER: 7346.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0165	Hale Station, East Platform waiting rooms and canopy
MA06_0166	Footbridge, Hale Station
MA06_0167	Hale Station, West Platform Building, Canopy and Signal Box
MA06_0217	Hale Station Conservation Area

Description and sources

Full asset description:

"Farmhouse, then station master's house, now veterinary surgery. Mid 19th century. Flemish bond brick with slate roof. Double-depth central-entrance plan with two storeys with service wing to rear. Door with pitched canopy. Sash windows with stone sills and flat brick arches on the ground floor. Gable ridge stacks. The right-hand end wall forms part of the station range. Interior includes minor joinery including a wedge door. Known as Peel Causeway Farmhouse before the opening of the railway in 1862. Included for group value" [1].

One of four listed buildings within Character Zone B: Station Buildings of the Hale Station Conservation Area. The Station Master's House is to the west and was originally a farmhouse built in the early-19th century. It was incorporated into the station complex in the 1880s and is listed Grade II. The house is now in use as a Veterinary Surgery. The Station Master's House, originally known as Peel Causeway Farmhouse, was originally a farmhouse, built before the railway line was constructed. It is currently in use as a veterinary surgery. Following construction of the platform and station buildings, the farmhouse was retained and incorporated into the development. It is a traditional three bay cottage with central entrance, two storeys, service wing to rear, built in Flemish bond brick with slate roof. The building retains its sash windows with stone sills and flat brick arches. The list description states that it has been included for group value [2].

Setting description:

The station master's house is located adjacent to the station entrance. Its setting is entirely comprised of the

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

other Grade II listed station buildings.

Asset value assessment:

The asset has group value with the associated station buildings which make up the central area of the Hale Station Conservation Area (MA06_0217). It has architectural interest for its traditional cottage style with a three-bay front elevation and end chimney stacks. Despite being converted into a veterinary surgery the asset retains its suburban character adjacent to the passenger railway line. This setting, within the conservation area and surrounded by other station buildings, makes a positive contribution to the heritage value of the asset.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067919>.
- 2 Trafford Council (2016), Hale Station Conservation Area - Supplementary Planning Document SPD5.11, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Hale-Stationpdf>.

Unique Gazetteer ID (UID): MA06_0169

Asset name: Oakfield Cottage The Cottage

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-02-308b

National Grid Reference: 376514 386932

Asset class/type and dates

Monument class/type: Domestic
Semi detached house

Period(s): Post-medieval

References

References: NHLE: 1356509
HER: 7360.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0005	Bowdon Conservation Area
MA06_0170	2, Heald Road, 16, Langham Road
MA06_0171	High Lawn
MA06_0172	Cransley Summerfield

Description and sources

Full asset description:

"Two houses. c. 1830. Rendered brickwork and slate roof. Each semi-detached house has a central-staircase plan and two storeys. Each house is of three bays with projecting plinth and eaves, central entrance with leaded glass doors, overlights and timber trellis porches and two triangular headed windows on the ground floor with Gothic glazing bars, hoodmould, finial and stone sill. No. 75 has two first floor windows and No. 77 has three, each of two lights with flat heads, splayed jambs, stone sills and original glazing bars. Gable stacks" [1].

One of four listed buildings within Character Zone C: The Early Victorian Expansion Area of the Bowdon Conservation Area [2].

Setting description:

The assets setting is extensive gardens on the northern side of Stamford Road surrounded by other detached residential houses. The setting of the asset including the other detached houses reflect the suburbs of Bowdon. It is within the Bowdon Conservation Area (MA06_0005).

Asset value assessment:

The asset has historic and architectural interest as part of a group of buildings illustrating the early Victorian expansion of the Bowdon Conservation Area (MA06_0005). The setting of the asset including the other detached houses reflect the suburbs of Bowdon and contribute positively to its heritage value.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1356509>.
- 2 Trafford Council (2016), Bowdon Conservation Area, Supplementary Planning Document SPD5.9, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Bowdon-July-2016.pdf>.

Unique Gazetteer ID (UID): MA06_0170

Asset name: 2, Heald Road, 16, Langham Road

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 376413 386649

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Post-medieval

References

References: NHLE: 1323017
HER: 7356.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0005	Bowdon Conservation Area
MA06_0169	Oakfield Cottage The Cottage
MA06_0171	High Lawn
MA06_0172	Cransley Summerfield

Description and sources

Full asset description:

"Includes No. 2 Heald Road. Two houses. c. 1860. Rendered brick, painted stone dressings and decorative slate roof. Five bays in total, two storeys plus attic, small additions to rear and a conservatory at the left in front of an additional two bays. Fanciful Gothic style. Three steep gables dominate with elaborate bargeboards and finials. End bays have canted bay windows on ground floor with cusp-headed mullion windows, stepped four-light mullion windows on the first floor with arched heads and hoodmoulds and two-light arch-headed windows to the attic with hoodmould. The central bay is similar but has an elaborate oriel window. Bays 2 and 4 have projecting porches with enriched octagonal piers to either side supporting castellated pedestals with crocketed pinnacles and an enriched parapet. The porchways have arched openings, decorative niches and doors with arched lights. The conservatory and side elevations are all treated similarly and the rear also has three gables" [1].

One of four listed buildings within Character Zone C: The Early Victorian Expansion Area of the Bowdon Conservation Area. The scale and massing within this character zone is larger than that of Character Zone B. The plot sizes are larger and the height of the structures is greater, because of the two or three storeys and also the average height of the individual storeys. It is a large character zone, which also encompasses a variety in terms of size and style, both in the original structures and as a result of subsequent re-development [2].

Setting description:

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

The assets setting is extensive grounds and gardens on the junction of Langham and Heald Road surrounded by detached residential properties.

Asset value assessment:

The asset has historic and architectural interest as part of a group of buildings illustrating the early Victorian expansion of the Bowdon Conservation Area (MA06_0005). The building's architectural interest is derived from its construction in the fanciful Gothic style. Its setting, in extensive grounds within the surrounding conservation area, positively contributes to the asset's heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1323017>.
- 2 Trafford Council (2016), Bowdon Conservation Area, Supplementary Planning Document SPD5.9, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Bowdon-July-2016.pdf>.

Unique Gazetteer ID (UID): MA06_0171

Asset name: High Lawn

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 376317 386630

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Post-medieval

References

References: NHLE: 1067926
HER: 7367.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0005	Bowdon Conservation Area
MA06_0169	Oakfield Cottage The Cottage
MA06_0170	2, Heald Road, 16, Langham Road
MA06_0172	Cransley Summerfield

Description and sources

Full asset description:

"House, now flats. c. 1865. Rendered brickwork with ashlar dressings and slate roof. Square in plan with central staircase, two storeys and a large addition in a similar style to the left. Three by three bays with stone plinth, banded rustication to ground floor, first-floor sill band, blocking course, eaves cornice and parapet. Symmetrical about a two-storey projecting porch with large window opening flanked by pilasters over an Ionic tetrastyle recessed porch, the cornice continuing into the first floor sill band. Total of three windows with architraves, sill panels and sash windows. The symmetry is broken by two later windows to the left first floor and a later bay window which is nevertheless in keeping. The three-bay garden elevation is dominated by a two-storey bow window with a sash window to each side on each storey. A large belvedere of a slightly later date dominates the roof and has oval corner lights, rows of lights separated by pilasters, and an elaborate cast-iron ridge. The chimneys are also prominent features. The four-bay wing to the left is detailed in a similar manner. INTERIOR: fine twisted baluster stair with carved newel column, oval belvedere light above and wall paintings [1]."

One of four listed buildings within Character Zone C: The Early Victorian Expansion Area of the Bowdon Conservation Area [2].

Setting description:

The assets setting is extensive grounds and gardens on the corner of East Downs Road surrounded by detached residential properties.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Asset value assessment:

The value of the asset largely lies in its historic interest as the first mansion on Rosehill built for William Nield, owner of a calico printing firm and Manchester's second mayor. Despite being converted into flats, the architectural and historic interest of the asset survives. The asset also has architectural interest as part of a group of buildings illustrating the early Victorian expansion within the Bowdon Conservation Area (MA06_0005). The building's setting in extensive grounds within the surrounding conservation area positively contributes to the asset's heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067926>.
- 2 Trafford Council (2016), Bowdon Conservation Area, Supplementary Planning Document SPD5.9, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Bowdon-July-2016.pdf>.

Unique Gazetteer ID (UID): MA06_0172

Asset name: Cransley Summerfield

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 376171 386610

Asset class/type and dates

Monument class/type: Domestic
Detached house
Period(s): Post-medieval

References

References: NHLE: 1356505
HER: 7366.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0005	Bowdon Conservation Area
MA06_0169	Oakfield Cottage The Cottage
MA06_0170	2, Heald Road, 16, Langham Road
MA06_0171	High Lawn

Description and sources

Full asset description:

"House, now two houses. c.1860. Flemish bond brick and slate roof. Double-depth central-staircase plan, the right hand rooms projecting like a wing and a porch in the angle created thereby. All of two storeys except for a flat roofed single-storey bay to the left . Italianate style. Stone plinth, first floor sill band, and projecting eaves with Ionic modillions. The first two bays have sash windows on each floor as do the 3rd and 4th on the first floor and 5th on the ground. Each has an architrave surround, sill panel and marginal glazing bars. The single-storey porch in Bays three and four has square columns and a coped parapet with balusters. Bay five projects and has an open-pedimented gable and a blind semi-circular headed window on the first floor. The single-storey bay has a doorway with stone pilasters, entablature and side lights. The garden elevation has a single-storey canted bay window" [1].

One of four listed buildings within Character Zone C: The Early Victorian Expansion Area of the Bowdon Conservation Area [2].

Setting description:

The assets setting is extensive grounds leading off from East Downs Road which also include a coach house.

Asset value assessment:

The asset has historic and architectural interest as part of a group of buildings illustrating the early Victorian

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

expansion of the Bowdon Conservation Area (MA06_0005). The buildings construction is in the Italianate style with a coach house to the rear. Its setting in extensive grounds within the surrounding conservation area positively contributes to the asset's heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1356505>.
- 2 Trafford Council (2016), Bowdon Conservation Area, Supplementary Planning Document SPD5.9, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Bowdon-July-2016.pdf>.

Unique Gazetteer ID (UID): MA06_0173

Asset name: Scriven House, The Ridge, Adjoining Shop, The Hollies and Farwood

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 376003 386800

Asset class/type and dates

Monument class/type: Domestic
Semi detached house
Period(s): Post-medieval

References

References: NHLE: 1356508
HER: 7376.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0005	Bowdon Conservation Area
MA06_0064	Church of St Mary the Virgin, Altrincham
MA06_0174	The Griffin
MA06_0175	Piers, Railings and Walls bounding St Mary's Graveyard on west, east and north sides
MA06_0176	Water fountain at junction with Stamford Road
MA06_0177	War memorial to north-east of St Mary's Church
MA06_0178	Sundial post in graveyard of Church of Saint Mary

Description and sources

Full asset description:

"Houses, now three houses offices and shop. Early 19th century. Red brick with slate and 20th century concrete tile roofs. Scriven House has two storeys, two bays, a central side entrance and a hipped roof. The Ridge, has three storeys, projects considerably, is one-bay wide and has its gable onto the road. The other houses/shop appear to be of one date and step back in an awkward configuration with hipped and gabled roofs. Scriven House has a stone plinth and plain eaves cornice; Two slightly advanced bays with six-pane sash windows on each floor with stone sills and flat brick arches. The side entrance has a recessed four-panel door and fanlight. The rest of the group has various sash windows with cambered brick arches, stone sills and generally with glazing bars" [1].

One of seven listed buildings within Character Zone A: The Civic and Commercial Centre of the Bowdon Conservation Area [2].

Setting description:

The asset is set on Richmond Road towards its junction with Stamford Road. Part of the asset fronts the

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

roadside whilst the other is set back behind a low stone boundary wall with a hedge on top. The assets setting also includes lawns to one side and commercial properties to the other.

Asset value assessment:

The asset has historic and architectural interest as part of a group of buildings illustrating the development of the civic and commercial area of the Bowdon Conservation Area (MA06_0005). Its setting within the surrounding conservation area positively contributes to the assets heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1356508>.
- 2 Trafford Council (2016), Bowdon Conservation Area, Supplementary Planning Document SPD5.9, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Bowdon-July-2016.pdf>.

Unique Gazetteer ID (UID): MA06_0174

Asset name: The Griffin

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport

Additional community area(s): n/a

Map book reference: HE-02-308b

National Grid Reference: 375917 386869

Asset class/type and dates

Monument class/type: Commercial
Public house

Period(s): Post-medieval

References

References: NHLE: 1338520
HER: 7359.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0005	Bowdon Conservation Area
MA06_0064	Church of St Mary the Virgin, Altrincham
MA06_0173	Scriven House, The Ridge, Adjoining Shop, The Hollies and Farwood
MA06_0175	Piers, Railings and Walls bounding St Mary's Graveyard on west, east and north sides
MA06_0176	Water fountain at junction with Stamford Road
MA06_0177	War memorial to north-east of St Mary's Church
MA06_0178	Sundial post in graveyard of Church of Saint Mary

Description and sources

Full asset description:

"Public house. Late 18th and 19th century. Rendered brick with slate roof. Two bays, double depth. Central entrance with three bays added to the right in 19th century as well as a further lean-to. Stone quoins and small eaves cornice. The six-panel door has a later canopy, the windows are sashes, those to the three-bay addition having original glazing bars on the upper floor and 20th century replacements on the ground. Two ridge chimney stacks" [1].

One of seven listed buildings within Character Zone A: The Civic and Commercial Centre of the Bowdon Conservation Area. There have been public houses on the sites of the Griffin and the Stamford Arms since the 18th century, with parts of the Griffin dating back to this time. The Griffin's former stables, Birch Cottage dates 1838-1876. The earlier Georgian-style buildings are generally in red brick with slate roofs, although The Griffin is rendered [2].

Setting description:

The asset has an urban setting with a strong kerbside presence along Stamford Road. There is an extensive pub car park to the rear of the inn. There are views of St Mary's Church and other commercial buildings adding to the urban character of the area.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Asset value assessment:

The asset has historic and architectural interest as part of a group of buildings illustrating the development of the civic and commercial area of the Bowdon Conservation Area (MA06_0005). It has historic interest as a surviving example of the way villages were transformed during the 18th and 19th centuries through construction of commercial buildings. The urban setting positively contributes to understanding this character area and its heritage value.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1338520>.
- 2 Trafford Council (2016), Bowdon Conservation Area, Supplementary Planning Document SPD5.9, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Bowdon-July-2016.pdf>.

Unique Gazetteer ID (UID): MA06_0175

Asset name: Piers, Railings and Walls bounding St Mary's Graveyard on west, east and north sides

Designation and grade: Listed building Grade II

Asset location

Community area: MA06 Hulseheath to Manchester Airport
Additional community area(s): n/a
Map book reference: HE-02-308b
National Grid Reference: 375912 386820

Asset class/type and dates

Monument class/type: Unassigned
Gate pier
Period(s): Post-medieval

References

References: NHLE: 1067935
HER: 1219.3.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0005	Bowdon Conservation Area
MA06_0064	Church of St Mary the Virgin, Altrincham
MA06_0173	Scriven House, The Ridge, Adjoining Shop, The Hollies and Farwood
MA06_0174	The Griffin
MA06_0176	Water fountain at junction with Stamford Road
MA06_0177	War memorial to north-east of St Mary's Church
MA06_0178	Sundial post in graveyard of Church of Saint Mary

Description and sources

Full asset description:

"Piers, railings and walls. c. 1860 Probably by W. H. Brakspear. Red sandstone and cast iron. Total of 11 piers (some formerly being gate piers). Each pier is approximately 1.5 m. tall, octagonal in plan with weathered base and capping and has carved Tudor flower panels towards the top. The railings now only remain between piers No. 1 and 2, 2 and 3 and 6 and 7; they have crested rails and fleur-de-lis finials. The wall runs between the piers providing a base for the railings and is weathered. The graveyard wall beyond the last of the piers is not included in this entry" [1].

One of seven listed buildings within Character Zone A: The Civic and Commercial Centre of the Bowdon Conservation Area [2].

Setting description:

The piers, railings and wall define the west, east and northern church boundaries. The setting of the railings is the churchyard of St Mary's.

Background Information and Data

Historic environment

BID HE-001-0MA06

MA06: Hulseheath to Manchester Airport

Historic environment baseline report – Part 1 of 2

Asset value assessment:

The value of the asset lies in its historic relationship and group value with the church of St Mary the Virgin (MA06_0167) defining the western, eastern and northern boundaries. The setting of the railings is St Mary's churchyard of which it defines the boundary. This setting makes a positive contribution to the heritage value of the asset in understanding where the limit of the churchyard has always been.

Heritage value: Moderate

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1067935>.
- 2 Trafford Council (2016), Bowdon Conservation Area, Supplementary Planning Document SPD5.9, Conservation Area Appraisal. Available online at: <https://www.trafford.gov.uk/planning/planning-for-householders/docs/Edit-01-08-2016/caa-Bowdon-July-2016.pdf>.

High Speed Two (HS2) Limited

Two Snowhill

Snow Hill Queensway

Birmingham B4 6GA

Freephone: 08081 434 434

Minicom: 08081 456 472

Email: HS2enquiries@hs2.org.uk

