

High Speed Rail (Crewe – Manchester)

Background information and data accompanying SES2 and AP2 ES

Historic environment

BID HE-001-00000 SES2 and AP2 ES

Historic environment baseline data

MA02: Wimboldsley to Lostock Gralam

MA03: Pickmere to Agden and Hulseheath

MA06: Hulseheath to Manchester Airport

MA07: Davenport Green to Ardwick

MA08: Manchester Piccadilly Station

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Department for Transport

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1 Introduction

1.1 Structure of this report

- 1.1.1 This document sets out baseline data that accompanies the High Speed Two (HS2) High Speed Rail (Crewe – Manchester) Supplementary Environmental Statement 2 (SES2) and Additional Provision 2 Environmental Statement (AP2 ES)¹.
- 1.1.2 This document sets out baseline data not reported in the Background Information and Data (BID) reports² (the main BID reports) that accompanied the High Speed Two (HS2) High Speed Rail (Crewe – Manchester) Environmental Statement published in 2022³ (the main ES), or the Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES)⁴ both published in 2022. No BID reports were produced for SES1 and AP1 ES.
- 1.1.3 This report covers the following community areas:
- Wimboldsley to Lostock Gralam (MA02);
 - Pickmere to Agden and Hulseheath (MA03);
 - Hulseheath to Manchester Airport (MA06);
 - Davenport Green to Ardwick (MA07); and
 - Manchester Piccadilly Station (MA08).
- 1.1.4 No additional reporting for Hough to Walley's Green (MA01) community area is included as no additional heritage assets have been identified. Reporting on further surveys undertaken within Hough to Walley's Green (MA01) and Pickmere to Agden and Hulseheath (MA03) community areas are included in BID HE-004-00000 SES2 and AP2 ES.
- 1.1.5 The historic environment assessment is detailed in the SES2 and AP2 ES:

¹ High Speed Two Ltd (2023), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-2-and-additional-provision-2-environmental-statement>.

² High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Historic environment baseline data*, BID HE-001-0MA01 to BID HE-001-0MA08. 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*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

⁴ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>.

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- Volume 2, Community Area reports; and
 - Volume 5, Appendix: HE-002-00000.
- 1.1.6 The historic environment SES2 and AP2 ES Volume 5 appendix comprises a summary gazetteer, impact assessment table and historic landscape character areas (HLCA) (see SES2 and AP2 ES Volume 5, Appendix: HE-002-00000).
- 1.1.7 The detailed gazetteer in Appendix A sets out unique gazetteer identifier (UID) codes for the heritage assets considered in the impact assessment (e.g. MA02_0001); these UID are used for reference across all the historic environment reports and maps.
- 1.1.8 All additional identified heritage assets discussed in this document are shown in the SES2 and AP2 ES Volume 5, Historic environment Map Book (no Map Books were produced for SES1 and AP1 ES):
- Map Series HE-01 – Heritage Assets within Study Area; and
 - Map Series HE-02 – Designated Heritage Assets.
- 1.1.9 Where previously described heritage assets are discussed in this report this is cross referenced with the summary gazetteer of heritage assets (Volume 5, Appendices: HE-002 in the main ES) and in the main ES Volume 5, Historic environment Map Book:
- Map Series HE-01 – Heritage Assets within Study Area; and
 - Map Series HE-02 – Designated Heritage Assets.
- 1.1.10 In order to differentiate between the original scheme and the subsequent changes, the following terms are used:
- ‘the original scheme’ – the Bill scheme submitted to Parliament in 2022, which was assessed in the main ES;
 - ‘the SES1 scheme’ – the original scheme with any changes described in SES1 that are within the existing powers of the Bill;
 - ‘the AP1 revised scheme’ – the original scheme as amended by SES1 changes and AP1 amendments;
 - ‘the SES2 scheme’ – the original scheme with any changes described in SES1 (submitted in July 2022) and the SES2; and
 - ‘the AP2 revised scheme’ – the original scheme as amended by SES1 and SES2 changes (as relevant) and AP2 amendments.

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1.2 Study area

- 1.2.1 The study areas used are as set out in the Scope and Methodology Report (SMR)⁵ which is set out in the main ES.
- 1.2.2 The study areas used for the identification of additional baseline conditions relevant to the SES2 data and AP2 ES is as follows:
- the land required for the AP2 revised scheme and a 500m study area either side of this land in rural areas (MA02, MA03, MA06 and MA07);
 - the land required for the AP2 revised scheme and a 250m study area either side of this land in urban areas (MA08); and
 - for AP2 Amendments associated with local road network diversions, the land required for the AP2 revised scheme and a 500m study area either side of this land.

1.3 Data sources

- 1.3.1 Sources examined for this baseline assessment in addition to those reported in the main ES are:
- 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 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;
 - data from a programme of non-intrusive survey (see BID HE-004-00000 which accompanies the SES2 and AP2 ES); and
 - data obtained through field visits from Public Rights of Way (PRoW), or from private land where access has been previously arranged and approved.

1.4 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.

⁵ 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-phase2b-crewe-manchester-environmental-statement>.

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Geophysical survey

- 1.4.2 The aims of the archaeological geophysical survey, as set out in the Generic Written Scheme of Investigation (GWSI) (Volume 5, Appendix: HE-006-00000 of the main ES)⁶ 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 the BID report that accompanies SES2 and AP2 ES (see BID HE-004-00000 which accompanies the SES2 and AP2 ES).

⁶ 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>.

Part 1: Supplementary Environmental Statement 2

2 Archaeological, historic and built heritage background

2.1 Introduction

- 2.1.1 The geology, topography, geoarchaeological and palaeoenvironmental background, historic landscape character, and archaeological, historic and built heritage background are as set out in the main BID reports, BID HE-001². The archaeological, historic and built heritage background is, however, expanded below to place the additional heritage assets referenced in this report into their historic context.
- 2.1.2 There is no further information relevant to SES2 for the following community areas to that provided in the Volume 5, Appendices: HE-002 of the main ES, and BID HE-001 (the main BID reports) that accompanied the main ES:
- Hough to Walley's Green (MA01);
 - Wimboldsley to Lostock Gralam (MA02); and
 - Hulseheath to Manchester Airport (MA06).
- 2.1.3 Further additional baseline information relevant to AP2 ES is provided below in Part 2, Section 3.
- 2.1.4 Additional archaeological field survey results for Hough to Walley's Green (MA01) and Pickmere to Agden and Hulseheath (MA03) community areas are presented in BID HE-004-00000 which accompanies the SES2 and AP2 ES. These surveys identified one additional asset relevant to the SES2 or AP2 ES assessment.

2.2 Pickmere to Agden and Hulseheath (MA03)

- 2.2.1 As a result of additional information from that detailed in the main BID report (BID HE-001-00MA03)⁷, and resulting from subsequent geophysical surveys, one additional asset has been added in the Pickmere to Agden and Hulseheath (MA03) community area.

⁷ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Historic environment baseline data*, BID HE-001-00MA03. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

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2.2.2 The Cottage off Hulseheath Lane (site of) (MA03_0186) is a non-designated heritage asset of low value. It consists of the archaeological remains of a cottage which was visible on the Mere tithe map⁸. Geophysical survey has identified evidence of demolition debris from the cottage, field boundaries of the garden or an animal pen, and rubbish pits around the cottage. Further information is provided in BID HE-004-00000 SES2 and AP2 ES.

2.3 Davenport Green to Ardwick (MA07)

2.3.1 As a result of additional information from that detailed in the main BID report (BID HE-001-0MA07)⁹, and resulting from subsequent walkover surveys, one additional asset has been added in the Davenport Green to Ardwick area.

2.3.2 The Railway Viaduct (MA07_0411) is a non-designated asset of low value constructed in the mid-19th century and runs south from Manchester Piccadilly and Travis Street and continues south-east to Ardwick. The heritage value of the asset is derived from its history as an example of a 19th century viaduct associated with Manchester's railway network. The viaduct's setting is industrial estates around Ardwick and a large cohesive group of 19th century infrastructure, with which it has group value. This includes the grade II listed train shed and undercroft at Manchester Piccadilly Station (MA08_0476), the former goods offices to Piccadilly Station (MA08_0119), the London Warehouse (MA08_0212) and the Manchester South Junction and Altrincham Railway viaduct (MA08_0155). The continued existence and function of the viaduct highlight the importance of the railway systems to Manchester, despite the modernisation of the city. The viaduct continues to the north-west as Railway viaduct (MA08_0998, see below, Section 3.6).

2.4 Manchester Piccadilly Station (MA08)

2.4.1 As a result of additional information from that detailed in the main BID report (BID HE-001-0MA08)¹⁰, and resulting from subsequent walkover surveys, five assets have been updated and one additional asset has been added in the Manchester Piccadilly Station area.

2.4.2 The growth of the cotton industry in the 19th century led to the construction of a large number of warehouses (see the main BID report, BID HE-001-0MA08¹⁰). A good example of these is Kingsley House (MA08_0442), an example of a late 19th century garment warehouse

⁸ Unknown (1848), Tithe Map of the Township of Mere in the Parish of Rostherne in the County of Chester, held at: Cheshire Archives and Local Studies, Ref: EDT 269/2.

⁹ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Historic environment baseline data*, BID HE-001-0MA07. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

¹⁰ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Historic environment baseline data*, BID HE-001-0MA08. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

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and workshop that has classical architectural decoration and features. The setting of the warehouse is formed by Stevenson Square Conservation Area, an area predominantly characterised by warehouses of a similar age and style.

- 2.4.3 The train shed and undercroft at Manchester Piccadilly Station (MA08_0476) is a grade II listed building of moderate value (see the detailed description in the main BID report, BID HE-001-0MA08¹⁰). The heritage value of the asset is derived from its historic and architectural interest. Further archaeological interest, to that previously detailed in the main ES, is provided by the remains of the brick undercroft and retaining wall to Store Street. The retaining wall extends along Store Street under bridge at Station Approach. It contains evidence of further blocked arches, including three at the north-western end. The north-western end of the Store Street elevation has been partially rebuilt at parapet level in blue-engineering brick. The wall continues running north-west to south-east, which would have been aligned with the former Sheffield Street. This has three red brick arches, which have been infilled and clad to the north in later blue-engineering brick. No archaeological remains of 19th century sidings and track, described in the list entry, is visible in the western undercroft of the goods depot.
- 2.4.4 The Goods Shed (site of) (MA08_0686) is a non-designated asset of low value (see the main BID report, BID HE-001-0MA08¹⁰). It was the site of a goods shed was constructed in about 1867, for the London and North Western Railway. It was still in existence and visible on the 1954 map but has since been partially demolished. It is known to partially survive as brick remains which have been incorporated into the foundations of Gateway House (MA08_0999). The heritage value of the asset is derived from its archaeological interest demonstrating the importance of warehouses, transport infrastructure in the industrial development of post-medieval Manchester. The Goods Shed also has group value with the Grade II listed Train Shed and Undercroft at Manchester Piccadilly Station (MA08_0476).
- 2.4.5 Gateway House (MA08_0999) is a non-designated asset of low value. It was built in 1969 as a modernist office block and is informally also known as the 'lazy S'. The building was refurbished in 2017 into a mixed-use hotel and office and still dominates the pedestrian approach to Piccadilly Station. Gateway House has architectural and historic interest due to its modernist style and association with architect Richard Seifert, who was best known for designing the NatWest Tower in London. The notable design is different from the other concrete Brutalist works of its architect. Gateway House's setting is the modern urban streetscape of Manchester and its association with the front entrance to Manchester Piccadilly Station. This contributes to its heritage value as it illustrates the gateway function of the building, linking the station to the city, as part of the post war redevelopment of the urban landscape of Manchester.
- 2.4.6 The decline of the cotton industry after the First World War (see the main BID report, BID HE-001-0MA08¹⁰) meant fewer new buildings were constructed in central Manchester. An exception to the general trend of economic decline was the Unicorn Hotel (MA08_01000) which was built in 1924. The Unicorn is a rare example nationally of an inter-war public

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house which is well-preserved both externally and internally. The setting of the public house is within the Smithfield Conservation Area an area of broadly contemporary historic commercial buildings.

Part 2: Additional Provision 2 Environmental Statement

3 Archaeological, historic and built heritage background

3.1 Introduction

- 3.1.1 The geology, topography, geoarchaeological and palaeoenvironmental background, and historic landscape character in the main BID reports². The archaeological, historic and built heritage background is also as set out in the relevant BID HE-001 accompanied the main ES. That background is however expanded below to place the additional heritage assets referenced in this report into their historic context.
- 3.1.2 There is no further information for the Hough to Walley's Green (MA01) community area to that provided in the main ES Volume 5, Appendix: HE-002-0MA01¹¹ and main BID HE-001-0MA01¹².
- 3.1.3 Supplementary Environmental information for Davenport Green to Ardwick (MA07) and Manchester Piccadilly Station (MA08) community areas relevant to SES2 is provided above in Section 2.

3.2 Wimboldsley to Lostock Gralam (MA02)

- 3.2.1 During the English Civil War (1642–1651), Middlewich and Cheshire as a whole, were mainly occupied by the Royalist army. Due to the location of Cheshire between the Pennines and Welsh hills, both Royalist and Parliamentary forces knew that control over the Cheshire plain was important. Two battles took place between the two sides in Middlewich (MA02_0339). These took place around the Church of St Michael and All Angels (MA02_0068, see the main BID report, BID HE-001-0MA02¹³). The first battle took place on 13 March 1643, when a

¹¹ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement*, Volume 5: Appendix HE-002-0MA01. Available online at: <https://www.gov.uk/government/publications/background-information-and-data-for-high-speed-rail-crewe-manchester-environmental-statement>.

¹² High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data*, BID HE-001-0MA01. Available online at: <https://www.gov.uk/government/publications/background-information-and-data-for-high-speed-rail-crewe-manchester-environmental-statement>.

¹³ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data*, BID HE-001-0MA02. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

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Royalist force led by Sir Thomas Aston were defeated by the Parliamentarians. A second battle took place on 26 December 1643, when Sir William Brereton's Parliamentarian force were defeated by the Royalists, who were reinforced by troops from Ireland. Following the battles, Middlewich was heavily damaged and took many years to recover.

- 3.2.2 In the 18th and 19th centuries, much of the study area was in use as agricultural land holdings. Consequently, many of the post-medieval buildings within the study area are related to agricultural use. King Street Farm (MA02_0336) represents a typical post-medieval farmhouse within Cheshire. Like many other farmhouses in the area, King Street Farm survives in a rural context as a working farm where the relationship between the farm buildings and the land can be readily understood.
- 3.2.3 The 19th century saw the establishment of non-conformist places of worship within Middlewich, one of which was the Wesleyan Chapel (MA02_0338) located 0.75km south of the Church of St Michael and All Angels (MA02_0068). The presence of the Wesleyan Chapel reflects the spread of non-conformist Methodist preaching in industrial towns in the 19th century. These were based in smaller chapels which were less grand in scale than the older medieval churches, such as St Michael and All Angels.
- 3.2.4 The post-medieval period saw the growth of families of gentry with large estates within the study area. These replaced or subsumed the manors of the medieval period (see Section 3.3 below for a discussion of manors). The seat of the lords of the manor moved from moated manor houses to large country houses surrounded by gardens and parkland. Many of these estates had associated ice houses, such as the icehouse south-west of Wincham Hall (MA02_0340). These were often built by natural sources of ice near the hall, such as rivers and freshwater lakes.

3.3 Pickmere to Agden and Hulseheath (MA03)

- 3.3.1 Moated sites appeared from the 12th to the 14th century and often contained the hall which was the seat of the lord. The hall was usually the organisational and economic focus of the manor, a common administrative unit in England in the medieval period. Hough Hall moated site, ancillary enclosure and fishpond (MA03_0049, see the main BID report, BID HE-001-0MA03)⁷ is an example of a moated site. Further survey work has not revealed any evidence of additional related structures to the south-west of the moat (see SES2 and AP2 BID HE-004-00000). The moated site Bradley Hall moated site (MA03_0180) was formerly occupied by the manor house of Bradley Hall. This was constructed in the early 14th century, rebuilt in 1460 and again in the 17th century.
- 3.3.2 Much of the study area in the 18th and 19th centuries was agricultural land. Many of the post-medieval buildings are related to agricultural use. Many farmhouses in the area, such as Howshoots Farm (MA03_0174) survive in their rural context as a working farms. Flittogate Farm (MA03_0081, discussed in the main BID report, BID HE-001-0MA03) is a further

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example which has revealed archaeological evidence that may point towards an earlier farmstead (see BID HE-004-00000 which accompanies the SES2 and AP2 ES). Yew Tree House (MA03_0175) differs from this as the associated farm buildings have been converted to residential properties. It represents a typical post-medieval farmhouse within Cheshire.

- 3.3.3 Post-medieval enclosure of former common land within the study area is evidenced by field boundaries. Early post-medieval field boundaries can be identified as surviving banks and ditches, such as those located in Tabley Superior Parish (MA03_0176/MA03_0182). These field boundaries often correlate with those marked on tithe maps. The tithe map of Cheshire also shows field name evidence in the Tabley area. In particular the field name 'Galley's Croft' (MA03_0177) appears on the 1847 tithe map of Tabley Superior, in the same field in which the field boundaries (MA03_0176) appear. The field name suggests that the field may also have been the site of a gallows during the medieval to post-medieval period.
- 3.3.4 The roads of Cheshire had Roman or medieval origins and were in very poor condition in the early post-medieval period. From the mid-18th century, many of the major roads in the region were taken over by turnpike trusts who improved the roads and introduced tolls (a charge) for using them. Roads that were turnpiked include the A50 Warrington Road and the A556 Chester Road. Tabley Hill Lane was one of the smaller roads which was not taken over by turnpike trusts. Aerial photos show potential evidence for an earlier section of Tabley Hill Lane (MA03_0184), which may have gone out of use due to disrepair.
- 3.3.5 However, there was a change from timber-frame construction in the post-medieval period to buildings which were increasingly constructed of brick. This was due to the reduction in woodland for timber, improvement in brick production and the ready availability of suitable local clay. This is clear from a number of brick kiln sites within the study area, including a site in Tabley (MA03_0183) which demonstrates evidence for the local industry.
- 3.3.6 Brick production was of the most prominent post-medieval industries within the study area. However, there is evidence for other industry within the study area. The site of Gadbrook Colour Works (MA03_0185) is located on Weaste Lane, Thelwall. Although there are no surviving remains of the works in this area, the name, and location next to Massey Brook, suggests the site was formerly a dye or dye producing works.

3.4 Hulseheath to Manchester Airport (MA06)

- 3.4.1 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 such as the early Mesolithic camp identified in Tatton

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Park (MA06_0002, see the main BID report, BID HE-001-0MA06¹⁴). Other sites are close to wetlands or open water bodies that subsequently in-filled with sediment that supported wetland plants and animal resources. This opens the possibility for similar activity close to wetlands and mosslands, such as Lindow Moss (MA06_0362) that appear to have been exploited throughout the prehistoric period.

- 3.4.2 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. Archaeological finds suggest indigenous settlement around the area of Hale Barn dating to the Roman period (Great and Little Wall Fields possible Romano-British Settlement, MA06_0365). There were important Roman settlements at Middlewich (Salinae), Northwich (Condate) and Warrington (Wilderspool), with an emphasis on salt production in the former two settlements. Archaeological evidence of salt production can be seen in the study area around Davenport Green (Salt Riddings, site of, MA06_0353). However, the remains may be from the later medieval or post-medieval period.
- 3.4.3 By the early post-medieval period common and marginal land was increasingly enclosed for agriculture as suggested by the field boundaries within the study area. New farms and hamlets with their own field systems were established. These can be identified as surviving banks and ditches, such as those located in Davenport Green (Ditch west of Roaring Gate Lane MA06_0349). In areas of marginal land, peasant settlements would develop as crofts and tofts, like those in the study area (MA06_0364). Crofts are groups of regular long thin plots of land on which the toft, a dwelling, would be added.
- 3.4.4 During the post-medieval period, brick became increasingly used for construction. Farmsteads began to feature substantial red brick farmhouses with slate roofs accompanied by ranges of farm buildings. Lower Thornsgreen Farm (MA06_0347) is a typical example of a post-medieval brick-built farmstead. Elsewhere, rural farm cottages were also built of hand-made brick. A good example is the Dower House (MA06_0346), built in the 18th century and later used as an estate office. Its name suggests it may have historically been used by a widow of the associated Ponwell estate.
- 3.4.5 Towards the end of the 18th century new purpose built, brick buildings were erected to house mill workers. Keepers Cottage (MA06_0345) is an example of one of these purpose-built dwellings. During the 18th century onwards, brick became the prevailing building material for all buildings in Cheshire due to increased availability and improvements in brick production technology. Slate replaced thatch as the most widespread roofing material, due to the expansion of Welsh production. Keeper's Cottage is a good example of a post-medieval dwelling in this area. Its setting includes its private garden, narrow tree-lined

¹⁴ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data*, BID HE-001-0MA06. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

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Sunbank Lane and a relationship with agricultural fields to the south-west. The M56 is located to the north and modern development surrounding Manchester Airport is located to the east. However, Keeper's Cottage and other similar dwellings have lost much of their original rural context due to the expansion of Manchester Airport and residential developments in the 20th century.

- 3.4.6 The Former Friends Meeting House (MA06_0344) would have been utilised by the Society of Friends or Quakers as the location for non-conformist worship from the 19th century. The buildings were places of quiet religious contemplation, but this example is now an office. Its historic and architectural interest contribute to its heritage value. The setting of the asset is largely formed by the private garden to the east and west of the asset. The building is set back from the A538 Altrincham Road to the west, behind a large brick wall that limits the view out from the asset.
- 3.4.7 Hale Barns originated as a rural settlement in the medieval period and became a focus of suburban development. Although Hale Barns has been largely redeveloped, there is still archaeological evidence for the settlement's origins. This supports its origin as a small agricultural hamlet up until the post-medieval period. Archaeological remains of farm buildings (Tan Yard or Tanyard Farm, site of, MA06_0352), a former smithy at Hale Barns Green (MA06_0363), and a ditch north of 287 Hale Road (MA06_0348) have been found. 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 (Hale Barns Village Core MA06_0357). This was due to the construction of a railway with a station at nearby Hale (MA06_0167, discussed in the main ES and main BID report) in the mid-19th century.
- 3.4.8 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 station (MA06_0167) and station master's house (MA06_0168, discussed in the main ES and main BID report). The construction of the railways opened-up the outskirts of Manchester as commuter suburbs. Oakfield (site of; MA06_0360) is an example of an early 'commuter house' which was constructed pre-1870 when the railway was opened, then was demolished later in the 1980s. 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.

3.5 Davenport Green to Ardwick (MA07)

- 3.5.1 Prior to the expansion of Manchester, the Davenport Green to Ardwick area was predominantly rural. The landscape in the medieval period consisted of fields, pasture and meadows, as well as large tracts of woodland containing isolated halls and farmsteads. Field boundaries, such as the possible field boundary north of Whitecarr Lane (MA07_0415) provide evidence of the enclosure of land. A pond north of Whitecarr Lane (MA07_0414) was

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found full of 19th and 20th century rubbish and demolition material. Its small size suggested it was originally a marl pit, used to improve the fertility of the fields, which later became a pond for watering cattle.

- 3.5.2 As discussed above in Section 3.3 from the mid-18th century, many of the major roads in the region were taken over by turnpike trusts who improved the roads and introduced tolls (a charge) for using them. Although it only survives as archaeological remains, the site of Gatekeeper's Lodge and Weighing Machine (MA07_0413) originally owned by the Ardwick Trust Turnpike, provides evidence of the process of improving roads known as turnpiking and how the tolls placed on roads funded improvements.
- 3.5.3 The expansion of industry in Manchester fuelled population growth in the suburbs. In the first half of the 19th century, the population of Manchester grew from 88,000 to over 400,000. This resulted in the widespread expansion of terraces of workers housing, transforming the suburbs and defining the character of areas such as Ancoats, Hulme, Moss Side, Rusholme, Miles Platting, Ardwick and Longsight. In the now demolished areas around Ardwick Depot, archaeological remains may survive for several streets including buildings on Bennett Street (MA07_0412). Most of these buildings were constructed in brick which was manufactured in the surrounding area. The archaeological evidence for this includes possible remains of a Brick Field off Gorton Road (MA07_0254, see the main BID report, BID HE-001-0MA07)⁹.

3.6 Manchester Piccadilly Station (MA08)

- 3.6.1 The mid-19th century saw a huge period of growth in the development of Manchester's railways and rail stations. Manchester Piccadilly Station (MA08_0476, discussed in Section 2.4 above), formerly known as Manchester London Road Station, was officially opened in 1842. The Railway Viaduct, (MA08_0998/ MA07_0411, as discussed above in Section 2.3 above) that enters the train shed from the south-east, was constructed in the mid-19th century.
- 3.6.2 During the 1960s there was refurbishment of Piccadilly Station, which included the construction of Gateway House (MA08_0999, described in detail above in Section 2.4).

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4 List of acronyms

4.1.1 The following acronyms have been used in this document.

Table 1: List of acronyms

Acronym	Meaning
BID	Background Information and Data
ES	Environmental Statement
HER	Historic Environment Record
HLCA	Historic landscape character areas
IAT	Impact assessment table
NHLE	National Heritage List for England
NRHE	National Record of the Historic Environment
PRoW	Public Right of Way

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Appendix A: Historic environment detailed gazetteer

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Historic environment baseline data

Unique Gazetteer ID (UID): MA02_0336

Asset name: King Street Farm

Designation and grade: Non-designated

Asset location

Community area: MA02 Wimboldsley to Lostock Gralam

Additional community area(s): n/a

Map book reference: HE-01-306-R1

National Grid Reference: 369783 368845

Asset class/type and dates

Monument class/type: Domestic
Farmhouse

Period(s): Post-medieval

References

References: NHLE n/a
HER: 6100
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A possible late 18th to early 19th century Farmhouse. [1] The floor bands and height indicate that there may be a post-medieval house hidden beneath all the modernisation and decoration. [2]

Setting description:

The setting of the asset is formed by the farmyard complex to the east of the farmhouse and the associated fields which surround the working farm. The asset retains its historic context as a farmhouse and its relationship with the agricultural fields associated with the farm. The farmhouse still has views of the agricultural fields to the west, over the A530 King Street and a short hedge to the west. The presence of traffic on the A530 King Street does not contribute to the heritage value of the asset. The surrounding farmyard complex and agricultural fields make a positive contribution to the heritage value of the asset.

Asset value assessment:

The asset's value is derived from the archaeological, historic and architectural interest of the late 18th to early 19th century origins. The current appearance of the asset does not contribute to its heritage value, due to the extent of the external alterations.

Heritage value: Low

Sources:

1 Cheshire Shared Services (2022), Cheshire Historic Environment Record, Available online at: <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH17136>

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Historic environment baseline data

- 2 Vale Royal Borough Council (2006), Vale Royal Borough Council's List of Locally Important Buildings.

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA02_0338

Asset name: Wesleyan Chapel (site of)

Designation and grade: Non-designated

Asset location

Community area: MA02 Wimboldsley to Lostock Gralam

Additional community area(s): n/a

Map book reference: HE-01-306-R1

National Grid Reference: 370429 366169

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Wesleyan Methodist chapel

Period(s): Post-medieval

References

References: NHLE n/a
HER: 1083/0/21
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A Wesleyan Methodist Chapel shown on the Ordnance Survey 1st, 2nd and 3rd edition Ordnance Survey maps (1872, 1899 and 1910 respectively), located on the east side of Lewin Street. The chapel was demolished and rebuilt in 1900. Copies of documents in possession of Middlewich Heritage Society record the names of 20 individuals who were buried in front of the chapel building - along the east side of Lewin Street. This burial ground was not marked on Ordnance Survey maps. The gravestones from the burials were reported to have been reused in the flooring when the chapel was rebuilt. [1] It is unclear whether the burials have been removed.

Setting description:

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

Asset value assessment:

The asset derives value from its archaeological interest, due to its potential to provide information on post-medieval religious buildings in the area. Heritage value is also derived from the potential presence of a burial ground at the former chapel.

Heritage value: High

Sources:

1 Cheshire Shared Services (2022), Cheshire Historic Environment Record, Available online at: <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH9092>

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Historic environment baseline data

Unique Gazetteer ID (UID): MA02_0339

Asset name: Civil War Battles (site of)

Designation and grade: Non-designated

Asset location

Community area: MA02 Wimboldsley to Lostock Gralam

Additional community area(s): n/a

Map book reference: HE-01-306-R1

National Grid Reference: 370387 366268

Asset class/type and dates

Monument class/type: Commemorative
Battlefield

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

References

References: NHLE n/a
HER: 1083/4
NMR n/a

Associated assets

Asset UID	Asset name
ma02_0068	Church of St Michael and All Angels

Description and sources

Full asset description:

The site of two Civil War battles. Two battles took place in Middlewich during the Civil War. The first was on the 13th March 1643, when the royalists under Sir Thomas Aston were defeated by the parliamentarians under Sir William Brereton. The principal royalists were taken prisoner and the number of people killed was small. The towns people were robbed of their moveable goods and the church was robbed of its plate by the victors. The second battle was on the 26th December 1643, when Sir William Brereton & Col. Ashton were in turn defeated by the royalists, reinforced by troops from Ireland, with the loss of 200 men. [1] The site where the battles took place has developed over time and is now Middlewich town centre. The area is formed by a busy junction with roads and the Church of St Michael.

Setting description:

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

Asset value assessment:

The asset predominantly derives heritage value from its historic interest as the site of a civil war battlefield. As the site is now in an urban location, its archaeological interest is limited by later development, which is likely to have removed evidence of the battle.

Heritage value: Low

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Sources:

- 1 Cheshire Shared Services (2022), Cheshire Historic Environment Record, Available online at:
<http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH9092>

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Historic environment baseline data

Unique Gazetteer ID (UID): MA02_0340

Asset name: Ice House South West of Wincham Hall

Designation and grade: Non-designated

Asset location

Community area: MA02 Wimboldsley to Lostock Gralam

Additional community area(s): n/a

Map book reference: HE-01-308-L1

National Grid Reference: 368489 375131

Asset class/type and dates

Monument class/type: Domestic
Icehouse

Period(s): Post-medieval

References

References: NHLE n/a
HER: 2415/2
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

An icehouse at Wincham Hall. It was first identified on the 2nd edition Ordnance Survey maps and was recorded in 2017. [2] The structure is made of brick and is an egg-shaped chamber. It is 8ft in diameter, with a side entrance and no tunnel. It is overgrown, but dry internally. The ice house is within 10 yards of a watercourse. [1]

Setting description:

The setting of the icehouse is within the parkland of Wincham Hall. The icehouse is located in a wooded area of the grounds, which is formed by tall trees. The area has become overgrown but its setting still makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The asset derives value from its architectural and historical interest, as a survival of a 19th century ice house, illustrating the development of food preservation.

Heritage value: Low

Sources:

- 1 Cheshire Shared Services (2022), Cheshire Historic Environment Record, Available online at: <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH24454>
- 2 Ordnance Survey. 1896-1898. Ordnance Survey 2nd edition 25 inch to 1 mile - Cheshire. SJ6875

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Unique Gazetteer ID (UID): MA03_0174

Asset name: Howshoots Farm

Designation and grade: Non-designated

Asset location

Community area: MA03 Pickmere to Agden and Hulseheath

Additional community area(s): n/a

Map book reference: HE-01-312a-L2

National Grid Reference: 365971 385012

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farm

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:

The simple two-story red brick farmhouse is 18th or 19th century in date. Around it are a series of red brick farm buildings. An L-shape barn appears to be contemporary with the farmhouse and is visible on the Lymm tithe map of 1842. Subsequently further red brick farm buildings have been added to the south and west to form a courtyard. The complex is visible on the 1882 Ordnance Survey map and referred to as Housed.

Setting description:

The setting of the asset is formed by the farmyard complex that surrounds the farmhouse. The setting to the south, east and west does not contribute to the value of the asset, due to the M6 and Cliff Lane, which have severed the asset from its associated agricultural land. The agricultural fields to the north of the asset makes a positive contribution to the value, as the relationship between the asset and agricultural fields is maintained, where views look directly out onto the fields.

Asset value assessment:

The asset is of historic and architectural interest as a 19th century farm complex.

Heritage value: Low

Sources: n/a

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Historic environment baseline data

Unique Gazetteer ID (UID): MA03_0175

Asset name: Yew Tree House, Chester Road, Tabley

Designation and grade: Non-designated

Asset location

Community area: MA03 Pickmere to Agden and Hulseheath

Additional community area(s): n/a

Map book reference: HE-01-310-R1

National Grid Reference: 372157 378559

Asset class/type and dates

Monument class/type: Domestic House

Period(s): Post-medieval

References

References: NHLE n/a
HER: 5344
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"A locally listed, brick farmhouse, which is L-shaped in plan. The core of the building is 18th century with 19th century additions." [1] The house historically fell within the Tabley estate. It may have been built on the site of Tabley Chapell (MA03_0145).

Setting description:

The setting of the asset is formed by the A556 dual carriageway to the east, private gardens to the south and west, and related outbuildings to the north. The private gardens and related outbuildings within the setting make a positive contribution to the historic interest of the asset. The A556 Dual Carriageway in the setting of the asset does not contribute to its heritage value.

Asset value assessment:

The value of the asset is derived from its historic and architectural interest. The setting of the asset, including related outbuildings, makes a positive contribution to the historic interest of the asset. The presence of the A556 Dual Carriageway in the setting of the asset does not contribute to its heritage value.

Heritage value: Low

Sources:

1 <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH16307>

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Unique Gazetteer ID (UID): MA03_0176

Asset name: Field boundary in Tabley Superior Parish

Designation and grade: Non-designated

Asset location

Community area: MA03 Pickmere to Agden and Hulseheath

Additional community area(s): n/a

Map book reference: HE-01-310-R1

National Grid Reference: 372900 379199

Asset class/type and dates

Monument class/type: Monument
Field boundary

Period(s): Post-medieval

References

References: NHLE n/a
HER: 4048
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A number of earlier field boundaries were identified as surviving banks and ditches during field inspection. [1]

Setting description:

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

Asset value assessment:

The value of the asset is derived from its archaeological interest due to the potential to reveal evidence of land management practices during the medieval period.

Heritage value: Low

Sources:

1 <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH9686>

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BID HE-001-00000 SES2 and AP2 ES

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Unique Gazetteer ID (UID): MA03_0177

Asset name: Galley's Croft

Designation and grade: Non-designated

Asset location

Community area: MA03 Pickmere to Agden and Hulseheath

Additional community area(s): n/a

Map book reference: HE-01-310-R1

National Grid Reference: 372900 379299

Asset class/type and dates

Monument class/type: Civil
Gallows

Period(s): Post-medieval

References

References: NHLE n/a
HER: 4049
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Galley's Croft field name appears on 1847 Tithe Map. Suggests this field may have been the site of a gallows." [1]

Setting description:

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

Asset value assessment:

The value of the asset is derived from its historic and archaeological interest due to the potential to reveal evidence or the remains of post-medieval gallows, indicated by the field name.

Heritage value: Low

Sources:

1 <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH9687>

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Unique Gazetteer ID (UID): MA03_0180

Asset name: Bradley Hall Moated Site

Designation and grade: Scheduled monument

Asset location

Community area: MA03 Pickmere to Agden and Hulseheath

Additional community area(s): n/a

Map book reference: HE-01-312a-L2

National Grid Reference: 365706 384526

Asset class/type and dates

Monument class/type: Domestic
Moat

Period(s): Medieval

References

References: NHLE: 1011924
HER n/a
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

“The monument comprises a moated site, the island of which is partially occupied by a modernised farmhouse and garden but which was formerly occupied by the manor house of Bradley Hall. The island measures c.70m x 55m and is grass covered where not overlain by the house and garden. It is surrounded by a waterlogged moat 10m wide x 2.5m deep that has been landscaped on the E side to form an ornamental pond. Access to the island is via a causeway on the E side close to the NE corner that replaced an earlier drawbridge. A secondary access point on the E side has been incorporated into the garden landscaping where the moat has been dammed to form the ornamental pond. Two sets of steps, one in the S arm and one in the W arm, lead down from the island into the moat. The original Bradley Hall occupied the site in the early 14th century. It was rebuilt in 1460 and again in the 17th century, and has been considerably altered since. Bradley Hall and its associated outbuildings, the access drive, all fences and hedged field boundaries, and a telegraph pole are excluded from the scheduling. The ground beneath these features, however, is included.” [1]

Setting description:

The setting of the asset comprises Bradley Hall Farm, working farmyard and surrounding agricultural land. The modern farmhouse is situated on the island within the moat itself. To the north east the scheduled area is bordered by the working farmyard of modern barns and hardstanding. To the south and west are flat agricultural fields, mostly laid to pasture. These are crossed with field drains and streams, with several ponds for further drainage. Views outwards from the scheduled area are restricted by mature vegetation growing on the edge of the moat.

Background Information and Data accompanying Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Asset value assessment:

The value of the asset is derived from its historic and archaeological interest as a surviving medieval moat. It is part of a group of monuments important for understanding the distribution of wealth and status in the countryside. Moats are often associated with water management and thus has archaeological interest for the potential for the preservation of both wet and dry archaeological deposits. Further interest is derived from the design of the eastern part of the moat as an ornamental pond. The elements of the setting which include the modern farmhouse and working farmyard do not contribute to the heritage value of the asset. However, the agricultural pasture fields contribute positively as they provide the historic rural context within which the moated site was constructed.

Heritage value: High

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1011924>

Background Information and Data accompanying Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA03_0182

Asset name: Field Boundary in Tabley Superior Parish

Designation and grade: Non-designated

Asset location

Community area: MA03 Pickmere to Agden and Hulseheath

Additional community area(s): n/a

Map book reference: HE-01-310-R1

National Grid Reference: 372820 378520

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Field system

Period(s): Post-medieval

References

References: NHLE n/a
HER: 4042
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A bank related to a possible earlier field boundary pre-dating the 19th century tithe and Ordnance Survey maps. [1]

Setting description:

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

Asset value assessment:

The value of the asset is derived from its archaeological interest due to the potential to reveal evidence of land management practices during the Post-medieval period. Setting does not contribute to the heritage value of the asset.

Heritage value: Low

Sources:

1 <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH9679>

Background Information and Data accompanying Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA03_0183

Asset name: Brick Kiln Field

Designation and grade: Non-designated

Asset location

Community area: MA03 Pickmere to Agden and Hulseheath

Additional community area(s): n/a

Map book reference: HE-01-310-R1

National Grid Reference: 373100 379000

Asset class/type and dates

Monument class/type: Industrial
Brickfield

Period(s): Post-medieval

References

References: NHLE n/a
HER: 4046
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

Brick Kiln field name appears on 1847 Tithe map and suggests bricks may have been produced in this field.[1]

Setting description:

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

Asset value assessment:

The value of the asset is derived from its archaeological interest due to the potential to reveal evidence of brick making techniques in Post-medieval period. Setting does not contribute to the heritage value of the asset.

Heritage value: Low

Sources:

1 <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH9684>

Background Information and Data accompanying Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA03_0184

Asset name: Possible Post-medieval Lane

Designation and grade: Non-designated

Asset location

Community area: MA03 Pickmere to Agden and Hulseheath

Additional community area(s): n/a

Map book reference: HE-01-310-R1

National Grid Reference: 372780 378750

Asset class/type and dates

Monument class/type: Transport
Trackway

Period(s): Medieval

References

References: NHLE n/a
HER n/a
NMR: 4047

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

Air photos appear to show a sunken routeway running north-east to south-west from Tableyvale Cottages. It may have been an earlier section of Tabley Hill Lane. No evidence of this feature on the ground other than a dip in the hedge line.[1]

Setting description:

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

Asset value assessment:

The value of the asset is derived from its archaeological interest due to the potential to reveal evidence of a medieval trackway, which may shed light on transport routes within the local area, as well as any trackway construction techniques.

Heritage value: Low

Sources:

<http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH9685>

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA03_0185

Asset name: Gadbrook Colour Works (site of)

Designation and grade: Non-designated

Asset location

Community area: MA03 Pickmere to Agden and Hulseheath

Additional community area(s): n/a

Map book reference: HE-01-312a-L2

National Grid Reference: 366248 386656

Asset class/type and dates

Monument class/type: Industrial
Dye works

Period(s): Post-medieval

References

References: NHLE n/a
HER: 4357
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

The site of Gadbrook Colour Works. The colour works are marked on the First Edition Ordnance Survey 25 inch to 1 mile maps, and the first second and third editions of the 6inch to 1 mile maps. It is presumably either a dye works or a dye producing works. [1][2]

Setting description:

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

Asset value assessment:

The value of the asset is derived from its archaeological interest due to the potential to reveal evidence of dye production techniques during the 19th century.

Heritage value: Low

Sources:

- 1 <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH10575>
- 2 Ordnance Survey, 1872-1882, Ordnance Survey 1st edition 25 inch to 1 mile - Cheshire

Background Information and Data accompanying Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA03_0186

Asset name: Cottage off Hulseheath Lane (site of)

Designation and grade: Non-designated

Asset location

Community area: MA03 Pickmere to Agden and Hulseheath

Additional community area(s): n/a

Map book reference: HE-01-

National Grid Reference: 372053 383149

Asset class/type and dates

Monument class/type: Monument
Estate cottage

Period(s): Post-medieval

References

References: NHLE n/a
HER n/a
NMR n/a
Geophysical ID: MA03_GP013.001-MA03_GP013.003

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

Group of features associated with a possible former cottage on Hulseheath Lane identified during field survey (MA03_GP013) [1]. The cottage was visible of the Mere tithe map. Small discrete positive anomalies (MA03_GP013.001) likely suggest areas of disturbance including rubbish pits and debris expected on the site of a former building [2]. South-west of these there is an 'n' shaped curvilinear anomaly (MA03_GP013.002) which is likely to represent a former garden plot or animal pen associated with the cottage. A small concentration of magnetic anomalies near the southern end of the survey area (MA03_GP013.003) are likely industrial debris material when the cottage was demolished.

Setting description:

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

Asset value assessment:

The value of the asset is derived from its archaeological interest due to the potential to reveal evidence of former buildings associated with agriculture during the post-medieval period.

Heritage value: Low

Sources:

**Background Information and Data accompanying Supplementary Environmental Statement 2 and
Additional Provision 2 Environmental Statement**

Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

- 1 BID-HE-004-0MA03
- 2 Unknown (1848), Tithe Map of the Township of Mere in the Parish of Rostherne in the County of Chester, held at: Cheshire Archives and Local Studies, Ref: EDT 269/2.

Background Information and Data accompanying Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

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): Post-medieval

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 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 post-medieval agricultural improvement practices.

Heritage value: Low

Sources:

1 <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH6713>.

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0344

Asset name: Friends Meeting 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-R2

National Grid Reference: 383183 381894

Asset class/type and dates

Monument class/type: Religious, ritual and funerary
Friends meeting house

Period(s): Post-medieval

References

References: NHLE n/a
HER: 4488/0/0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

Friends Meeting House registered in January 1694 as 'a new erected piece of building in Pownall Fee, Wilmslow parish'. It was converted to three cottages about 1830 when the society built a new meeting-house in Wilmslow. It was converted into a single dwelling 1960. It has brick walls with a slate roof with gabled ends, as well as segmental-arched windows with renewed frames. It is much altered and the gable wall has been replaced. [1]

Setting description:

The setting of the asset is largely formed by the private garden to the east and west of the asset. The building is set back from the A538 Altrincham Road to the west. The building is set within a garden screened from the road to the west by the red brick garden wall, a large hedge and trees. The garden setting positively contributes to the heritage value of the asset but the A538 Altrincham Road does not form part of this setting.

Asset value assessment:

The heritage value of the asset is due to its historic and architectural interest as a location, utilised by the Society of Friends or Quakers, for non-conformist worship from the 19th century. The buildings were places of quiet religious contemplation, but this example is now an office.

Heritage value: Low

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Additional Provision 2 Environmental Statement**

Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Sources:

- 1 Cheshire Shared Services (2022), Cheshire Historic Environment Record, Available online at:
<http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH17136>

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0345

Asset name: Keeper's 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: 380091 384695

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:

A post-medieval house, identified through historic mapping (present on the Ordnance Survey map of 1882). The building is constructed from red brick and is located on Sunbank Lane, north of Manchester airport.

Setting description:

The setting of the asset is formed by its private garden, which is screened on all sides by tall trees and hedges. The setting also comprises the quiet, narrow Sunbank Lane and agricultural fields to the south-west. Modern development has encroached onto the setting of the asset to the north and east. The M56 is located to the north and development surrounding Manchester Airport is located to the east. The garden of the asset, Sunbank Lane and agricultural fields make a positive contribution to its heritage value.

Asset value assessment:

The asset has historic and architectural interest as an example of a post-medieval rural cottage still surviving partially within its former setting on Sunbank Lane, but now in an area which has undergone extensive development around Manchester Airport. During the 18th century onwards, brick became the prevailing building material for all buildings in Cheshire due to increased availability and improvements in brick production technology. Slate replaced thatch as the most widespread roofing material, due to the expansion of Welsh production.

Heritage value: Low

Sources: n/a

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0346

Asset name: The Dower 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-01-321-R2

National Grid Reference: 383602 381881

Asset class/type and dates

Monument class/type: Domestic
Farm labourers cottage

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

References

References: NHLE: 1237678
HER: DCH4939
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A former farm cottage which was later used as an estate office, it is now a house. The building was constructed in the late 18th century. In 1888 it was altered and extended for Henry Boddington as the estate office for Pownall Hall, Carwood Road. It is built in roughcast brick on a stone plinth with a Kerridge stone-slate roof, a stone ridge and three brick chimneys. The cottage is 2 storeys high with a 5 bay frontage. The leftmost bay has 3-light iron casements with small-pane leaded glazing with added label moulds. There are similar moulds over the windows in the 2nd and 4th bays. The 3rd bay has a projecting 2-storey gabled, timber-framed porch on a stone plinth. There is a central 3-headed doorcase, which is flanked by a series of short columns with strapwork carrying mythical beasts. The dates of alterations are recorded on the spandrels, including further alterations in the 20th century. The tiebeam carries typical couplet loved by Henry Boddington; "When Gorse is out at blossom, kissings out of fashion". There is a sitting troubadour on a down pipe. The interior has some 6-panelled doors but no other features of interest. [1]

Setting description:

The Dower House is set back from the surrounding suburban streets within a private garden. It is enclosed by mature vegetation, especially to the south and west. To the east is the former Pownall Hall, now a school, however intervisibility is restricted by more recent buildings between the two. Surrounding this, the asset is located within the suburban area of Pownall Park, on the northern edge of Wilmslow.

Asset value assessment:

Value is derived from the historic and architectural interest of the asset, relating to its origins as a farm

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

cottage and to its later update as estate offices. Architectural interest is particularly derived from the decorative features from the 1888 update, including the carvings of mythical creatures and of a couplet on the tie beam. Historic interest is derived from the connection to Henry Boddington and the Pownall Estate. Historic interest is also derived from its use by a widow of the associated Pownall estate, as suggested by the assets name. The surviving fabric of the early building also has archaeological interest. The setting in relation to Pownall Hall makes a slight positive contribution to value as they provide historic context to the asset, the gardens immediately surrounding it retain a rural feel and also makes a positive contribution to value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1237678>

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0347

Asset name: Lower Thornsgreen 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: 379057 384327

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Farm

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:

The farm was first shown on the Ashley tithe map of 1838. The Ashley tithe map shows two buildings, which likely represent the farm house and another farm building. The Ordnance Survey map of 1882 shows an additional two farm buildings. The buildings are now converted into residential properties.

Setting description:

The surrounding agricultural fields above the River Bollin contribute to the heritage value of the surviving farm buildings. The setting of the asset included the farmyard complex and adjacent fields, which make a positive contribution to the heritage value of the asset and explain its historic interest as a farm complex.

Asset value assessment:

The heritage value of the asset is due to its historic and archaeological interest as a farm from the early 19th century.

Heritage value: Low

Sources:

1 Township Ashley tithe map 1838

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0348

Asset name: Ditch North of 287 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-L1

National Grid Reference: 378942 386184

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Interrupted ditch system

Period(s): Post-medieval

References

References: NHLE n/a
HER: 16105.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0167	Hale Station, West Platform Building, Canopy and Signal Box
MA06_0348	Ditch North of 287 Hale Road
MA06_0352	Tan Yard or Tanyard Farm (site of)
MA06_0357	Hale Barns Village Core
MA06_0363	Smithy (Hale Barns Green) (site of)

Description and sources

Full asset description:

A ditch or field boundary, discovered during a watching brief. A line of silt approximately 1m wide was observed running south-west to north-east for about 20m. The feature probably represented a ditch or field boundary that had been re-cut in the late 19th or early 20th century to contain a field drain. [1]

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 for remains to yield information on agricultural land management practices within the suburbs of Greater Manchester during the post-medieval period.

Heritage value: Low

Sources:

1 Greater Manchester Archaeological Advisory Service (2017), Monument Full Report.

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0349

Asset name: Ditch West of Roaring Gate 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: 379927 386819

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Interrupted ditch system

Period(s): Post-medieval

References

References: NHLE n/a
HER: 16110.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

During a watching brief along a pipeline route, a line of silt running east-west across the pipeline easement was investigated. Excavation showed it to be a ditch with a later field drain cut into it. Running for the full width of the easement, it was 2.2m wide and 0.70m deep with steep sides and was V-shaped. The original ditch fill contained slag, whilst late 19th or early 20th century glass and the base of a shotgun cartridge were recovered from the fill of the later field drain. On the interface between the original ditch fill and the cut of the field drain were fragments of what appeared to be a medieval roof tile. With this were fragments of a roof slate. In the same area was a small fragment of what may have been late 17th century brown glazed earthenware. Other finds in the original ditch fill included a small cone-shaped copper alloy object (2cm in diameter) and a rusted handmade nail. Towards the eastern edge of the easement a hearth had been cut into the northern edge of the ditch, probably against a bank originally running along this edge. Burnt material from the hearth contained a rusted iron object, possibly a nail. The bank appeared to have been slighted and levelled some time after the field drain was cut. There were traces of burning at other places along the northern edge of the ditch, possibly the result of the destruction of a hedge. [1]

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 for remains to yield information on agricultural land management practices within the suburbs of Greater Manchester during the post-medieval period.

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Heritage value: Low

Sources:

- 1 Greater Manchester Archaeological Advisory Service (2017), Monument Full Report.

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0352

Asset name: Tan Yard or Tanyard 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-01-321-L1

National Grid Reference: 379023 385954

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Combination farm building

Period(s): Post-medieval

References

References: NHLE n/a
HER: 7787.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA06_0348	Ditch North of 287 Hale Road
MA06_0357	Hale Barns Village Core
MA06_0363	Smithy (Hale Barns Green) (site of)

Description and sources

Full asset description:

Site of several farm buildings first shown on Burdett's map of Cheshire dating to 1777, where the asset is possibly shown as one of a number of buildings at Halebarns. Tithe Map 1842: shows it could be one of 8 rectangular buildings, not labelled. On the Ordnance Survey map of 1848, the farm may be shown but is not named. The 1873 Ordnance Survey, shows it as "Tanyard Farm" with one L-shaped building, seven rectangular and one T-shaped building. By the 1899 Ordnance Survey, the site is named "Manor House" with the T-shaped building now L-shaped. Along with two rectangular buildings it forms a small courtyard. All other buildings have gone. The Ordnance Survey map of 1980, shows the site near church and school grounds. The "Manor House" was built in 1879 by John Leigh, Chief Medical Officer for Manchester. A section of Tanyard Farm was incorporated into the newly built house. Stable/coach house to south. [1]

Setting description:

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

Asset value assessment:

The asset has value due to its archaeological interest as any remains may further our understanding of agricultural industry in the post-medieval, in the Greater Manchester suburbs.

Heritage value: Low

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Sources:

- 1 Text adapted from the GMAAS HER description

Background Information and Data accompanying Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0353

Asset name: Salt Riddings (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-01-321-L1

National Grid Reference: 378909 386500

Asset class/type and dates

Monument class/type: Industrial
Salt pond

Period(s): Post-medieval

References

References: NHLE n/a
HER: 7597.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

The Hale tithe map of 1842, shows the site to consist of a field with three ponds and a marshy area. On the 1876 Ordnance Survey map, the field retains its boundaries except for the south-east corner; all the ponds have disappeared. The name "Salt Riddings" alludes to land from which salt was extracted or which was connected in some other way with this industry. The site is now built over. [1]

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 for remains to yield information on salt extraction practices within the suburbs of Greater Manchester during the post-medieval period. The date of the archaeological remains may be Roman in origin but are as likely to be medieval or post-medieval.

Heritage value: Low

Sources:

1 Text adapted from the GMAAS HER description

Background Information and Data accompanying Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0357

Asset name: Hale Barns Village Core

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-L1

National Grid Reference: 379115 385928

Asset class/type and dates

Monument class/type: Domestic
Deserted settlement

Period(s): Medieval

References

References: NHLE n/a
HER: 7918.1.0
NMR n/a

Associated assets

Asset UID Asset name

MA06_0167 Hale Station, West Platform Building, Canopy and Signal Box

MA06_0348 Ditch North of 287 Hale Road

MA06_0352 Tan Yard or Tanyard Farm (site of)

MA06_0363 Smithy (Hale Barns Green) (site of)

Description and sources

Full asset description:

The settlement appears in Domesday survey. On Burdett's map of 1777, it is named as "Hale Barns Green" showing growth along Hale Road and Wicker Lane. A number of Roman finds suggest early settlement in the area. The medieval core was most likely around the site of the manor house. Hale: "at the nook". [1]

Setting description:

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

Asset value assessment:

The asset has value due to the historical and archaeological interest, as any further archaeological evidence could provide more evidence on the development of the medieval settlement and its potential Roman origins.

Heritage value: Low

Sources:

1 Text adapted from the GMAAS HER description

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0360

Asset name: Oakfield (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-01-321-L1

National Grid Reference: 378689 386261

Asset class/type and dates

Monument class/type: Domestic House

Period(s): Post-medieval

References

References: NHLE n/a
HER: 7278.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

"Oakfield", is described by Dore as an "early commuter" house. A 2-storey building, brick built with slate roof. Stepped entrance with bayed ground floor windows to each side. The basement windows can be seen in a photograph (c.1880), showing four corner stacks and a hipped roof. It is set in its own grounds. The asset was built pre-1870. and demolished c.1980s. The site appears to be vacant on modern Ordnance Survey maps. [1]

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 and historical interest as a early commuter house, which could provide more evidence on the development of the Manchester Suburbs.

Heritage value: Low

Sources:

1 Text adapted from the GMAAS HER description

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BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0362

Asset name: Lindow Moss

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-R2

National Grid Reference: 382477 382063

Asset class/type and dates

Monument class/type: Unassigned Site

Period(s): Mesolithic, Neolithic, Bronze Age, Iron Age, Roman, Early medieval, Medieval, and Post-medieval.

References

References: NHLE n/a
HER: 1472/0/0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

Mosses, such as Lindow Moss, are areas of peat, which have formed in hollows or depressions left in the landscape after the last glaciation 10,000 to 12,000 years ago. The county was formerly dotted with small mosses and meres, each individually named and known to the local inhabitants. However, the picture today is one of fragmentary survival, with place names attesting the loss of these sites. Lindow Moss or Common is located to the south-west of Wilmslow and was once much more extensive, as attested by the numerous Lindow place-names in the surrounding area.

The moss may have originated in as an extensive area of fen and reed-swamp within hollows (possibly kettle holes) in the mixed deposits left by the last glaciation. The moss has a complex vegetation history; in drier phases trees have spread onto the site moss; during wetter phases the moss has been a more open landscape dominated by heather and cotton grass. The upper peats are interrupted in places by deposits indicating localised wetter conditions (pools). These are significant due to their association with the Lindow bog bodies, such as Lindow Man. Preserved within the peat is an extensive palaeoenvironmental record. These mosses have a long history of exploitation. Field walking undertaken during the North West Wetlands Survey has recovered numerous worked flints in their vicinity. Also, the extensive palaeo-environmental record contained within the peat attests to episodes of woodland clearance in the vicinity through the

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Historic environment baseline data

Mesolithic, Neolithic, Bronze Age and later periods.

Excavations of the central sand isle in 1987 discovered significant amounts of macroscopic charcoal which was interpreted as the product of burning vegetation in the Neolithic. It is believed that this encouraged the development of heath like vegetation at a time coincidental with the Elm decline. Charcoal is found elsewhere within the mosses deposits indicating that burning was effecting the local vegetation to greater and lesser degrees throughout most of the mosses history.[1]

Setting description:

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

Asset value assessment:

Lindow Moss derives its heritage value from its archaeological interest and palaeoenvironmental potential to elucidate information about past human lives and the environment from the Mesolithic to the post-medieval period.

Heritage value: Moderate

Sources:

- 1 Cheshire Planning Advisory Service, (2018), Cheshire Historic Environment Record Monument List, <http://rcplive.cheshiresharedservices.gov.uk/SingleResult.aspx?uid=MCH24921>

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BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0363

Asset name: Smithy (Hale Barns Green) (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-01-321-L1

National Grid Reference: 379109 385915

Asset class/type and dates

Monument class/type: Industrial
Blacksmiths workshop

Period(s): Post-medieval

References

References: NHLE n/a
HER: 7788.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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MA06_0167	Hale Station, West Platform Building, Canopy and Signal Box
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MA06_0348	Ditch North of 287 Hale Road
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MA06_0352	Tan Yard or Tanyard Farm (site of)
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MA06_0357	Hale Barns Village Core
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Description and sources

Full asset description:

The site of a smithy, shown on Burdett's map of 1777 as one of ten buildings at Hall Barns Green. Burdett's map of 1777: shows site as one of ten buildings at Hall Barns Green. The Ordnance Survey map from 1848, shows the site but does not name it. The Ordnance Survey map of 1873, names the asset as "Smithy". There is one oblong building with a smaller one immediately behind. The Ordnance Survey map 1899: shows one L-shaped building (4), while the Ordnance Survey mapping from 1980 suggests that one leg of the "L" has possibly survived. [1]

Setting description:

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

Asset value assessment:

The asset has value due to its archaeological interest as any remains may reveal the more of function of the buildings.

Heritage value: Low

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BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Sources:

- 1 Text adapted from the GMAAS HER description

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0364

Asset name: Crofts and Tofts at Norshaw

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: 375992 383147

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Croft

Period(s): Post-medieval

References

References: NHLE n/a
HER: 1292/1/2
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A series of crofts and tofts identified on the 1733 map of Tatton Park by John Hussey. The evidence is based on recorded field names from the area of the former manor of Norshaw. Names include 'Kiln Croft', 'Rushy Croft', 'Calf Croft' etc. [1]

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 for remains to yield information on agricultural land management practices within the suburbs of Greater Manchester during the post-medieval period.

Heritage value: Low

Sources:

1 Text adapted from the GMAAS HER description

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA06_0365

Asset name: Great and Little Wall Fields (possible Romano-British settlement)

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-L1

National Grid Reference: 378699 385999

Asset class/type and dates

Monument class/type: Unassigned
Occupation site

Period(s): Roman

References

References: NHLE n/a
HER: 363.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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n/a	n/a
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Description and sources

Full asset description:

The Hale tithe Map of 1838, shows field names. Hibbert Ware believes he saw a filled in-ditch and a drop of six feet - presumably deliberate terracing of the top part of the field. Two thirds of the field now built on and no discernible earthworks. Finds claimed to be Roman but now lost came from a 1/4 mile away at the Manor House.

These finds came from the site of two farms incorporated into the "Manor House" in the 1880s. During alterations to his house, Dr. Leigh claimed that a number of small red tiles 7.5 inches square, a piece of Samian ware, enclosed with vine leaves, some coins and a small bronze statue were found. These finds were subsequently lost and were never authenticated. Manor House was destroyed in the war. Tarbolton, on visiting the site in 1904, was shown some of the tiles and formed the impression that they were of comparatively modern manufacture. [1]

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 for remains to yield information on a possible Roman settlement.

Heritage value: Low

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Historic environment baseline data

Sources:

- 1 Text adapted from the GMAAS HER description

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA07_0411

Asset name: Railway Viaduct

Designation and grade: Non-designated

Asset location

Community area: MA07 Davenport Green to Ardwick
Additional community area(s): MA08 Manchester Piccadilly Station
Map book reference: HE-01-326
National Grid Reference: 385104 397755

Asset class/type and dates

Monument class/type: Transport
Railway viaduct
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 railway viaduct constructed of red brick and dating to the mid-19th century. The viaduct is still in use as a working viaduct, with use for commercial units underneath the arches. The viaduct runs south from Manchester Piccadilly Station via Travis Street and continues south-east to Ardwick. North of Travis Street, the viaduct forms part of the listed Piccadilly Station (MA08_0476). At Ardwick the viaduct splits, to the east it runs to Ardwick depot and to the west it continues south-east to Longsight sidings. North of Devonshire Street North, the viaduct continues as MA08_0998. South of Devonshire Street North, the viaduct is within MA07 as MA07_0411.

Setting description:

The viaduct's setting is industrial estates around Ardwick. The railway viaduct is on a raised position above the surrounding industrial units. The use of the arches as industrial units also form the setting of the viaduct. This makes a positive contribution to the value of the asset.

Asset value assessment:

The heritage value of the asset comes from its history as an early example of a 19th century viaduct and its importance to Manchester's railways. The asset has group value with other 19th century railway infrastructure including the trainshed and undercroft at Manchester Piccadilly station (MA08_0476), the former goods offices to Piccadilly Station (MA08_0119), and the Manchester South Junction and Altrincham Railway Viaduct (MA08_0155). The viaduct continues to the north-west as Railway Viaduct (MA08_0998). The continued existence and function of the viaduct highlight the importance of the railway systems to Manchester, despite the modernisation of the city.

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MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Heritage value: Low

Sources: n/a

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA07_0412

Asset name: Buildings on Bennett Street (site of)

Designation and grade: Non-designated

Asset location

Community area: MA07 Davenport Green to Ardwick

Additional community area(s): n/a

Map book reference: HE-01-326

National Grid Reference: 386251 396899

Asset class/type and dates

Monument class/type: Domestic
Terraced house

Period(s): Post-medieval

References

References: NHLE n/a
HER: 13853.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

A row of double-depth properties with yards and outshuts to the rear. These properties fronted Bennett Street and are first plotted on the 1888-9 Ordnance Survey map. These properties were extant in 1967 but were demolished in the latter part of the 20th century. [1]

Setting description:

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

Asset value assessment:

The asset's value is derived from its archaeological interest, with the potential to enhance our knowledge of the post-medieval development of Manchester city centre and suburbs.

Heritage value: Low

Sources:

1 Greater Manchester Archaeological Advisory Service (2017), Monument Full Report.

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Historic environment

BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA07_0413

Asset name: Gatekeeper's Lodge and Weighing Machine (site of)

Designation and grade: Non-designated

Asset location

Community area: MA07 Davenport Green to Ardwick

Additional community area(s): n/a

Map book reference: HE-01-326

National Grid Reference: 385790 396910

Asset class/type and dates

Monument class/type: Transport
Toll house

Period(s): Post-medieval

References

References: NHLE n/a
HER: 2099.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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n/a	n/a
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Description and sources

Full asset description:

Site of the Ardwick Trust Turnpike gate, with adjacent lodge and related weighbridge, indicated on the 1849 Ordnance Survey plan. [1]

Setting description:

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

Asset value assessment:

The asset's value is derived from its archaeological interest, with the potential to enhance our knowledge of the post-medieval development of Manchester's transport networks.

Heritage value: Low

Sources:

1 Greater Manchester Archaeological Advisory Service (2017), Monument Full Report.

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Historic environment

BID HE-001-00000 SES2 and AP2 ES
MA02, MA03, MA06, MA07 and MA08
Historic environment baseline data

Unique Gazetteer ID (UID): MA07_0414

Asset name: Pond North of Whitecarr Lane

Designation and grade: Non-designated

Asset location

Community area: MA07 Davenport Green to Ardwick
Additional community area(s): n/a
Map book reference: HE-01-322b
National Grid Reference: 380549 387402

Asset class/type and dates

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

References

References: NHLE n/a
HER: 16118.1.0
NMR n/a

Associated assets

Asset UID	Asset name
n/a	n/a

Description and sources

Full asset description:

During a watching brief along a pipeline route, a small partially silted-up pond full of 19th and 20th century rubbish and demolition material was observed. Its small size suggested it was originally a marl pit that became a pond which was later filled with demolition rubbish.

The pond is shown on the 1872-75 first edition Cheshire Ordnance Survey map, where it extended approximately 30m further to the south-east to form a long, narrow feature. [1]

Setting description:

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

Asset value assessment:

The asset has value due to its archaeological interest as the potential remains of a marl pit, which may enable further understanding of agricultural practices within the local area.

Heritage value: Low

Sources:

1 Greater Manchester Archaeological Advisory Service (2017), Monument Full Report.

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BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA07_0415

Asset name: Possible Field Boundary Feature North of Whitecarr Lane

Designation and grade: Non-designated

Asset location

Community area: MA07 Davenport Green to Ardwick

Additional community area(s): n/a

Map book reference: HE-01-322b

National Grid Reference: 380538 387366

Asset class/type and dates

Monument class/type: Agriculture and subsistence
Interrupted ditch system

Period(s): Post-medieval

References

References: NHLE n/a
HER: 16117.1.0
NMR n/a

Associated assets

Asset UID	Asset name
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n/a	n/a
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Description and sources

Full asset description:

During a watching brief along a pipeline route, a curvilinear feature crossing the easement from west to east was observed. This was visible on either side as a pronounced hollow. Following partial excavation the feature was interpreted as a ditch or drain, recut in the 18th or 19th century to contain a ceramic field drain. A large piece of hand-made brick was possibly associated with Newhall, a 17th century brick building to the east [c.200m]. The feature may have been part of an early field boundary. [1]

Setting description:

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

Asset value assessment:

The asset has value due to its archaeological interest as a former ditch that may delineate agricultural boundaries that pre-existed the industrial development of this area of Manchester in the 19th century.

Heritage value: Low

Sources:

1 Greater Manchester Archaeological Advisory Service (2017), Monument Full Report.

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BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA08_0442

Asset name: Kingsley House

Designation and grade: Listed building Grade II

Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-329

National Grid Reference: 384562 398307

Asset class/type and dates

Monument class/type: Commercial
Warehouse

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

References

References: NHLE: 1271451
HER: 12082.1.0
NMR n/a

Associated assets

Asset UID Asset name

MA08_0704 Stevenson Square Conservation Area

Description and sources

Full asset description:

"A late 19th century garment warehouses and workshops. The building is constructed from red brick in a Flemish bond with sandstone ashlar, plinth, dressings and a slate roof with skylights. The building is on a rectangular plan with a basement, three storeys and two attic storeys. The ground floor is treated in a 18th century style, with a doorway in the second bay. There is an architrave including a swag on the frieze, an open pediment in the cornice and windows with simpler architraves. The upper floors and parapet attic have coupled windows in the centre bays and single windows in the other bays. There are chimneys on the parapet above the first, third, fourth and sixth piers. The return walls have two bays in a matching style. To the left, there are two bays of staggered windows and to the right is a square turret on the roof. The building was occupied in 1905 by a mantle and costume manufacturers, with workrooms on the fourth and fifth floors." [1]

Setting description:

The setting is formed by the Stevenson Square Conservation Area, an area predominantly of warehouses of similar age and style. The streetscape of Stevenson Square Conservation Area makes a positive contribution to the heritage value of the asset.

Asset value assessment:

The value of the asset is architectural, gaining its value from its 18th century style of architecture.

Heritage value: Moderate

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Historic environment baseline data

Sources:

- 1 <https://historicengland.org.uk/listing/the-list/list-entry/1271451>

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BID HE-001-00000 SES2 and AP2 ES

MA02, MA03, MA06, MA07 and MA08

Historic environment baseline data

Unique Gazetteer ID (UID): MA08_0476

Asset name: Train shed and undercroft at Manchester Piccadilly Station

Designation and grade: Listed building Grade II

Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384854 397842

Asset class/type and dates

Monument class/type: Transport
Train shed

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

References

References: NHLE: 1283014
HER: MGM12409
NMR: 11407.1.0

Associated assets

Asset UID	Asset name
MA08_0119	Former Goods Offices to Piccadilly Station
MA08_0155	Manchester South Junction and Altrincham Railway Viaduct
MA08_0212	London Warehouse
MA08_0809	Victory Over Blindness Statue
MA08_0810	Manchester Piccadilly Train Station War Memorial
MA08_0998	Railway Viaduct
MA08_0999	Gateway House

Description and sources

Full asset description:

Train shed set above a rail-served undercroft, 1866, extended 1883 with significant remodelling 1958-1966 and 1998-2002.

LAYOUT: the passenger platforms are set above the general surrounding street level (this upper level is referred to in this description as platform level), within a Victorian train shed which forms a rail terminus approached from the east.

Beneath the station, set at the level of the surrounding streets, is an extensive undercroft, including a cast-iron colonnade which supports a former unenclosed goods yard deck to the north side of the train shed. The undercroft extends between Store Street, Sheffield Street, Travis Street, Fairfield Street, and the separately listed goods office on London Road (listed Grade II).

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Historic environment baseline data

Attached to the west side of the train shed is the 1998-2002 concourse range (incorporating a reclad 1960s tower block), to the east are 21st century gull-wing shelters covering the external part of platforms 1-12, and to the south-east is an early-21st century mezzanine-level satellite lounge on concrete and brick pillars linked by a footbridge to an island platform (platforms 13 and 14) set on a pre-stressed concrete bridge over Fairfield Street; all of these additions* (excluding the train shed) are not of special architectural and historic interest and are not included in the listing. To the north of the train shed, above the undercroft, are detached 20th century and 21st century railway maintenance buildings*, prefabricated office buildings*, as well as car-park infrastructure* and the car-park surface* which are not of special architectural or historic interest and are not included in the listing.

TRAIN SHED

PLAN: the train shed has a roughly rectangular plan which is staggered at the east end, with side walls to the north (built mainly 1866) and south (mainly 1883), and is open to the approaching railway lines to the east.

MATERIALS: the side walls are built of polychrome brickwork including moulded brick and stone ashlar dressings. The roof has a modern covering supported by wrought-iron roof trusses set on cast-iron pillars.

EXTERIOR: the four-span train shed has two long multi-window brick elevations to the north and south. The northern 1866 English-bond red-brick elevation has a brick plinth with ashlar capstones. The windows are divided by flat brick pilasters. Each recessed window bay consists of a painted, round-headed, six-pane cast-iron window topped by a brick-vousoir arch with an over-sized keystone, and a stone sill below. Above each window are stepped brick corbels supporting a parapet decorated by two stone platbands. One of the window bays near the wall's east end has been blocked and refaced in brick with a vent above. A blue-engineering brick pilaster finishes the elevation's east end. The southern 1883 Flemish-bond yellow-brick elevation has a similar arrangement with matching metal windows and stone detailing; however, this elevation also utilises polychromatic, blue- and red-brick decoration to the banding, vousoirs, and corbels.

The roof is clad in toughened glass and each span is topped by long pitched-roof vents. At the east end, three of the spans are open below the trusses.

INTERIOR: the internal elevations of the train shed's brick-walls are both yellow-brick with polychromatic brick decoration and chamfered detailing. The interior faces of the cast-iron window frames each incorporate a slender central ironwork column. The northern wall incorporates a red-marble water fountain inscribed '1865'. The southern wall has internal painted cast-iron-clad buttresses. The southern wall extends west beyond the end of the train shed roof (which was shortened in the mid-20th century) and into the 1998-2002 concourse building (the 19th century wall is included in the listing).

The four-span train shed roof is supported by rows of cast-iron columns. There is a row along each of the side walls and there are further rows of columns located along the centre of the station platforms: two single rows and one double row which marks the original south side of the train shed. The columns (repainted in the early 2000s in the original paint scheme) have foliate-decorated bases, composite capitals and are topped by pairs of large brackets with decorative spandrels. The columns support the roof's longitudinal-lattice girders. Each of the four roof spans has a series of curved wrought-iron trusses with ties and cast-iron struts.

The 1960s footbridge at the south end replaces an earlier one in a similar location. It is clad in large panels, and, to the south-east, it is covered with a curved late-20th century awning; the 19th century cast-iron columns that rise through the middle of the bridge have lost their decorative brackets. The platform lamps were added in the late 20th century. At the southern end of the train shed are 21st century moving walkways which lead up to the satellite lounge. The platform tiles are understood to have been re-laid during the 1998-2002 refurbishment although some fragments of 19th century platforms may survive below within the train shed.

UNDERCROFT

PLAN: below the passenger concourse and train shed is an extensive undercroft originally including railway sidings and facilities for the unloading, movement and storage of goods. The undercroft is roughly split into

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two sections either side of a skewed underground railway tunnel (now part of the Metrolink route) which originally ran north-east to the south-west under the station. The WESTERN UNDERCROFT mainly sits below the concourse building, and the western end of the train shed; it is enclosed by retaining walls to the south-west and west, otherwise it is open. The EASTERN UNDERCROFT consists of interlinking partitioned bays which mostly run north to south, and is enclosed by retaining walls to the north, west, and south.

EXTERIOR: the retaining walls to the WESTERN UNDERCROFT run along London Road (south-west) and Store Street (west). The London Road wall includes a brick pier with ashlar detailing and a section of 19th century brick retaining wall. The wall consists of a large rounded arch with a rusticated-ashlar entablature, boarded fanlight and a late-20th century shop front (disused); above is a section of decorative cast-iron railing. Further east are two, late-20th century masonry flat arches which were inserted as part of the Metrolink station are not included in the listing*. The Store Street retaining wall extends under a bridge; it contains evidence of further blocked arches, including one at the southern end which is thought to be the original mid-19th century street level access to the station above. The northern end of this elevation has been partially rebuilt at parapet level in blue-engineering brick.

The undercrofts that run beneath the train shed are mainly open along Sheffield Street (north) and Fairfield Street (south).

The EASTERN UNDERCROFT is mostly enclosed by retaining brick walls. The Sheffield Street (north) elevation incorporates a flat-arch former goods tunnel which is now part of the route of the Metrolink line. The rest of the elevation is articulated by a regular arrangement of rounded arches; most of which have been reused in the 20th century as the entrances to business units; although at least one arch retains its original brick and glazed façade and another retains a set of metal gates that provide access to the undercroft. The retaining wall along Travis Street (east) has further blocked arches. The east end of the Fairfield Street undercroft arches is open. Further west the undercroft is enclosed by a yellow brick retaining wall which incorporates a set of 1960s metal gates decorated with lettering reading 'MANCHESTER PICCADILLY STATION' in front of a partially-glazed door that leads into a disused lobby, and a broad set of timber-plank doors which provide access to the undercroft.

INTERIOR: part of the WESTERN UNDERCROFT lies under the concourse building, and includes a former 19th century railway staff dining and refreshment area. Some of the arches in this area have been removed to create foundations for the various phases of 1998-2002 concourse rebuilding, and contemporary partitions and lift shafts have been inserted to create service areas; this 20th century and 21st century building fabric* is not of special interest.

Under the train shed the undercroft is mostly open. On the north side (visible from Sheffield Street), are the remains of two rows of large red- and white-painted cast-iron columns supporting an iron-girder and metal-plate that lies under the former goods yard deck (since the late-20th century the deck above has been a car park). A section of the original iron-girder parapet walls survives to the east end of the deck. Other parts of the deck's parapet walls have been replaced in concrete and blue-engineering brick.

Beyond the painted cast-iron columns is the brick undercroft that lies beneath the 1860s train-shed phase. It is constructed of brick-vault arches on brick piers (a few of which are rusticated). Most of the brick rows are open, apart from the two most easterly rows which have blocked triple-arches supported by small cast-iron columns at the north end. This undercroft area is used for car parking. There are blocked gaps in the brick vaulting which are interpreted as the former shafts for goods hoists. To the south is the 1880s train-shed undercroft which consists of three rows of large cast-iron columns supporting a brick jack-arch roof set on riveted girders. Within the part of the 1880s cast-iron undercroft, late-20th/ early-21st century modifications have been made relating to the 1998-2002 concourse building and the Metrolink station (including the insertion of mezzanine levels, partitions, escalators, stairs and lift shafts track, siding and associated plant); this late-20th century and early-21st century building fabric* is not of special interest. Some of the original cast-iron columns have been encased in concrete. The EASTERN UNDERCROFT retains most of its original layout as well as several sidings, former stairways, cast-iron columns, some timber rolling doors and shutters, and sections of rail track and cobbles. Several tunnels have been subdivided by concrete-block partitions, particularly at their northern end to create business units; the concrete partitions* and the interiors of the business units* are not of special interest.

*Pursuant to s.1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') it is

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declared that certain features not of special architectural or historic interest.

For clarity, in addition the following features are not of special architectural or historic interest**.

**The north-west end of the former northern colonnaded goods yard deck which has been rebuilt in concrete (the north of the train shed); the late-20th century Metrolink double-flat arch section of retaining wall on London Road; the sections of the 1998-2002 concourse building and satellite lounge on Fairfield Street which have been built beyond the extent of the 19th century undercroft; and the brick wall to a former private goods yard at the corner of Fairfield Street and Travis Street are not special interest and are not included in the mapped extent of the listing.

**Within the mapped area at platform level, the 1998-2002 concourse building (and the incorporated re-clad 1960s tower block); the external platforms to platforms 1-12 and their 21st century shelters attached to the east side of the train shed; the 21 century satellite-lounge structure attached to the east end of the southern train-shed span; the part of the 20th century station footbridge which lies beyond the extent of the 19th century train shed; the platform island known as platforms 13 and 14, its 1960s concrete platform bridge and the linking covered footbridges; and the 20th century and 21st century maintenance buildings, prefabricated offices, car park infrastructure and car park surface above the undercroft to the north side of the train shed are not of special architectural or historic interest.

**Within the mapped area at undercroft level the 20th century/early-21st century building fabric beneath the 1998-2002 concourse building and the infrastructure relating to the Metrolink station (including mezzanine levels, partitions, escalators, stairs and lift shafts, track, sidings and associated plant); and the 20th and 21st century partitions and interiors of the business units in the Eastern Undercroft are not of special architectural or historic interest. [1]

A walkover survey of the asset was undertaken in 2022. The survey provided further information on the remains of the brick undercroft and retaining wall to Store Street. The retaining wall extends along Store Street under bridge at Station Approach. It contains evidence of further blocked arches, including three at the north-western end. The north-western end of the Store Street elevation has been partially rebuilt at parapet level in blue-engineering brick. The wall continues running north-west to south-east, which would have been aligned with the former Sheffield Street. This has three red brick arches, which have been infilled and clad to the north in later blue-engineering brick. No archaeological remains of 19th century sidings and track, described in the list entry, is visible in the western undercroft of the goods depot.

Setting description:

The setting of train shed at Piccadilly is its association with the railway and associated buildings, both historically and up to the modern day as one of Manchester's principal railway stations. It has group value with a strong group of 19th century railway structures including the attached former goods offices to Piccadilly Station, London Warehouse to the north, and the Manchester South Junction and Altrincham Railway Viaduct to the south (all listed Grade II). To the north of the station the area, is predominantly modern buildings and areas of ground level car parking. Most of the 19th century infrastructure which once dominated this area has now gone. The group of 19th century railway structures within which it sits, and its city centre location though modernised, provide a setting in which the continued function of the station is easily deciphered.

Asset value assessment:

The asset gains its heritage value from its architectural interest; as a good example of 19th century railway engineering; and for the aesthetic quality of the train shed's design including the polychromatic brick elevations and the substantial decorated columns that support the large metal frame; for the extensive brick-vaulted and cast-iron former goods depot undercroft which survives well below platform level, and includes the remains of 19th century sidings and track. It also has historic interest; as one of Manchester's principal railway stations and as an illustration of the dual importance of passenger and freight rail transport to the city and its 19th century economic development. As well as group value; as part of a strong group of 19th century railway structures including the attached former goods offices to Piccadilly Station, London Warehouse to the north, and the Manchester South Junction and Altrincham Railway Viaduct to the south (all listed Grade II) . [1]

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Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1283014>

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Unique Gazetteer ID (UID): MA08_0686

Asset name: Goods Shed (site of)

Designation and grade: Non-designated

Asset location

Community area: MA08 Manchester Piccadilly Station
Additional community area(s): n/a
Map book reference: HE-01-328
National Grid Reference: 384710 398040

Asset class/type and dates

Monument class/type: Transport
Goods shed
Period(s): Post-medieval, and
Modern.

References

References: NHLE n/a
HER: 16924.1.0
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0999	Gateway House

Description and sources

Full asset description:

A goods shed, which was constructed in about 1867, for the London and North Western Railway. Its east wall forms the western boundary to the present study area. It was still in existence on the 1954 Ordnance Survey map, but has since been demolished and replaced by the existing sinuous structure [Gateway House] which fronts onto the former Piccadilly Station Approach. [1] Remains of the asset have been incorporated into the foundations Gateway House.

A walkover survey of the asset was undertaken in 2022. The survey provided further information on the surviving brick remains of the former Goods Shed. The survey found that the brick remains of the asset have been incorporated into the foundations of Gateway House (MA08_0999).

Setting description:

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

Asset value assessment:

They derive their heritage value from their archaeological and historic interest as they demonstrate the importance of warehouses, transport infrastructure in the industrial development of post-medieval Manchester.

Heritage value: Low

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Sources:

- 1 Text adapted from the GMAAS HER description

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Historic environment baseline data

Unique Gazetteer ID (UID): MA08_0998

Asset name: Railway Viaduct

Designation and grade: Non-designated

Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): MA07 Davenport Green to Ardwick

Map book reference: HE-01-328

National Grid Reference: 385104 397755

Asset class/type and dates

Monument class/type: Transport
Railway viaduct

Period(s): Post-medieval

References

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

Associated assets

Asset UID Asset name

MA08_0119 Former Goods Offices to Piccadilly Station

MA08_0155 Manchester South Junction and Altrincham Railway Viaduct

MA08_0476 Train shed and undercroft at Manchester Piccadilly Station

Description and sources

Full asset description:

A railway viaduct constructed of red brick and dating to the mid-19th century. The viaduct is still in use as a working viaduct, with use for commercial units underneath the arches. The viaduct runs south from Manchester Piccadilly Station and Travis Street and continues south-east to Ardwick. North of Travis Street, the viaduct forms part of the listed Piccadilly Station (MA08_0476). At Ardwick the viaduct splits, to the east it runs east to Ardwick depot and to the west it continues south-east to Longsight sidings. North of Devonshire Street North, the viaduct continues as MA08_0998. South of Devonshire Street North, the viaduct continues as MA07_0411.

Setting description:

The asset is part of a cohesive group of 19th century railway infrastructure including the train shed and undercroft at Manchester Piccadilly station (MA08_0476), the former goods offices to Piccadilly Station (MA08_0119), and the Manchester South Junction and Altrincham Railway Viaduct (MA08_0155). This group of 19th century railway structures within which it sits, and its city centre location though modernised, provide a setting in which the continued function of the viaduct is easily deciphered. This makes a positive contribution to the value of the heritage asset.

Asset value assessment:

The heritage value of the asset comes from its history as an early example of a 19th century viaduct and its

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importance to Manchester's railways. The asset has group value with other 19th century railway infrastructure including the train shed and undercroft at Manchester Piccadilly station (MA08_0476), the former goods offices to Piccadilly Station (MA08_0119), and the Manchester South Junction and Altrincham Railway Viaduct (MA08_0155). The viaduct continues to the south-east as Railway Viaduct (MA07_0411). The continued existence and function of the viaduct highlight the importance of the railway systems to Manchester, despite the modernisation of the city.

Heritage value: Low

Sources: n/a

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Unique Gazetteer ID (UID): MA08_0999

Asset name: Gateway House

Designation and grade: Non-designated

Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: HE-01-328

National Grid Reference: 384712 398007

Asset class/type and dates

Monument class/type: Unassigned
Office

Period(s): Modern

References

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

Associated assets

Asset UID Asset name

MA08_0476 Train shed and undercroft at Manchester Piccadilly Station

MA08_0686 Goods Shed (site of)

Description and sources

Full asset description:

Gateway House is a modernist office block above a row of shops. Originally designed by Richard Seifert & Partners, the 'lazy S' was built as part of a greater improvement and refurbishment of Piccadilly Station in the 1960s. [1] The building was completed in 1969 and replaced a row of 19th-century railway warehouses on the approach to Manchester Piccadilly station. The building, which differed from much of Seifert's contemporary work in that it departed from the bare concrete brutalist style which had become his trademark, was nicknamed the "lazy S" and was reputedly designed as a doodle. [2] The building has been noted as having a long, sweeping, undulating façade and was described as one of the best 1960's office blocks in Manchester. [3]

The building was refurbished in 2017 into a mixed-use hotel and office building.

Setting description:

The asset is located to the north of Piccadilly Station, and is surrounded by various commercial offices and shops located within this area. The building dominates the pedestrian approach from the city centre to Piccadilly Station. The setting is the modern urban streetscape in which the asset is experienced, which illustrates the post war redevelopment of the city centre and Piccadilly Station Approach. The setting makes a positive contribution to the heritage value of the asset, as a gateway building linking the station to the city.

Asset value assessment:

Gateway House holds architectural and historic value due to its modernist style and association with

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architect Richard Seifert, who was best known for designing the NatWest Tower in London.

Heritage value: Low

Sources:

- 1 <https://hodderandpartners.com/projects/gateway-house-manchester/>
- 2 <https://web.archive.org/web/20130208101009/http://manchestermodernists.wordpress.com/2012/01/23/gateway-housestation-approach-piccadilly-rail-station-richart-seifert-partners1967-9/>
- 3 Hartwell, C, Hyde, M & Pevsner, N. 2004. The Buildings of England. Lancashire, Manchester and South-East. Yale University Press

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Historic environment baseline data

Unique Gazetteer ID (UID): MA08_1000

Asset name: Unicorn Hotel

Designation and grade: Listed building Grade II

Asset location

Community area: MA08 Manchester Piccadilly Station

Additional community area(s): n/a

Map book reference: -

National Grid Reference: 384325 398483

Asset class/type and dates

Monument class/type: Commercial
Hotel

Period(s): Modern

References

References: NHLE: 1464011
HER: MGM19512
NMR n/a

Associated assets

Asset UID	Asset name
MA08_0700	Smithfield Conservation Area

Description and sources

Full asset description:

A public house with accommodation, rebuilt 1924 with minor later alterations, by Graves and Ellerton. The current Unicorn Hotel was built in 1924, revised drawings being approved by the city council in July that year. It replaced the earlier Unicorn Hotel which is marked on the 1:1,056 Ordnance Survey (OS) town plan published in 1851. This is shown on subsequent maps up to 1922, when the 1:2,500 OS revision of 1915 was published. The 1931 survey (published in 1933) shows the current building.

MATERIALS: brick with faience, slate roofs, timber windows.

PLAN: aligned north-south, with a long smoke room to the west of a central hall, and a servery with bars to the east, now extended into a former office at the south end.

EXTERIOR: standing on the corner of Church Street and Joiner Lane, adjacent to Pall Mall House, a key building in the Smithfield Conservation Area.

The front faces north and is a three-bay symmetrical design of three storeys, with a further splayed corner bay to the left. The style is neo-Georgian with detailing in faience, and red brick walling in English Garden Wall bond. The ground-floor faience is blue, with cream for the string band and above. There are quoins to the left and right with a plinth, wide first-floor sill band above a moulded string band, and a dentilled cornice with coped parapet. The left and right windows have moulded surrounds with projecting sills (corbelled at first floor) and corner labels. The ground-floor windows have timber transoms with leaded casements over, while above all have mullions and transoms (the mullion missing from the first-floor left) and leaded casements over.

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The central bay is all faience. Pilasters span the first and second floors with windows between, separated by the lettering UNICORN/ HOTEL. The string band forms an open pediment over the door, with attenuated keystone below. The square door surround has pilasters with capitals, entasis and bases running into the plinth. The timber double doors are three-panelled, with a leaded overlight.

The corner bay has the same detailing as the adjacent bay.

Returning to the left the Joiner Street elevation is of seven bays. Bay 1 (from the right) has the same detailing as the front and corner bays, but has two windows at ground floor (the left one a former doorway and lacking a surround, with a stone plinth below). Beyond this the eaves are exposed with an ogee gutter and a downpipe after bay 3. The plinth runs the full length and continues beyond a wagon entrance in bay 7 to a splayed corner at ground floor, the brickwork corbelling to an angle above. The string band continues from the right across bays 2 to 4, terminating over a doorway with faience jambs. The door is plain, with leaded overlight and projecting lamp. Bays 2, 3, 5 and 6 have ground-floor windows matching the front, two retaining etched lower panes. All the windows above have timber mullions and transoms, and splayed brick lintels. The first floor has leaded glazing in all panes, the second floor only in the upper panes. Various modern lights, signage and satellite aerials are affixed and the wagon entrance is closed with modern railings, through which the setted surface of the yard is visible.

Returning at the left the rear of the Joiner Street range is obscured at ground floor but has a single mullion-and-transom window at first floor with a splayed brick lintel and stone sill, and leaded glass in all panes. The verge has a faience coping. The inner walls facing the open yard have timber windows, mostly mullion-and-transom type with leaded glass.

INTERIOR: the cellar retains a lift to the ground floor bar, the dumb waiter, the wash-cellar sink on tiled stands, blocked former steps, a barrel drop and the coal drop and bin. The ground floor retains decorative black, grey and orange tiling in the porch and (truncated) on the former passage wall to the Joiner Street entrance. The floor plan is relatively intact and extensive panelling, door joinery and fittings, and seating survive, along with the servery with its patterned leaded glazing. Particularly notable are the bell pushes and the faience fireplaces with timber surrounds in the former smoke room, as well as the elaborate surround to the gents' doorway, with pedimented lintel. The patterned leaded skylight, now relocated above the smoke room, is also thought to be original. The staircase with original balustrade survives on the ground, first and second floors.

At first and second floor the historic floor plan survives extremely well (even in the lavatories). The first floor landing is wainscoted and all of the three-panel bedroom doors and their architraves survive, together with at least one bedroom fireplace and almost all picture rails and coving. The dining room in particular retains its panelling and plaster decoration, light fittings and serving hatch (with dumb waiter in the servery), as well as the glazed doors to the dining room and ladies' lavatory. The door to the landing has been replaced. The windows to the front rooms of the first floor have secondary glazing which appears to be historic.

The second floor is also wainscoted, with glazed doors to the lavatory, kitchen and dumb waiter area, larder shelving and a probable copper stand in the kitchen. All of the three-panel bedroom and bathroom doors survive along with four fireplaces with surrounds and hearths, two built-in wardrobes, picture rails, coving and skirting.

Inter-war 'improved' or 'reformed' pubs stemmed from a desire to cut back on the amount of drunkenness associated with conventional Victorian and Edwardian public houses. Licensing magistrates and breweries combined to improve the facilities and reputation of the building type. Improved pubs were generally more spacious than their predecessors, often with restaurant facilities, function rooms and gardens, and consciously appealed to families and to a mix of incomes and classes. Central island serveries with counters opening onto several bar areas allowed the monitoring of customers and also the efficient distribution of staff to whichever area needed service. Approximately 5-6,000 pubs were built in the period, the vast majority of them on 'improved' lines. Neo-Tudor and neo-Georgian were the favoured styles, although others began to appear at the end of the period. [1]

Setting description:

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The Unicorn Hotel is set on a corner plot within the Smithfield Conservation Area (MA08_0700). It overlooks the busy Church Street, but is surrounded by broadly contemporary historic commercial buildings which provide historic context. The asset is dominated by the taller adjacent Pall Mall House, which is only slightly later and incorporates upwards extensions to the chimneys of The Unicorn.

Asset value assessment:

Value is derived from the architectural and historic interest of the asset. Architectural interest is derived from its subdivided plan, surviving fixtures and fittings such as seat and the decorative facades. The Unicorn is a rare example nationally of an inter-war pub which is well-preserved both externally and internally, enhanced by the greater rarity of the type in Manchester. As an example of a reformed or improved pub it relates to a specific period of history where the nature of pubs was changing, and therefore holds historic interest. Its setting, in relation to other historic commercial buildings in Smithfield Conservation Area, makes a positive contribution to this value.

Heritage value: Moderate

Sources:

1 <https://historicengland.org.uk/listing/the-list/list-entry/1464011>

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