

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix HE-002-00000

Historic environment

Summary gazetteer, impact assessment table and
historic landscape character areas

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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MA06: Hulseheath to Manchester Airport

MA07: Davenport Green to Ardwick

MA08: Manchester Piccadilly Station



Department for Transport

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1 Introduction

1.1 Purpose of this report

- 1.1.1 This report is an appendix to the historic environment assessment which forms part of Volume 5 of the Supplementary Environmental Statement 2 (SES2) and Additional Provision 2 Environmental Statement (AP2 ES).
- 1.1.2 This document should be read alongside the High Speed Two (HS2) High Speed Rail (Crewe – Manchester) Environmental Statement (ES) published in 2022¹ (the main ES); the Background Information and Data (BID) documents² that accompanied it (the main BID reports); the Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES) also published in 2022³; and the BID documents accompanying SES2 and AP2 ES⁴.
- 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 The historic environment assessment is detailed in the SES2 and AP2 ES:
- Volume 2, Community Area reports;
 - Volume 3, Route-wide effects; and
 - Volume 5, Appendix.

¹ 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>.

² High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data*. 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), *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>.

⁴ High Speed Two Ltd (2023), High Speed Rail (Crewe – Manchester), *Background Information and Data accompanying 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>.

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- 1.1.5 This report comprises: a summary gazetteer, impact assessment table (IAT) and historic landscape character areas (HLCA).
- 1.1.6 This report provides descriptive information for:
- additional relevant heritage assets that have been identified or existing heritage assets that have been updated as the result of surveys carried out since the publication of the main ES, and the SES1 and AP1 ES; and
 - additional heritage assets within the SES2 scheme and AP2 ES revised scheme study areas.
- 1.1.7 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.
- 1.1.8 The SES2 and AP2 study area considered all heritage assets within 500m of the land required for the SES2 changes and/or the AP2 amendment. However, assets were scoped out for assessment where the heritage value of the assets would not be changed by the SES2 scheme and/or the AP2 amendment due to the minor nature of the works. Those assets are therefore not included in baseline reporting or the assessment of effects.
- 1.1.9 Where previously described heritage assets are discussed in this report this is cross referenced with the summary gazetteer of heritage assets in the main ES (see Volume 5, Appendix: HE-002-00000) and 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.

1.2 Description of summary gazetteer

- 1.2.1 Table 1 below sets out the information provided in the summary gazetteers. This is located within the main ES Volume 5, Appendices: HE-002-0MA02, HE-002-0MA03, HE-002-0MA06, HE-002-0MA07 and HE-002-0MA08⁵. The main ES summary gazetteers provide a synopsis of all known heritage assets within the study area for MA02, MA03, MA06, MA07 and MA08. In addition, summary gazetteers for additional or updated heritage assets are provided in Section 5 below for SES2 and AP2. No summary gazetteers were provided in the SES1 and AP1 ES Volume 5, Appendix: HE-002-00000⁶.
- 1.2.2 Detailed gazetteers and further background information are provided in the main BID reports BID HE-001-0MA02, BID HE-001-0MA03, BID HE-001-0MA06, BID HE-001-0MA07 and BID HE-001-0MA08² which accompanied the main ES; and BID HE-001-00000 which accompanies SES2 and AP2⁷. No BID documents were produced for SES1 and AP1 ES.

Table 1: Information provided for each heritage asset in the summary gazetteer

Gazetteer heading	Information provided
UID	Unique gazetteer identifier (UID) – every asset has been allocated a project specific reference, that identifies it by area and links to the baseline report, detailed gazetteer and Map Books.
Map ref	Map Book reference – reference to the Map Book sheet on which the asset can be found.
NGR	National Grid Reference (NGR) – eight figure grid reference locating asset, no spaces.
Other reference	The Historic Environment Record (HER) reference number, where applicable.
Monument type	Classification of monument type using the definitions provided by the Forum on Information Standards in Heritage (FISH) Thesaurus of Monument Types.
Name	Asset name used on designation records or another clearly identifiable name.
Description	Summary asset description, including the contribution made by setting to value.
Period	Primary period from which the asset originates (period classifications are defined by FISH and presented in the Glossary and Definitions).
Designation and grade	Type and grade of historic environment designation where relevant.
Heritage value	Value as set out in the Scope and Methodology Report (SMR).

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

⁶ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 1 and Additional Provision 1*, Volume 5: Appendix HE-002-00000. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

⁷ High Speed Two Ltd (2023), High Speed Rail (Crewe – Manchester), *Background Information and Data accompanying 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>.

1.3 Description of impact assessment table

- 1.3.1 Table 2 sets out the information provided on the impacts on identified heritage assets relevant to the SES2 and AP2 ES assessment and the likely resulting environmental effects, taking into account agreed mitigation measures as set out in the IAT.
- 1.3.2 Details on the assignment of values and the assessment of the scale of impacts are set out in the Environmental Impact Assessment Scope and Methodology Report (SMR)⁸, in the main ES.

Table 2: Information provided in the impact assessment table

IAT heading	Information provided
UID	Unique gazetteer identifier (UID) – every asset has been allocated a project specific reference, that identifies it by area and links to the baseline information report, detailed gazetteer and Map Books.
Map ref	Map Book reference – reference to the Map Book sheet on which the asset can be found.
Name	Asset name used on designation records or another clearly identifiable name.
Designation and grade	Type and grade of historic environment designation where relevant.
Heritage value	Value as set out in the SMR.
Impact	Description and explanation of the magnitude of impact as set out in the SMR and described in relation to the construction phase (which may be temporary or permanent) and operation phase (which are permanent), as set out in the temporal scope of assessment in the SMR.
Effect	This is the overall significance of effect resulting from the permanent effects of the SES2 scheme/AP2 revised scheme that arise either during the construction or operation phases of the project, or both (as set out in the SMR). Effects can be adverse or beneficial, as stated in the IAT.

1.4 Historic landscape character areas

Introduction

- 1.4.1 The approach used for this assessment was a character-based method. It used Historic landscape character (HLC) mapping derived from the National historic landscape character (NHLC) data. This was used in conjunction with data from the local and regional HLC projects, to determine broad HLCA. HLCA are areas of coherent or distinctive historic landscape characteristics.

⁸ 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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- 1.4.2 HLCA are described, including their key characteristics, description, and value, in Volume 5, Appendices: HE-003-0MA02, HE-004-0MA03, HE-003-0MA06, HE-003-0MA07 and HE-003-0MA08 of the main ES.
- 1.4.3 HLCA relevant to the SES2 and AP2 ES assessment are described below (Section 7) in terms of their attributed value and assessment of impact, to determine the significance of effect of the SES2 scheme/AP2 revised scheme on the HLCA in accordance with the SMR in the main ES. Where details have not changed these are not repeated in the text below.

Magnitude of impact

- 1.4.4 The magnitude of impact includes consideration of the elements of the SES2 scheme/AP2 revised scheme that extend into the HLCA, and how these physically alter identified key elements of the HLCA which make a positive contribution to its heritage value. A judgement of the capacity of the HLCA to accommodate change as a result of the SES2 scheme/AP2 revised scheme has also been considered. For example, an HLCA characterised by linear industrial features, such as major roads and canals, is likely to have a greater capacity to absorb additional linear development without experiencing a significant change to its heritage value. The assessment also considered the duration and reversibility of the impact; for example, where a temporary effect would occur during the construction phase, but land would be reinstated afterwards such as in the case of temporary construction compounds.

Significance of effect

- 1.4.5 The assessment of the significance of effect was undertaken using the method set out in the SMR in the main ES.

2 List of acronyms

2.1.1 The following acronyms have been used in this report:

Table 3: List of acronyms

Acronym	Meaning
AP	Additional Provision
BID	Background Information and Data
ES	Environmental Statement
FISH	Forum on Information Standards in Archaeology
HER	historic environment record
HLC	Historic landscape character
HLCA	Historic landscape character areas
IAT	Impact assessment table
LCA	Landscape character area
MSJAR	Manchester South Junction and Altrincham Railway
NGR	National Grid Reference
NHLC	National historic landscape character
NHLE	National Heritage List for England
NMR	National Monuments Record
SES	Supplementary Environmental Statement
SMR	Scope and Methodology Report
UID	Unique gazetteer Identifier
WCML	West Coast Main Line

Part 1: Supplementary Environmental Statement 2

3 Summary gazetteer

3.1 Introduction

3.1.1 No additional baseline information has been identified or was required for the assessment of the effects of SES2 design changes within the Wimboldsley to Lostock Gralam area (MA02) and Hulseheath to Manchester Airport area (MA06). The following additional heritage assets have been identified to those within the main ES, Volume 5: Appendix HE-002⁵. Summary gazetteers relevant to the AP2 ES are provided in Part 2, Section 5 below.

3.2 Pickmere to Agden and Hulseheath area (MA03)

Table 4: Gazetteer of heritage assets SES2, MA03

UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA03_0186	HE-01-311	372053 383149	National Heritage List for England (NHLE): n/a HER: n/a National Monuments Record (NMR): n/a Geophysical ID: MA03_GP013.001-MA03_GP013.003	Monument Estate cottage	Cottage off Hulseheath Lane (site of)	A group of features associated with a possible former cottage on Hulseheath Lane identified during field survey. Small discrete positive anomalies suggest areas of disturbance including rubbish pits and debris expected on the site of a former building. South-west of these there is an 'n' shaped curvilinear anomaly likely	Post-medieval	Non-designated	Low

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
						representing a former garden plot or animal pen associated with the cottage. 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.			

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3.3 Davenport Green to Ardwick area (MA07)

Table 5: Gazetteer of heritage assets SES2, MA07

UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA07_0411	HE-01-326	385104 397755	NHLE: n/a HER: n/a NMR: n/a	Transport Railway viaduct	Railway Viaduct	A mid-19th century railway viaduct, running south from Manchester Piccadilly and continuing south-east to Ardwick. North of Travis Street, the asset forms part of the listed Piccadilly Station. The setting is industrial estates around Ardwick and a large cohesive group of 19th century railway infrastructure. Value is derived from its history as an example of a 19th century viaduct associated with Manchester's railway network. The continued existence and function of the viaduct highlight the importance of the railway in Manchester, despite the modernisation of the city.	Post-medieval	Non-designated	Low

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3.4 Manchester Piccadilly Station area (MA08)

Table 6: Gazetteer of heritage assets SES2, MA08

UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA08_0442	HE-01-329	384562 398307	NHLE: 1271451 HER: 12082.1.0 NMR: n/a	Commercial Warehouse	Kingsley House	A 19th century former garment warehouse 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 has a basement, three storeys and two attic storeys. The value of the asset is architectural, gaining its value from its 18th century style of architecture. Its setting is the Stevenson Square Conservation Area, an area of warehouses of similar age and style. This makes a positive contribution to the heritage value of the asset.	Post-medieval and Modern.	Listed building Grade II	Moderate
MA08_0476	HE-01-328	384854 397842	NHLE: 1283014 HER: MGM12409 NMR: 11407.1.0	Transport Train shed	Train shed and undercroft at Manchester Piccadilly Station	The polychrome brick, cast-iron and glass train shed and former goods depot undercroft of Manchester Piccadilly Station, built in 1866. Its value is historic as one of Manchester's principal stations, and architectural due to the train shed's design and as an example of 19th century railway engineering. It has group value	Post-medieval and Modern.	Listed building Grade II	Moderate

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
						with the former goods office to Piccadilly Station, London Warehouse and the MSJAR viaduct. Its setting includes these assets, rail infrastructure and the modernised city centre which positively contribute to its value as its continued function as a station is easily deciphered.			
MA08_0686	HE-01-328	384710 398040	NHLE: n/a HER: 16924.1.0 NMR: n/a	Transport Goods shed	Goods Shed (site of)	The asset is the site of goods shed was constructed in about 1867, for the London and North Western Railway. It was still in existence on the 1954 map but has since been partially demolished and incorporated into the foundations of Gateway House. They derive their heritage value from their archaeological interest demonstrating the importance of warehouses, transport infrastructure in the industrial development of post-medieval Manchester. The setting does not contribute to the heritage value of the asset.	Post-medieval and Modern.	Non-designated	Low
MA08_0999	HE-01-328	384712 398007	NHLE: n/a HER: n/a NMR: n/a	Unassigned Office	Gateway House	Gateway House is a modernist office block, now hotel, constructed in 1969. It has a distinctive curved plan form referred colloquially as the 'Lazy S'.	Modern	Non-designated	Low

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
						Gateway House holds value due to its architectural modernist style and association with architect Richard Seifert. Gateway House's setting is the modern urban streetscape 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 Manchester.			
MA08_1000	-	384325 398483	NHLE: 1464011 HER: MGM19512 NMR: n/a	Commercial Hotel	Unicorn Hotel	A three-storey hotel built in 1924, as a 'reformed' pub to plans approved by Manchester City Council. It was built on the site of an earlier 'Unicorn Hotel'. Its value is derived from the architectural and historic interest of the asset, in particular the survival of original internal fittings. Its setting, in relation to other historic commercial buildings in Smithfield Conservation Area, makes a positive contribution to this value.	Modern	Listed building Grade II	Moderate

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4 Impact assessment tables

4.1 Pickmere to Agden and Hulseheath area (MA03)

Table 7: Impact assessment table, SES2, MA03

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA03_0186	HE-01-311	Cottage off Hulseheath Lane (site of)	Non-designated	Low	No change No change is predicted because there is no temporary impact.	High adverse As a result of the SES2 scheme the archaeological remains of the post-medieval cottage, its gardens and activity in the surrounding agricultural fields will be entirely removed.	No change No change is predicted because the asset will be removed during construction.	Temporary: Neutral Construction permanent: Moderate adverse Operation: Neutral

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4.2 Davenport Green to Ardwick area (MA07)

Table 8: Impact assessment table, SES2, MA07

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA07_0411	HE-01-326	Railway Viaduct	Non-designated	Low	No change No change is predicted because there is no physical impact.	No change No change is predicted because there is no physical impact.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

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4.3 Manchester Piccadilly Station area (MA08)

Table 9: Impact assessment table, SES2, MA08

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA08_0442	HE-01-329	Kingsley House	Listed building Grade II	Moderate	No change No change is predicted because: - there is no physical impact; - the asset is screened by intervening buildings; and - the asset's setting does not extend to the Proposed Scheme.	No change No change is predicted because: - there is no physical impact; - the asset is screened by intervening buildings; and - the asset's setting does not extend to the Proposed Scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA08_0476	HE-01-328	Train shed and undercroft at Manchester Piccadilly Station	Listed building Grade II	Moderate	No change The SES2 design change (SES2-008-003) involves the relocation of the North Block. The ability to understand and appreciate the asset in its setting will not be altered by the presence of construction machinery in the immediate vicinity of the asset.	Medium adverse The SES2 design change (SES2-008-003) involves the relocation of the North Block comprising Network Rail facilities at Manchester Piccadilly Speed station. This will introduce a direct physical impact on the brick structure of the undercroft of the station, as new foundations will be required to support the North Block and access will be provided	No change No change is predicted from the SES2 design change (SES2-008-003) (Relocation of North Block comprising Network Rail facilities at Manchester Piccadilly Speed station) because there are no further adverse impact on the assets value from increased noise and movement.	Temporary: Neutral Construction permanent: Moderate adverse Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
					<p>The SES2 design change (Relocation of Six Substations at Manchester Piccadilly High Speed Station SES2-008-004) involves the relocation of six substations. Construction machinery will be present in the immediate vicinity of the asset. However, this will not alter the ability to understand and appreciate the asset in its setting.</p>	<p>to the catering facilities located within the undercroft, below. The relocation of the North Block will move closer to the north-eastern side of the Grade II listed Train Shed. The relocated North Block will be higher and more visible from the approach to Manchester Piccadilly Station along the rail track from the south-east. This will change the setting of the listed train shed, altering how the historic design of the train shed will be appreciated, and impacting its heritage value.</p> <p>The SES2 design change (SES2-008-004) involves the relocation of six substations at Manchester Piccadilly Station. This will introduce a direct physical impact to the brick structure of the undercroft. This is due to the relocation of the Network Rail Switch Room and substations, and additional cabling between them.</p>	<p>No change is predicted from the SES2 design change (Relocation of Six Substations at Manchester Piccadilly High Speed Station, SES2-008-004) because there are no further adverse impacts on the assets value from increased noise and movement.</p>	

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA08_0686	HE-01-328	Goods Shed (site of)	Non-designated	Low	No change No change is predicted because there is no temporary impact.	High adverse The original scheme will remove archaeological remains of the former Goods Station Shed (site of) (MA08_0686) in the land plot adjacent to and east of Gateway House. The SES2 change to requirement/assumption for the demolition of Gateway House (SES2-008-005) will also remove archaeological remains (the undercroft) of the former Goods Station identified in the basement of Gateway House. This will not change the level of the moderate adverse significant effect reported in the main ES.	No change No change is predicted because the asset will be removed during construction.	Temporary: Neutral Construction permanent: Moderate adverse Operation: Neutral
MA08_0999	HE-01-328	Gateway House	Non-designated	Low	No change No change is predicted because there is no temporary impact.	High adverse The asset is located within the land required for the construction of the SES2 change to requirement/assumption for the demolition of Gateway	No change No change is predicted because the asset will be removed during construction.	Temporary: Neutral Construction permanent: Moderate adverse

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
						House (SES2-008-005) and will be demolished.		Operation: Neutral
MA08_1000	-	Unicorn Hotel	Listed building Grade II	Moderate	No change No change is predicted because of the distance between the asset and the Proposed Scheme.	No change No change is predicted because of the distance between the asset and the proposed Scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

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5 Summary gazetteer

5.1 Introduction

5.1.1 The following heritage assets have been identified in addition to those identified within the main ES, Volume 5⁵.

5.2 Wimboldsley to Lostock Gralam area (MA02)

Table 10: Gazetteer of heritage assets AP2 ES, MA02

UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA02_0336	HE-01-306-R1	369783 368845	NHLE: n/a HER: 6100 NMR: n/a	Domestic Farmhouse	King Street Farm	A possible late 18 th to early 19 th century farmhouse indicated by the height and floor bands. The asset's value is derived from its historic and architectural interest, as an example of the 18 th century farmhouse. The asset's setting retains its historic context as a farmhouse and its relationship with the agricultural fields associated with the working farm. The A530 King Street is located directly west of the asset. Despite the proximity of the road, the surrounding farmyard complex and agricultural fields make a	Post-medieval	Non-designated	Low

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
						positive contribution to the heritage value of the asset.			
MA02_0338	HE-01-306-R1	370429 366169	NHLE: n/a HER: 1083/0/21 NMR: n/a	Religious, ritual and funerary Wesleyan Methodist chapel	Wesleyan Chapel (site of)	The site of a Wesleyan Methodist Chapel shown on the earliest Ordnance Survey maps, located on the east side of Lewin Street. The chapel was demolished and rebuilt in 1900 but has since been demolished again in the early 1970s. The asset derives value from its archaeological interest, due to its potential to provide information on post-medieval religious buildings in the area. Value is also derived from the potential burial ground associated with the former chapel. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	High
MA02_0339	HE-01-306-R1	370387 366268	NHLE: n/a HER: 1083/4 NMR: n/a	Commemorative Battlefield	Civil War Battles (site of)	The site of two English Civil War battles in Middlewich. The first took place on the 13 th March 1643 and the second on the 26 th December 1643. The site where the battles took place has developed over time and is now Middlewich town centre. 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	Medieval and Post-medieval	Non-designated	Low

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
						urban location, its archaeological interest is limited by later development, which is likely to have removed evidence of the battle. Setting does not contribute to the heritage value of the asset.			
MA02_0340	HE-01-308-L1	368489 375131	NHLE: n/a HER: 2415/2 NMR: n/a	Domestic Icehouse	Ice House South West of Wincham Hall	An ice house at Wincham Hall. It was first identified on the 2nd edition Ordnance Survey maps and was recorded in 2017. The structure is made of brick and is an egg-shaped chamber. The setting of the ice house is within the parkland of the hall. The area has become overgrown but it's setting still makes a positive contribution to the heritage value of the asset. 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.	Post-medieval	Non-designated	Low

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5.3 Pickmere to Agden and Hulseheath area (MA03)

Table 11: Gazetteer of heritage assets AP2 ES, MA03

UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA03_0174	HE-01-312a-L2	365971 385012	NHLE: n/a HER: n/a NMR: n/a	Agriculture and subsistence Farm	Howshoots Farm	A farmyard complex identified on the 1882 Ordnance Survey map of Cheshire. It comprises several red brick farm buildings and barns alongside a farmhouse. The asset is of historic and architectural interest as an example of a 19th century farm complex. The setting is formed by the farmyard complex that surrounds the asset. The relationship between the asset and the fields to the south, west and east has been severed by the M6 and Cliff Lane. The agricultural fields to the north contribute positively to the heritage value of the asset as the relationship is maintained.	Post-medieval	Non-designated	Low
MA03_0175	HE-01-310-R1	372157 378559	NHLE: n/a HER: 5344 NMR: n/a	Domestic House	Yew Tree House, Chester Road, Tabley	A locally listed, brick farmhouse, which is L-shaped in plan. The core of the building is 18th century, with 19th century additions. The value of the asset is derived from its historic and architectural interest as a farmhouse which was historically part of the Tabley Estate. The setting of the asset is private gardens to the south and west, related outbuildings to the north and the A556 dual carriageway to the	Post-medieval	Non-designated	Low

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
						east. The setting makes 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.			
MA03_0176	HE-01-310-R1	372900 379199	NHLE: n/a HER: 4048 NMR: n/a	Monument Field boundary	Field boundary in Tabley Superior Parish	A number of earlier field boundaries which survive as banks and ditches. 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 and post-medieval period. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low
MA03_0177	HE-01-310-R1	372900 379299	NHLE: n/a HER: 4049 NMR: n/a	Civil Gallows	Galley's Croft	Galley's Croft field name appears on 1847 tithe map. This suggests the field may have been the site of a gallows. 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. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low
MA03_0180	HE-01-312a-L2	365706 384526	NHLE: 1011924 HER: n/a NMR: n/a	Domestic Moat	Bradley Hall Moated Site	The monument comprises earthworks of a moated site, the island of which is partially occupied by a modernised farmhouse and garden. It was formerly occupied by the manor house of Bradley Hall. The moat is waterlogged and 10m wide x 2.5m deep, it is	Medieval	Scheduled monument	High

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
						landscaped on the east to form an ornamental pond. The value of the asset is derived from its historic and archaeological interest as a surviving medieval moat. The setting of the asset comprises the farm, working farmyard and surrounding agricultural land. The agricultural land in the setting contributes positively to the asset value.			
MA03_0182	HE-01-310-R1	372820 378520	NHLE: n/a HER: 4042 NMR: n/a	Agriculture and subsistence Field system	Field Boundary in Tabley Superior Parish	A bank related to a possible earlier field boundary pre-dating the 19th century tithe and Ordnance Survey maps. 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.	Post-medieval	Non-designated	Low
MA03_0183	HE-01-310-R1	373100 379000	NHLE: n/a HER: 4046 NMR: n/a	Industrial Brickfield	Brick Kiln Field	A brick kiln field name appears on the 1847 tithe map and suggests bricks may have been produced here. The value of the asset is derived from its archaeological interest due to the potential to reveal evidence of brick making techniques in the post-medieval period. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA03_0184	HE-01-310-R1	372780 378750	NHLE: n/a HER: n/a NMR: 4047	Transport Trackway	Possible Post-medieval Lane	Aerial 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. There is no evidence of this feature on the ground other than a dip in the hedge line. The value of the asset is derived from its archaeological interest due to the potential to reveal evidence of a medieval trackway and transport routes. Setting does not contribute to the heritage value of the asset.	Medieval	Non-designated	Low
MA03_0185	HE-01-312a-L2	366248 386656	NHLE: n/a HER: 4357 NMR: n/a	Industrial Dye works	Gadbrook Colour Works (site of)	The site of Gadbrook Colour Works. The colour works are marked on the earliest Ordnance Survey maps. It is presumably either a dye works or a dye producing works. The value of the asset is derived from its archaeological interest due to the potential to reveal evidence of dye production techniques, an important element of the textile industry during the 19th century. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low

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5.4 Hulseheath to Manchester Airport area (MA06)

Table 12: Gazetteer of heritage assets AP2 ES, MA06

UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA06_0344	HE-01-321-R2	383183 381894	NHLE: n/a HER: 4488/0/0 NMR: n/a	Religious, ritual and funerary Friends meeting house	Friends Meeting House	Friends Meeting House a 19th century meeting house extensively altered in the 1960s. The heritage value is due to its historic and architectural interest as a location, utilised by the Society of Friends or Quakers, for non-conformist worship. The building was a place of quiet religious contemplation but is now an office. The private garden setting positively contributes to the asset's heritage value and screens it from the A538 Altrincham Road which does not form part of the setting. The noise and presence of traffic on the A538 Altrincham Road negatively contributes to the value.	Post-medieval	Non-designated	Low
MA06_0345	HE-01-321	380091 384695	NHLE: n/a HER: n/a NMR: n/a	Domestic Cottage home	Keeper's Cottage, Sunbank Lane	A post-medieval house identified through historic mapping (present on the Ordnance Survey map of 1882). The red brick building is located on Sunbank Lane, north of Manchester airport. The asset has historic and architectural interest as an example of a post-medieval	Post-medieval	Non-designated	Low

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
						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. The setting of the asset includes its garden, Sunbank Lane and agricultural fields that make a positive contribution to its heritage value.			
MA06_0346	HE-01-321-R2	383602 381881	NHLE: 1237678 HER: DCH4939 NMR: n/a	Domestic Farm labourers' cottage	The Dower House	A former late 18th century farm cottage, updated and extended into an estate office for Pownall Hall in 1888. It has been further updated in the 20th century and is now a house. The heritage value is derived from the historic and architectural interest of the asset, due to its origins as a farm cottage and its later update as estate offices. The setting, in particular the garden immediately surrounding it, retain a rural feel and make a positive contribution to its heritage value. Its relationship with Pownall Hall partly contributes to its heritage value as it provides the asset's historic context.	Post-medieval and Modern.	Listed building Grade II	Moderate

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MA06_0347	HE-01-321	379057 384327	NHLE: n/a HER: n/a NMR: n/a	Agriculture and subsistence Farm	Lower Thornsgreen Farm	A former farm complex which has now been converted to residential buildings. It is first shown on the Ashley tithe map of 1838 as probable farm buildings. It is now residential properties. The heritage value of the asset is due to its historic and archaeological interest as a farm from the early 19th century. The setting of the farmyard complex and adjacent fields makes a positive contribution to the heritage value of the asset.	Post-medieval	Non-designated	Low
MA06_0348	HE-01-321-L1	378942 386184	NHLE: n/a HER: 16105.1.0 NMR: n/a	Agriculture and subsistence Interrupted ditch system	Ditch North of 287 Hale Road	An agricultural field boundary identified during a watching brief along a pipeline route. 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. The heritage value of the asset is due to its archaeological interest and the potential to understand agricultural land management practices in the post-medieval period. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA06_0349	HE-01-322a	379927 386819	NHLE: n/a HER: 16110.1.0 NMR: n/a	Agriculture and subsistence Interrupted ditch system	Ditch West of Roaring Gate Lane	An agricultural field boundary identified during a watching brief. Excavation showed it to be a ditch with a later field drain cut into it. The heritage value of the asset is due to its archaeological interest and the potential to understand agricultural land management practices in the post-medieval period. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low
MA06_0352	HE-01-321-L1	379023 385954	NHLE: n/a HER: 7787.1.0 NMR: n/a	Agriculture and subsistence Combination farm building	Tan Yard or Tanyard Farm (site of)	Site of several farm buildings first shown on Burdett's map of Cheshire dating to 1777. The 'Manor House' was built in 1879 by John Leigh, Chief Medical Officer for Manchester. The site includes part of Tanyard Farm and a stable/coach house to south. 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. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low
MA06_0353	HE-01-321-L1	378909 386500	NHLE: n/a HER:	Industrial Salt pond	Salt Riddings (site of)	The name 'Salt Riddings' alludes to land from which salt was extracted or which was connected	Post-medieval	Non-designated	Low

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
			7597.1.0 NMR: n/a			in some other way with this industry. The Hale tithe map of 1842 shows the site to consist of a field with three ponds and a marshy area. The site is now built over. The heritage value of the asset is due to its archaeological interest and the potential for remains to yield information on salt extraction practices during the post-medieval period. Setting does not contribute to the heritage value of the asset.			
MA06_0357	HE-01-321-L1	379115 385928	NHLE: n/a HER: 7918.1.0 NMR: n/a	Domestic Deserted settlement	Hale Barns Village Core	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. The asset has value due to its historical and archaeological interest. Any further archaeological evidence could provide more evidence on the development of the medieval settlement. Setting does not contribute to the heritage value of the asset.	Medieval	Non-designated	Low

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA06_0360	HE-01-321-L1	378689 386261	NHLE: n/a HER: 7278.1.0 NMR: n/a	Domestic House	Oakfield (site of)	'Oakfield', is the site of an 'early commuter' house, constructed pre-1870 when the railway was opened. It was a two-storey building, brick built with slate roof. The building was demolished in the 1980's and the site now appears to be vacant. The value of the asset is due to its archaeological and historic interest as an example of the early development of commuter settlements. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low
MA06_0362	HE-01-321-R2	382477 382063	NHLE: n/a HER: 1472/0/0 NMR: n/a	Unassigned Site	Lindow Moss	Lindow Moss is a formerly extensive area of wetland, with a long history of human exploitation. Archaeological investigations have shown use of the moss from the Neolithic to post medieval period, with ritual activity evident from the Bronze Age and significantly, four late Iron Age/Romano British bog bodies have been recovered from Lindow Moss. Its heritage value comes from its archaeological interest and palaeoenvironmental potential to provide information about past human lives and the environment from the Mesolithic	Mesolithic, Neolithic, Bronze Age, Iron Age, Roman, Early medieval, Medieval, and Post-medieval.	Non-designated	Moderate

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
						to the post-medieval period. Setting does not contribute to the heritage value.			
MA06_0363	HE-01-321-L1	379109 385915	NHLE: n/a HER: 7788.1.0 NMR: n/a	Industrial Blacksmiths' workshop	Smithy (Hale Barns Green) (site of)	The site of a smithy, shown on Burdett's map of 1777 as one of ten buildings at Hall Barns Green. Modern mapping shows the area has been redeveloped and the site is now occupied by modern houses. The asset has value due to its archaeological interest as any remains may reveal the more evidence of the function of the buildings. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low
MA06_0364	HE-01-320	375992 383147	NHLE: n/a HER: 1292/1/2 NMR: n/a	Agriculture and subsistence Croft	Crofts and Tofts at Norshaw	Place name evidence for 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. The heritage value of the asset is due to its archaeological interest as an example of medieval or post-medieval settlement on marginal land. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA06_0365	HE-01-321-L1	378699 385999	NHLE: n/a HER: 363.1.0 NMR: n/a	Unassigned Occupation site	Great and Little Wall Fields (possible Romano- British settlement)	The Hale tithe map of 1838 shows field names of Great and Little Wall. A filled in-ditch and a drop of six feet terracing of the top part of the field was identified in antiquity. Two thirds of the field is now built on and there are no discernible earthworks. Roman finds, now lost, came from a 1/4 mile away at the Manor House. 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. Setting does not contribute to the heritage value of the asset.	Roman	Non-designated	Low

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5.5 Davenport Green to Ardwick area (MA07)

Table 13: Gazetteer of heritage assets AP2 ES, MA07

UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA07_0412	HE-01-326	386251 396899	NHLE: n/a HER: 13853.1.0 NMR: n/a	Domestic Terraced house	Buildings on Bennett Street (site of)	The site of 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 demolished in the latter part of the 20th century. 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. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low
MA07_0413	HE-01-326	385790 396910	NHLE: n/a HER: 2099.1.0 NMR: n/a	Transport Toll house	Gatekeeper's Lodge and Weighing Machine (site of)	Site of the Ardwick Trust Turnpike gate, with adjacent lodge and related weighbridge, indicated on the 1849 Ordnance Survey plan. 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. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low

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UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA07_0414	HE-01-322b	380549 387402	NHLE: n/a HER: 16118.1.0 NMR: n/a	Industrial Marl pit	Pond North of Whitecarr Lane	A small partially silted-up pond full of 19th and 20th century rubbish and demolition material identified during a watching brief. Its small size suggested it was originally a marl pit that became a pond which was later filled with demolition rubbish. 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 in the local area. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low
MA07_0415	HE-01-322b	380538 387366	NHLE: n/a HER: 16117.1.0 NMR: n/a	Agriculture and subsistence Interrupted ditch system	Possible Field Boundary Feature North of Whitecarr Lane	A curvilinear feature identified during a watching brief. 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. The feature may have been part of an early field boundary. 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. Setting does not contribute to the heritage value of the asset.	Post-medieval	Non-designated	Low

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5.6 Manchester Piccadilly Station area (MA08)

Table 14: Gazetteer of heritage assets AP2 ES, MA08

UID	Map reference	NGR	Other reference	Monument type	Name	Description	Period	Designation and grade	Heritage value
MA08_0998	HE-01-308	385104 397755	NHLE: n/a HER: n/a NMR: n/a	Transport Railway viaduct	Railway Viaduct	A continuation of the mid-19th century railway viaduct (MA07_0411), running south from Manchester Piccadilly and continuing south-east to Ardwick. North of Travis Street, the asset forms part of the listed Piccadilly Station. The setting is industrial estates around Ardwick and a large cohesive group of 19th century railway infrastructure. Value is derived from its history as an example of a 19th century viaduct associated with Manchester's railway network. The continued existence and function of the viaduct highlight the importance of the railway in Manchester, despite the modernisation of the city.	Post-medieval	Non-designated	Low

6 Impact assessment tables

6.1 Wimboldsley to Lostock Gralam area (MA02)

Table 15: Impact assessment table for MA02: Additional land temporarily required for modifications to the A54 St Michael's Way, A533 Leadsmithy Street and A54 Kinderton Street junction (AP2-002-001)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA02_0066	HE-01-305-R1	Middlewich Conservation Area	Conservation area	Moderate	<p>Minimal adverse</p> <p>The main ES reported minimal impacts from the presence of construction traffic and machinery into the setting, which would temporarily alter the character of the conservation area. The AP2 amendment will result in local road network alterations to the junction between A54 Kinderton Street and A533 Leadsmithy Street, in the north-east extent of the conservation area. The open character of the public space near the A54 will be temporarily altered by the presence of construction</p>	<p>No change</p> <p>The AP2 amendment will result in local road network alterations. This will result in the removal of some of the verge on the eastern side of A533 Leadsmithy Street, east of the asset. However, this will not change how the context of the conservation area can be appreciated.</p>	<p>No change</p> <p>No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.</p>	<p>Temporary: Minor adverse</p> <p>Construction permanent: Neutral</p> <p>Operation: Neutral</p>

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
					machinery. This will adversely impact the heritage value of the asset as it will reduce the ability to appreciate the conservation area in this location.			
MA02_0068	HE-01-305-R1	Church of St Michael and All Angels	Listed building Grade II*	High	<p>Minimal adverse</p> <p>The main ES reported no change to the heritage value of the asset. The AP2 amendment will result in local road network alterations. This will be undertaken east of the asset within the A533 Leadsmithy Street and north of the asset within the A54 Kinderton Street. This will introduce the presence of construction machinery into the setting of the asset and temporarily alter the character of the open space around the church. This will adversely impact the heritage value of the asset as it will reduce the</p>	<p>No change</p> <p>The main ES reported no change to the heritage value of the asset. The AP2 amendment will result in local road network alterations. This will result in the removal of some of the verge on the western side of A533 Leadsmithy Street, east of the asset. However, this will not change how the asset can be appreciated within its historic context.</p>	<p>No change</p> <p>No change is predicted because there are no further adverse impacts on the asset's value from increased noise and movement.</p>	<p>Temporary: Minor adverse</p> <p>Construction permanent: Neutral</p> <p>Operation: Neutral</p>

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
					ability to appreciate the asset within its setting.			
MA02_0292	HE-01-305-R1	Middlewich Area of Archaeological Potential	Non-designated	Moderate	No change No change is predicted because the asset's setting makes minimal contribution to its value.	Low adverse The main ES reported that archaeological remains would be removed by diversion of utilities along the A54 St Michael's Way and A54 Kinderton Street and AP1 amendment (154) would introduce further impacts to the west. The asset will be partially located within the land required for the AP2 amendment. The AP2 amendment will introduce further impacts to any archaeological remains from the Roman, early medieval, medieval and post-medieval periods. The road has already been subject to construction likely to have removed most archaeological remains.	No change No change is predicted because there are no further adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Minor adverse Operation: Neutral
MA02_0308	HE-01-305-R1	Sites of Middlewich	Non-designated	Low	No change No change is predicted	Low adverse The main ES reported	No change No change is predicted	Temporary: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
		medieval bridges			because the asset's setting makes minimal contribution to its value.	impacts on archaeological remains associated with the bridge due to utility works. The non-designated site of Middlewich Medieval Bridge (MA02_0308) is located within the boundary of the AP2 amendment. The AP2 amendment will require additional land to the south of the bridge for utility works, which will introduce further physical impacts to the asset.	because there are no adverse impacts on the asset's value from increased noise and movement.	Construction permanent: Minor/Negligible adverse Operation: Neutral
MA02_0314	HE-01-305-R1	Trent and Mersey Canal Conservation Area - Middlewich to Kent Green	Conservation area	Moderate	Minimal adverse The main ES reported no change to the heritage value of the asset. The AP2 amendment will result in local road network alterations to the junction between A54 Kinderton Street and A533 Leadsmithy Street, within the Middlewich area of the conservation area. The character of this area of the conservation area will be temporarily altered by the presence	No change The main Es reported no change to the heritage value of the asset. The AP2 amendment will result in local road network alterations. This will result in the removal of some of the verge on the eastern side of A533 Leadsmithy Street, east of the asset. However, this will not change how the context of the conservation area can be appreciated.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Minor adverse Construction permanent: Neutral Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
					of construction machinery. This will adversely impact the heritage value of the asset as it will reduce the ability to appreciate the conservation area in this location.			
MA02_0338	HE-01-306-R1	Wesleyan Chapel (site of)	Non-designated	High	No change No change is predicted because the asset's setting makes minimal contribution to its value.	No change No change is predicted because the asset's setting makes minimal contribution to its value.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA02_0339	HE-01-305-R1	Civil War Battles (site of)	Non-designated	Low	No change No change is predicted because the minor works will not impact on the asset's value.	Minimal adverse The AP2 amendment will result in local road network alterations. This will be undertaken on A533 Leadsmithy Street east of the asset and A54 Kinderton Street north of the asset. There is the potential for archaeological remains associated with the asset to extend west into the grass verge.	No change No change is predicted because the asset will be partially removed during construction.	Temporary: Neutral Construction permanent: Negligible adverse Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
						Therefore, there is potential for physical impacts to buried archaeological remains associated with the asset. However, the verge only represents a small area of the former battlefield. The presence of subsequent development means that archaeological remains of the battlefield are likely to have been lost. The character of the battlefield has been almost entirely altered and these changes will not alter it further.		

Table 16: Impact assessment table for MA02: Additional land temporarily required for modifications to the A530 King Street, A530 Croxton Lane and B5309 King Street junction (AP2-002-002)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA02_0336	HE-01-306-R1	King Street Farm	Non-designated	Low	No change The AP2 amendment will result in local road network alterations. This will be undertaken directly adjacent to the asset within the pavement and verge of	No change The AP2 amendment will result in local road network alterations. This will result in the removal of some of the verge west of the A530 King Street, south of the asset.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
					the A530 King Street. The ability to appreciate and understand the farmhouse is largely due to its farmyard setting which will remain unaltered by the presence of construction machinery.	However, this will not change how the asset can be appreciated as a post-medieval farmhouse.		

Table 17: Impact assessment table for MA02: Additional land permanently required for modifications to the A559 Manchester Road, A559 Hall Lane and Station Road junction (AP2-002-003)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA02_0191	HE-01-308-L1	Roman Road – Chester to Manchester (Margary no. 7a)	Non-designated	Low	No change No change is predicted because the asset's setting makes minimal contribution to its value	Minimal adverse The main ES reported that archaeological remains of the Roman road would be removed where it crossed the A559 Manchester Road. The survival of archaeological remains of the Roman road is unknown but is likely to have been largely removed by previous road improvement.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Negligible adverse Operation: Neutral

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Table 18: Impact assessment table for MA02: Additional land temporarily required for modifications to the A559 Manchester Road and Stubbs Lane junction (AP2-002-005)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA02_0191	HE-01-308-L1	Roman Road - Chester to Manchester (Margery no.7a)	Non-designated	Low	No Change No change is predicted because the asset's setting makes minimal contribution to its value.	Minimal adverse The main ES reported that archaeological remains of the Roman road would be removed where it crossed the A559 Manchester Road. The survival of archaeological remains of the Roman road is unknown but is likely to have been largely removed by previous road improvement.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement	Temporary: Neutral Construction permanent: Negligible adverse Operation: Neutral

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6.2 Pickmere to Agden and Hulseheath area (MA03)

Table 19: Impact assessment table for MA03: Additional land temporarily required for modifications to the A556 Chester Road and the A5033 Northwich Road Junction (AP2-003-001)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA03_0119	HE-01-310-R1	Roman Road – Chester to Manchester (Margary 7a)	Non-designated	Low	<p>No change</p> <p>No change is predicted because there is no temporary impact.</p>	<p>Minimal adverse</p> <p>The main ES reported a small portion of the full length of the Roman road would be removed. The asset is located within the land required for the construction of the AP2 amendment. A small portion of the Roman road will be removed. There is potential for buried archaeological remains to be removed as a result of the works at the junction. However, the construction of the M6 junction in this area is likely to have already removed any associated archaeological remains of the former Roman road. The impacted area represents a small portion of the full length of the Roman road.</p>	<p>No change</p> <p>No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.</p>	<p>Temporary: Neutral</p> <p>Construction permanent: Minor/Negligible adverse</p> <p>Operation: Neutral</p>

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA03_0175	HE-01-310-R1	Yew Tree House, Chester Road, Tabley	Non-designated	Low	No change The AP2 amendment will result in local road network alterations. This will be undertaken directly east of the asset within the A556 Chester Road which does not form part of the setting of the heritage asset or contribute to its value. Therefore, the presence of machinery during the construction of changes to the layout of the A556 Chester Road will not alter the heritage value of the asset.	No change The AP2 amendment will result in local road network alterations within the A556 Chester Road. These works are minor and will not impact on the asset's value.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

Table 20: Impact assessment table for MA03: Additional land permanently required for modifications to M6 junction 19 (AP2-003-002)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA03_0119	HE-01-310-R1	Roman Road – Chester to	Non-designated	Low	No change No change is predicted	Minimal adverse The main ES reported a	No change No change is predicted	Temporary: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
		Manchester (Margary 7a)			because there is no temporary impact.	small portion of the full length of the Roman road would be removed. The asset is located within the land required for the construction of the AP2 amendment and a small portion of the Roman road will be removed. There is potential for buried archaeological remains to be removed as a result of the works at the junction. However, the construction of the A556 Chester Road in this area is likely to have already removed any associated archaeological remains of the former Roman Road. The impacted area represents a small portion of the full length of the Roman road.	because there are no adverse impacts on the asset's value from increased noise and movement.	Construction permanent: Negligible adverse Operation: Neutral
MA03_0145	HE-01-310-R1	Tabley Chapell or The Chappell in the Street (site of)	Non-designated	Low	No change No change is predicted because there is no temporary impact.	Minimal adverse The location of the chapel is uncertain, and it may lie within or outside the land required	No change No change is predicted because the asset will be removed during construction.	Temporary: Neutral Construction permanent: Negligible adverse

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
						for the construction of the AP2 amendment. The construction of the M6 junction in this area is likely to have already removed any associated archaeological remains around Junction 19. There is potential for buried archaeological remains to be removed as a result of the construction works. However, the uncertainty of the chapels location and loss of archaeological remains associated with the M6 means it is considered that there will only be a partial loss of archaeological remains at worst.		Operation: Neutral
MA03_0176	HE-01-310-R1	Field boundary in Tabley Superior Parish	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
								Operation: Neutral
MA03_0177	HE-01-310-R1	Galley's Croft	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA03_0182	HE-01-310-R1	Field Boundary in Tabley Superior Parish	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA03_0184	HE-01-310-R1	Possible Post-medieval Lane	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

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Table 21: Impact assessment table for MA03: Additional land permanently required for modifications to M6 junction 20a (AP2-003-004)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA03_0174	HE-01-312a-L2	Howshoots Farm	Non-designated	Low	Minimal adverse The asset is located directly south of the land required for the AP2 amendment. Its setting includes the noise of traffic due to the presence of the M6. The agricultural fields to the north make a positive contribution to the heritage value of the asset. During construction the presence of construction machinery in the fields north of the asset, will change what remains of its rural agricultural setting. This will temporarily alter the setting of the asset and impact its heritage value.	No change The AP2 amendment will result in modifications to the slip road of the M6 Junction 20a. These works will not have an impact on the value of the asset, as the setting does not extend to the AP2 amendment. The works located directly north of the asset are temporary and there will be no permanent impact.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Negligible adverse Construction permanent: Neutral Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA03_0180	HE-01-312a-L2	Bradley Hall Moated Site	Scheduled monument	High	No change No change is predicted because: - of the distance between the asset and the AP2 revised scheme; and - there is no physical impact.	No change No change is predicted because: - of the distance between the asset and the AP2 revised scheme; and - there is no physical impact.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA03_0183	HE-01-310-R1	Brick Kiln Field	Non-designated	Low	No change No change is predicted because: - of the distance between the asset and the Proposed Scheme; and - there is no physical impact.	No change No change is predicted because: - of the distance between the asset and the Proposed Scheme; and - there is no physical impact.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA03_0185	HE-01-312a-L2	Gadbrook Colour Works (site of)	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

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6.3 Hulseheath to Manchester Airport area (MA06)

Table 22: Impact assessment table for MA06: Additional land permanently required for a revised National Grid 400kV overhead power line diversion near Ryecroft Covert LWS (AP2-006-006)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA06_0002	HE-01-320	Tatton Park	Registered park/garden Grade II*	High	<p>Minimal adverse</p> <p>The main ES reported that restringing work would alter the setting of the park due to the presence of construction machinery and the loss of tree cover. This would adversely impact the heritage value of the asset for the duration of the work and until woodland regrows. The land required for the construction of the AP2 amendment is located in the northern extent of the park. The presence of construction machinery during works will temporarily alter how the park is appreciated. This will be an additional impact but will not alter the level of impact reported in the main ES.</p>	<p>Low adverse</p> <p>The main ES reported no change because the setting of the asset did not extend to the scheme. The land required for the construction of the AP2 amendment is located in the northern extent of the park for the provision of mitigation planting. This will introduce a new block of tree planting designed to compensate for the loss of Ancient Woodland at Birkin Bridge Lodge. This will alter the character of the park as it changes the original landscape design in this location. This will impact its heritage value.</p>	<p>No change</p> <p>No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.</p>	<p>Temporary: Minor adverse</p> <p>Construction permanent: Moderate adverse</p> <p>Operation: Neutral</p>

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA06_0058	HE-01-320	Birkin Bridge, North Lodge and railing attached	Listed building Grade II	Moderate	Minimal adverse No change was reported as a result of the main ES because the minor restringing works would not impact on the asset's value. The AP2 amendment will result in works and planting south of the asset. The setting of the asset will be temporarily altered by the presence of construction machinery in the immediate vicinity of the asset, during tree planting. The ability to appreciate the relationship between the asset, Birkin Bridge, South Lodge and Tatton Park to the south will be altered resulting in a temporary impact to the heritage value of the asset.	Low adverse No change was reported as a result of the main ES because the minor restringing works would not impact on the asset's value. The AP2 amendment will include additional ecological planting south of the asset. This will alter the asset's setting, as the landscape will change as the trees mature, reducing views to the south and the ability to appreciate the relationship with the remainder of Tatton Park.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Minor adverse Construction permanent: Minor adverse Operation: Neutral
MA06_0059	HE-01-320	Birkin Bridge, South Lodge and railing attached	Listed building Grade II	Moderate	Minimal adverse No change was reported as a result of the main ES because the minor restringing works would not impact on the asset's value.	Low adverse No change was reported as a result of the main ES because the minor restringing works would not impact on the asset's value.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Minor adverse Construction permanent: Minor adverse

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
					The AP2 amendment will result in planting south of the asset. The setting of the asset will be temporarily altered by the presence of construction machinery in the immediate vicinity of the asset, during tree planting. The ability to appreciate the relationship between the asset, Birkin Bridge, North Lodge and Tatton Park to the south will be altered resulting in a temporary impact to the heritage value of the asset.	The AP2 amendment includes additional ecological planting south of the asset. This will alter the asset's setting, as the landscape will change as the trees mature, reducing views to the south and the ability to appreciate the relationship with the remainder of Tatton Park.		Operation: Neutral
MA06_0111	HE-01-320	Cropmarks at Ryecroft Farm, Ashley	Non-designated	Low	No change No change is predicted because there is no temporary impact.	High adverse The AP2 amendment requires additional land for the construction of the diversion of the overhead line to avoid Ryecroft Covert ancient woodland. The asset is located within the land required for the AP2 amendment and any archaeological remains will be removed.	No change No change is predicted because the asset will be removed during construction.	Temporary: Neutral Construction permanent: Moderate adverse Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA06_0364	HE-01-320	Crofts and Tofts at Norshaw	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

Table 23: Impact assessment table for MA06: Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA06_0016	HE-01-321	Yewtree House, Sunbank Lane	Listed building Grade II	Moderate	Medium adverse The main ES reported that the setting of Yewtree House would be temporarily altered by the presence of construction machinery associated with the construction of Ringway cutting, Sunbank Lane overbridge and Sunbank Lane. The AP2 amendment will introduce additional changes to the setting from machinery associated with the	Medium adverse The main ES reported that the setting of Yewtree House would be permanently altered by the removal of farmland and demolition of properties in the west of the small settlement. The AP2 amendment will introduce additional changes to the setting from the construction of the M56 junction 6 roundabout overbridge west and the M56 junction 6 roundabout	No change No change is predicted because there are no further adverse impacts on the asset's value from increased noise and movement.	Temporary: Moderate adverse Construction permanent: Moderate adverse Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
					construction of the M56 junction 6 roundabout overbridge west and the M56 junction 6 roundabout overbridge east. This will reduce the contribution setting makes to the heritage value of the asset. This will introduce a new impact but will not increase the level of the impact reported in the main ES.	overbridge east. This will further reduce the amount of farmland around the former farmhouse and its legibility as a former farmhouse in a small hamlet. This will reduce the contribution setting makes to the heritage value of the asset. This will introduce a new impact but will not increase the level of the impact reported in the main ES.		
MA06_0097	HE-01-321	Pigleystair Bridge across River Bollin (site of)	Non-designated	Low	Minimal adverse The AP2 amendment will result in the reconfiguration of the M56 Junction 6 and requires additional land beyond the original scheme. There will be an impact on the heritage value of the asset due to the temporary closure of the historic route across the River Bollin. However, this historic route will be reinstated	High adverse The AP2 amendment will result in the reconfiguration of the M56 Junction 6 and requires additional land beyond the original scheme. No impacts were reported as a result of the main ES. The heritage value of the asset lies within the archaeological remains of the 19th century footbridge and its	No change No change is predicted because the asset will be removed during construction.	Temporary: Negligible adverse Construction permanent: Moderate adverse Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
					after the completion of construction.	historic interest as a maintained crossing of the river. The asset is located within the land required for the AP2 amendment and any archaeological remains will be removed.		
MA06_0199	HE-01-321	Castle Mill (site of), Mill Lane	Non-designated	Low	No change The presence of construction machinery in the setting of the mill, will not change how the relationship between the mill leat, River Bollin and mill can be appreciated.	No change The AP2 amendment will result in the reconfiguration the M56 Junction 6. The asset is located adjacent to the land required for the AP2 amendment and will be retained. This will result in no change to the asset.	No change No change is predicted because the asset will be removed during construction.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA06_0201	HE-01-321	Leat, Castle Mill (site of), Mill Lane	Non-designated	Low	No change No temporary effect is assessed for this asset as its removal during construction will be permanent.	Medium adverse The AP2 amendment will result in the reconfiguration of the M56 Junction 6 and requires additional land beyond the original scheme. The asset is located within the land required for the AP2	No change No change is predicted because the asset will be removed during construction.	Temporary: Neutral Construction permanent: Minor adverse Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
						amendment and the northern section of the archaeological remains of the leat will be impacted by environmental mitigation in the form of tree planting. This will result in the partial removal of the asset.		
MA06_0345	HE-01-321	Keeper's Cottage, Sunbank Lane	Non-designated	Low	No change No change is predicted because there is no temporary impact.	High adverse The AP2 amendment will result in the reconfiguration of the M56 Junction 6 and requires additional land beyond the original scheme. The asset is located within the land required for the AP2 amendment and will be demolished. This will result in the total loss of the asset.	No change No change is predicted because the asset will be removed during construction.	Temporary: Neutral Construction permanent: Moderate adverse Operation: Neutral
MA06_0347	HE-01-321	Lower Thornsgreen Farm	Non-designated	Low	Medium adverse The AP2 amendment will result in the reconfiguration of the M56 Junction 6 and	Medium adverse The AP2 amendment will result in the reconfiguration of the M56 Junction 6 and	No change No change is predicted because there are no adverse impacts on the asset's value from	Temporary: Minor adverse Construction permanent:

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
					requires additional land beyond the original scheme. The setting of the asset will be temporarily altered during the construction of the AP2 amendment, due to the additional noise and movement from machinery within fields which surround the asset. This will adversely impact the heritage value of the asset.	requires additional land beyond the original scheme. One of the agricultural buildings associated with the farm is located within the land required for the AP2 amendment and will be demolished. This will result in the partial loss of the asset. The remaining elements of the farm will also see changes to their setting due to the loss of surrounding farmland. This will alter how the farm is appreciated as a working farm and diminish the contribution the setting makes to its heritage value.	increased noise and movement.	Minor adverse Operation: Neutral

Table 24: Additional land permanently required for modifications to the A538 Altrincham Road and Mobberley Road junction (GM43290) (AP2-006-015)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA06_0344	HE-01-321-R2	Friends Meeting House	Non-designated	Low	No change No change is predicted because the asset's	No change Because the minor works	No change No change is predicted because there are no	Temporary: Neutral Construction

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
					setting does not extend to the Proposed Scheme.	will not impact on the asset's value.	adverse impacts on the asset's value from increased noise and movement.	permanent: Neutral Operation: Neutral
MA06_0346	HE-01-321-R2	The Dower House	Listed building Grade II	Moderate	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA06_0362	HE-01-321-R2	Lindow Moss	Non-designated	Moderate	No change No temporary effect is assessed for this asset as its removal during construction will be permanent.	Minimal adverse The AP2 amendment will result in local road network alterations within the north-east corner of the asset. The junction between the A538 Altrincham Road and Mobberley Road will be moved 100m north of the current location. Most of the land required for the construction of the AP2 amendment is located within a previously undeveloped	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Minor adverse Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
						agricultural field, which forms part of the moss. Therefore, there is the potential to impact archaeological remains associated with the asset. This is only a small section of the asset and the AP2 amendment consists of relatively unintrusive junction improvements, it is unlikely works will impact the peat deposits and the paleoenvironmental potential which contribute to the heritage value of the asset.		

Table 25: Impact assessment table for MA06: Additional land permanently required for the realignment of an 11kv underground power line diversion along Shay Lane (AP2-006-016)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA06_0014	HE-01-322a	Davenportgreen Hall	Listed building Grade II	Moderate	Low adverse The main ES reported that the setting of the hall would be temporarily altered because agricultural	No change No change was reported as a result of the main ES. The AP2 amendment will not permanently alter	No change No change is predicted because there are no further adverse impacts on the asset's value from	Temporary: Minor adverse Construction permanent: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
					<p>fields would be removed for the introduction of the Manchester tunnel south portal main compound.</p> <p>The AP2 amendment involves the diversion of utility works from Brooks Drive to Shay Lane. The AP2 amendment will introduce additional machinery into the setting of the asset. This will further diminish the relationship between the hall, gardens and farmland that form the asset's setting and make a positive contribution to its heritage value. This will introduce a new impact to the heritage value of the asset but will not increase the level of impact reported in the main ES.</p>	<p>the setting of the asset and impact its heritage value. The utility diversions will not permanently alter the setting of the asset and impact its heritage value.</p>	<p>increased noise and movement.</p>	<p>Operation: Neutral</p>
MA06_0021	HE-02-308b	Hale Barns and Ringway War Memorial	Listed building Grade II	Moderate	<p>Minimal adverse</p> <p>The AP2 amendment involves works to utilities along Hale Road, directly</p>	<p>No change</p> <p>Because the minor works will not impact on the asset's value.</p>	<p>No change</p> <p>No change is predicted because there are no adverse impacts on the</p>	<p>Temporary: Minor adverse Construction</p>

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
					west of the asset. During works there will be an increase in traffic associated with construction works. The ability to understand and appreciate the asset in its setting and as a memorial, will be temporarily altered by the presence of construction machinery in the immediate vicinity of the asset.		asset's value from increased noise and movement.	permanent: Neutral Operation: Neutral
MA06_0348	HE-01-321-L1	Ditch North of 287 Hale Road	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA06_0349	HE-01-322a	Ditch West of Roaring Gate Lane	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA06_0352	HE-01-321-L1	Tan Yard or Tanyard Farm (site of)	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA06_0353	HE-01-321-L1	Salt Riddings (site of)	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA06_0357	HE-01-321-L1	Hale Barns Village Core	Non-designated	Low	No change No change is predicted because there is no physical impact.	No change No change is predicted because there is no physical impact.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA06_0360	HE-01-321-L1	Oakfield (site of)	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA06_0363	HE-01-321-L1	Smithy (Hale Barns Green) (site of)	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA06_0365	HE-01-321-L1	Great and Little Wall Fields (possible Romano-British settlement)	Non-designated	Low	No change No change is predicted because: - of the distance between the asset and the Proposed Scheme; and - there is no physical impact.	No change No change is predicted because: - of the distance between the asset and the Proposed Scheme; and - there is no physical impact.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

Table 26: Impact assessment table for MA06: Additional land permanently required for the extension of Metrolink provisions at Manchester Airport High Speed station (AP2-006-022)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA06_0011	HE-01-322a	Barn, Roaring Gate Lane (also known as Davenportgreen Barn)	Listed building Grade II	Moderate	Medium adverse The main ES reported that agricultural fields, which form the asset's setting, would be temporarily removed for the introduction of the Manchester tunnel south portal main compound. This would reduce the ability to understand that the barn was part of a former farmstead associated with the surrounding farmland.	Medium adverse No change was reported as a result of the main ES. The AP2 amendment involves the extension of the Metrolink track on a viaduct south of Roaring Gate Lane. The permanent presence of the Metrolink track on a viaduct will alter the setting of the asset. It will introduce new infrastructure and permanently remove	No change No change is predicted because there are no further adverse impacts on the asset's value from increased noise and movement.	Temporary: Moderate adverse Construction permanent: Moderate adverse Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
					The AP2 amendment involves the extension of the Metrolink track on a viaduct south of Roaring Gate Lane. This will introduce additional machinery into the setting of the asset during the construction of the Metrolink track and viaduct. The proximity of this machinery will further diminish the contribution made by the agricultural fields to understanding the heritage value of the asset. This will introduce a new impact to its heritage value but will not increase the level of the impact reported in the main ES.	agricultural fields, which form the setting of the asset. This will further diminish the contribution the setting makes to the heritage value of the assets. It will become more difficult to understand the association between the surrounding agricultural farmland, the former farmhouse and farm buildings.		
MA06_0012	HE-01-322a	Davenportgreen Farmhouse	Listed building Grade II	Moderate	Medium adverse The main ES reported that agricultural fields, which form the asset's setting, would be temporarily removed for the introduction of the Manchester tunnel south	Medium adverse No change was reported as a result of the main ES. The AP2 amendment involves the extension of the Metrolink track on a viaduct south of Roaring	No change No change is predicted because there are no further adverse impacts on the asset's value from	Temporary: Moderate adverse Construction permanent: Moderate adverse

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					portal main compound. This would reduce the ability to understand that the farmhouse was part of a former farmstead associated with the surrounding farmland. The AP2 amendment involves the extension of the Metrolink track on a viaduct south of Roaring Gate Lane. This will introduce additional machinery into the setting of the asset during the construction of the Metrolink track and viaduct. The proximity of this machinery will further diminish the contribution made by the agricultural fields to understanding the heritage value of the asset. This will introduce a new impact to the heritage value of the asset. It will not increase the level of the impact reported in the main ES.	Gate Lane. The permanent presence of the Metrolink track on a viaduct will alter the setting of the asset. It will introduce new infrastructure and permanently remove agricultural fields, which form the setting of the asset. This will further diminish the contribution the setting makes to the heritage value of the assets. It will become more difficult to understand the association between the surrounding agricultural farmland, the former farmhouse and farm buildings.	increased noise and movement.	Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA06_0013	HE-01-322a	Paddy's Hut, Roaring Gate Lane	Listed building Grade II	Moderate	<p>Medium adverse</p> <p>The main ES reported that agricultural fields, which form the asset's setting, would be temporarily removed for the introduction of the Manchester tunnel south portal main compound. This would reduce the ability to understand that the farmhouse was part of a former farmstead associated with the surrounding farmland. The AP2 amendment involves the extension of the Metrolink track on a viaduct south of Roaring Gate Lane. This will introduce additional machinery into the setting of the asset during the construction of the Metrolink track and viaduct. The proximity of this machinery will further diminish the contribution made by the agricultural fields to understanding the</p>	<p>Medium adverse</p> <p>No change was reported as a result of the main ES. The AP2 amendment involves the extension of the Metrolink track on a viaduct south of Roaring Gate Lane. The permanent presence of the Metrolink track on a viaduct will alter the setting of the asset. It will introduce new infrastructure and permanently remove agricultural fields, which form the setting of the asset. This will further diminish the contribution the setting makes to the heritage value of the assets. It will become more difficult to understand the association between the surrounding agricultural farmland, the former farmhouse and farm buildings.</p>	<p>No change</p> <p>No change is predicted because there are no further adverse impacts on the asset's value from increased noise and movement.</p>	<p>Temporary: Moderate adverse</p> <p>Construction permanent: Moderate adverse</p> <p>Operation: Neutral</p>

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					heritage value of the asset. This will introduce a new impact to the heritage value of the asset. It will not increase the level of the impact reported in the main ES.			
MA06_0014	HE-01-322a	Davenportgreen Hall	Listed building Grade II	Moderate	<p>Low adverse</p> <p>The main ES reported that the setting of the hall would be temporarily altered because agricultural fields would be removed for the introduction of the Manchester tunnel south portal main compound. The AP2 extension of the Metrolink track will further introduce temporary construction machinery into the setting of the asset. The AP2 amendment involves the extension of the Metrolink track on a viaduct south of Roaring Gate Lane. The AP2 amendment will introduce additional</p>	<p>Low adverse</p> <p>No change was reported as a result of the main ES. The AP2 amendment associated with the Metrolink track on a viaduct south of Roaring Gate Lane will change the setting of the asset and impact its heritage value. The AP2 amendment involves the extension of the Metrolink track on a viaduct south of Roaring Gate Lane. The former hall farm is surrounded by large gardens including dense woodland with an approach along a tree lined road surrounded by farmland. This setting, despite encroachment of</p>	<p>No change</p> <p>No change is predicted because there are no further adverse impacts on the asset's value from increased noise and movement.</p>	<p>Temporary: Minor adverse</p> <p>Construction permanent: Minor adverse</p> <p>Operation: Neutral</p>

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					<p>machinery into the setting of the asset. This will further diminish the relationship between the hall, gardens and farmland that form the asset's setting and make a positive contribution to its heritage value. This will introduce a new impact to the heritage value of the asset but will not increase the level of impact reported in the main ES.</p>	<p>modern infrastructure associated with Manchester Airport creates a rural character. The relationship between the hall, gardens and farmland makes a positive contribution to the heritage value, through association with the fields of the farm. The AP2 amendment will introduce the Metrolink track on a viaduct into the setting of the asset. This will introduce additional infrastructure which will diminish the rural character of the hall's setting.</p>		

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6.4 Davenport Green to Ardwick area (MA07)

Table 27: Impact assessment table for MA07: Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA07_04 14	HE-01-322b	Pond North of Whitecarr Lane	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA07_04 15	HE-01-322b	Possible Field Boundary Feature North of Whitecarr Lane	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

Table 28: Impact assessment table for MA07: Change to Bill powers required for relocation of vent shaft and headhouse from Palatine Road to The Hollies (AP2-007-003)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA07_0054	HE-01-324	Church of St Aiden	Listed building Grade II	Moderate	No change No change is predicted	Minimal adverse The asset will be within	No change No change is predicted	Temporary: Neutral

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					because there is no physical impact.	the 10mm settlement contour associated with the Manchester Tunnel.	because there are no adverse impacts on the asset's value from increased noise and movement.	Construction permanent: Minor adverse Operation: Neutral
MA07_0120	HE-01-324	Oak Bank	Listed building Grade II	Moderate	Minimal adverse The asset is surrounded by mature trees to the boundary that provide an enclosed and peaceful setting in contrast to the road. The AP2 amendment will introduce additional noise of traffic and machinery during construction and the demolition of buildings on Barlow Moor Road, which will reduce the contribution this quiet setting makes to the heritage value of the asset.	No change Because there is no physical impact.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Minor adverse Construction permanent: Neutral Operation: Neutral
MA07_0212	HE-02-310a	Anglican Church of St Benedict	Listed building Grade II*	High	No change No change is predicted	Minimal adverse The asset will be within the 10mm settlement	No change No change is predicted because there are no	Temporary: Neutral Construction

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
					because there is no physical impact.	contour associated with the Manchester Tunnel.	adverse impacts on the asset's value from increased noise and movement.	permanent: Minor adverse Operation: Neutral

Table 29: Impact assessment table for MA07: Additional land permanently required for the diversion of Blackbrook Culvert (AP2-007-006)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA07_0264	HE-01-326	Iron Foundry (site of)	Non-designated	Low	No change No temporary effect is assessed for this asset as its removal during construction will be permanent.	Minimal adverse The AP2 amendment will result in the construction of three new manholes and associated pipe work. There is the potential for archaeological remains associated with the asset to extend into the land required for the AP2 amendment. Any archaeological remains located within the land required will be permanently removed. This will result in the partial removal of the asset.	No change No change is predicted because the asset will be removed during construction.	Temporary: Neutral Construction permanent: Negligible adverse Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA07_0265	HE-01-326	Burgess Villa (site of)	Non-designated	Low	No change No temporary effect is assessed for this asset as its removal during construction will be permanent.	Minimal adverse The AP2 amendment will result in the construction of three new manholes and associated pipe work. The asset is partially located within the land required for the AP2 amendment and any remains will be permanently removed. This will result in the partial removal of the asset.	No change No change is predicted because the asset will be removed during construction.	Temporary: Neutral Construction permanent: Negligible adverse Operation: Neutral
MA07_0266	HE-01-326	Football Ground (site of)	Non-designated	Low	No change No temporary effect is assessed for this asset as its removal during construction will be permanent.	Minimal adverse The AP2 amendment will result in the construction of three new manholes and associated pipe work. The asset is partially located within the land required for the AP2 amendment and any remains will be permanently removed. This will result in the partial removal of the asset.	No change No change is predicted because the asset will be removed during construction.	Temporary: Neutral Construction permanent: Negligible adverse Operation: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary - impact	Construction permanent - impact	Operation permanent - impact	Effect
MA07_0412	HE-01-326	Buildings on Bennett Street (site of)	Non-designated	Low	No change No change is predicted because there is no physical impact.	No change No change is predicted because there is no physical impact.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral
MA07_0413	HE-01-326	Gatekeeper's Lodge and Weighing Machine (site of)	Non-designated	Low	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because of the distance between the asset and the AP2 revised scheme.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

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Table 30: Impact assessment table for MA07: Additional land temporarily required for the reconfiguration of Ardwick construction sidings (AP2-007-009)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA07_0254	HE-01-326	Brick Kiln (site of) off Gorton Road	Non-designated	Low	No change No temporary effect is assessed for this asset as its removal during construction will be permanent.	High adverse The asset is located within the land required for the construction of the AP2 amendment and will be removed.	No change No change is predicted because the asset will be removed during construction.	Temporary: Neutral Construction permanent: Moderate adverse Operation: Neutral
MA07_0411	HE-01-326	Railway Viaduct	Non-designated	Low	No change No change is predicted because there is no physical impact.	No change No change is predicted because there is no physical impact.	No change No change is predicted because there are no adverse impacts on the asset's value from increased noise and movement.	Temporary: Neutral Construction permanent: Neutral Operation: Neutral

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6.5 Manchester Piccadilly Station area (MA08)

Table 31: Impact assessment table for MA08: Additional land permanently required for provision of an access ramp from the realigned B6469 Fairfield Street to the Network Rail viaduct deck at Manchester Piccadilly Station (AP2-008-002)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA08_0998	HE-01-328	Railway Viaduct	Non-designated	Low	<p>No change</p> <p>The AP2 amendment involves the construction of a new ramp structure. Although there will be construction machinery in the immediate vicinity of the asset, this will not alter the ability to understand and appreciate the asset in its setting.</p>	<p>Low adverse</p> <p>The AP2 amendment involves the construction of a new ramp structure. This will introduce a direct physical impact to the arches of the non-designated Railway Viaduct, which will be modified to support the new ramp. The new ramp will obscure the form of the railway arches on this side. However, their function as a railway viaduct will not be altered.</p>	<p>No change</p> <p>No change is predicted from the AP2 amendment.</p>	<p>Temporary: Neutral</p> <p>Construction permanent: Minor/Negligible adverse</p> <p>Operation: Neutral</p>

Table 32: Impact assessment table for MA08: Additional land permanently required for modifications to the multi-modal transport hub (AP2-008-003)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA08_0677	HE-01-328	St Andrew's Church and	Non-designated	High	No change	High adverse	No change	Temporary: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
		disused graveyard (site of)			No change is predicted because there is no temporary impact.	There are below ground remains associated with the church and there are human remains and associated features from the graveyard. The AP2 amendment will remove the direct physical impact from the construction of the Manchester Piccadilly High Speed station car parks, as described in the main ES. However, the asset is still located within the land required for the AP2 revised scheme. The redesign of New Sheffield Street, the construction of the adjacent retaining walls and reduction in ground level will still result in the complete removal of archaeological remains.	No change is predicted because the asset will be removed during construction.	Construction permanent: Major adverse Operation: Neutral

Table 33: Additional land permanently required for a new loading/unloading bay to provide access to the catering areas within the Network Rail facilities building at Manchester Piccadilly High Speed station (AP2-008-004)

UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
MA08_0998	HE-01-328	Railway Viaduct	Non-designated	Low	No change	Low	No change	Temporary: Neutral

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UID	Map reference	Name	Designation and grade	Heritage value	Construction temporary – impact	Construction permanent – impact	Operation permanent – impact	Effect
					The AP2 amendment involves the construction of a new loading bay and access facilities in the arches east of Travis Street. Although there will be construction machinery in the immediate vicinity of the asset, this will not alter the ability to understand and appreciate the asset in its setting.	adverse The AP2 amendment involves the construction of a new loading bay and access facilities in the arches east of Travis Street. This will introduce a direct physical impact to the arches of the non-designated Railway Viaduct. However, the historic form of the viaduct arches will be broadly retained, and their purpose will remain legible.	No change is predicted from the AP2 amendment because there are no adverse impacts on the asset's value from increased noise and movement.	Construction permanent: Minor/Negligible adverse Operation: Neutral

7 Historic character landscape area sheets

7.1 Hulseheath to Manchester Airport area (MA06)

Table 34: Historic landscape character MA06: Additional commentary due to the Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014)

HLCA	Value	Commentary	Construction permanent - impact	Operation permanent - impact	Effect
MA06_HLCA02 Ringway	Moderate	The interest of the HLCA arises from the capacity to illustrate and provide evidence of a relatively unaltered historic rural landscape from the medieval period onwards despite the proximity to the M56 and Manchester Airport. The AP2 revised scheme will run through the centre of the HLCA and involve demolition of several properties within Ringway and remove stretches of field boundaries including some of medieval date, piecemeal enclosure, ancient fields and small parts of woodland. The reconfiguration of the M56 Junction 6 will remove additional properties and farmland. This will adversely impact the HLCA by removing elements of its historic field systems and affect how its historic character can be perceived.	Medium Adverse	No change	Construction permanent: Moderate adverse Operation: Neutral

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Table 35: Historic landscape character MA06: Additional commentary due to the Additional land permanently required for the extension of Metrolink provisions at Manchester Airport High Speed station (AP2-006-022)

HLCA	Value	Commentary	Construction permanent - impact	Operation permanent - impact	Effect
MA06_HLCA03 Davenport Green	Low	The interest of the HLCA arises from the landscapes capacity to illustrate and provide evidence for historic agricultural practices and settlement from the medieval period onwards. The HLCA's value is enhanced as a stretch of surviving historic landscape within Manchester conurbation. Sections of piecemeal enclosure, planned fields, field boundaries and a part of Davenport Green Wood along the west side of the HLCA will be removed as a result of the construction of the AP2 revised scheme, impacting on the HLCA's legibility. Further change will occur due to the presence of the metrolink which will introduce further infrastructure in the north-west corridor of the M56 and further alter the overall character of the HLCA.	Low Adverse	No change	Construction permanent: Negligible adverse Operation: Neutral

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7.2 Davenport Green to Ardwick area (MA07)

Table 36: Historic landscape character MA07: Additional commentary due to the Change to Bill powers required for relocation of vent shaft and headhouse from Palatine Road to The Hollies (AP2-007-003)

HLCA	Value	Commentary	Construction permanent - impact	Operation permanent - impact	Effect
MA07_HLCA03 Mersey Corridor	Moderate	The HLCA's interest derives from its recreational use, in particular the 20th century golf courses which form large parts of the HLCA. The AP2 revised scheme is predominantly tunnelled within the HLCA, with the presence of a ventilation shaft site. The location of the ventilation shaft will encompass an area of disused sports pitches on the eastern edge of the River Mersey, resulting in the loss of part of the recreational land which is characteristic of the HLCA. The construction of the AP2 revised scheme, will only partially adversely impact the value of the HLCA, as the character remains legible. The relocation of the Palatine Road Vent Shaft will not alter this assessment.	Low Adverse	Low Adverse	Construction permanent: Minor adverse Operation: Minor adverse

8 Combined effects

8.1.1 The assets in Table 37 will be affected by two or more AP2 amendments. This section identifies the combined non-significant effect on each asset as a result of the AP2 revised scheme.

Table 37: Combined effects of AP2 amendments

Asset name/reference	AP2 amendments that affect this asset	Combined effect
Roman Road – Chester to Manchester (Margery no.7a) MA02_0191	Additional land permanently required for modifications to the A559 Manchester Road, A559 Hall Lane and Station Road junction (AP2-002-003) – Construction permanent: Negligible adverse Additional land temporarily required for modifications to the A559 Manchester Road and Stubbs Lane junction (AP2-002-005) – Construction permanent: Negligible adverse	Construction permanent: Negligible adverse (non-significant) The overall combined effect does not change the scale of effect reported for each individual AP2 amendment
Roman Road – Chester to Manchester (Margary 7a) MA03_0119 (This asset is a continuation of MA02_0191 above)	Additional land temporarily required for modifications to the A556 Chester Road and the A5033 Northwich Road Junction (AP2-003-001) – Construction permanent: Negligible adverse Additional land permanently required for modifications to M6 junction 19 (AP2-003-002) – Construction permanent: Negligible adverse	Construction permanent: Negligible adverse (non-significant) The overall combined effect does not change the scale of effect reported for each individual AP2 amendment
Davenportgreen Hall MA06_0014	Brooks Drive change – Utilities (AP2-006-016) – Temporary: Minor adverse Metrolink Powers (AP2-006-022)– Temporary: Minor adverse	Construction temporary: Minor adverse (non-significant) The overall combined effect does not change the scale of effect reported for each individual AP2 amendment
Davenportgreen Hall MA06_0014	Brooks Drive change – Utilities (AP2-006-016) – Construction permanent: no change Metrolink Powers (AP2-006-022) – Construction permanent: Minor adverse	Construction permanent: Minor adverse (non-significant) The overall combined effect is minor adverse
Railway Viaduct MA07_0411	Ardwick – changes as a consequence of reducing the train paths for Ardwick construction sidings (AP2-007-009) Construction permanent: No change	Construction permanent: Minor adverse (non-significant) The overall combined effect is minor adverse
Railway Viaduct MA08_0998 (This asset is a continuation of MA07_0411 above)	Network Rail access ramp at Manchester Piccadilly Station (AP2-008-002) – Construction permanent: Minor/Negligible adverse Network Rail loading bay (AP2-008-004) – Construction permanent: Minor/Negligible adverse	Construction permanent: Minor adverse (non-significant) The overall combined effect is minor adverse

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