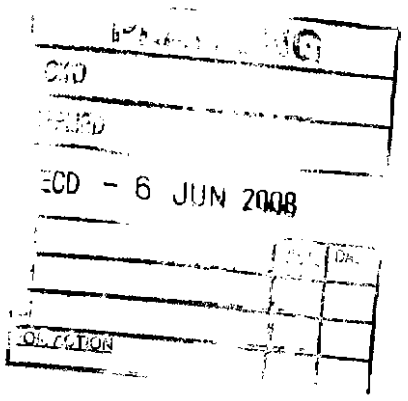


LISTED BUILDING ASSESSMENT
ROSE COTTAGE

Proposed Transit Units, Manchester Airport
Runger Lane, Woodhouse Park,
Manchester

White Young Green Planning and Design, on behalf of Manchester Airport Developments Limited

File Ref: A039282

Date: June 2008

thinking beyond construction

White Young Green Planning
Regatta House
Clippers Quay
Salford Quays
Manchester
M50 3XP

Telephone: (0161) 872 3223
Facsimile: (0161) 872 3193

Project No: A039282

Date:	April 2008
Prepared By:	Richard Shepherd – Senior Planner
Approved By:	Stephen Hyland – Associate Director

CONTENTS Page No

1	INTRODUCTION	1
2	A DESCRIPTION OF THE SITE	4
3	REFERENCES DOCUMENTARY SOURCES	5
4	THE METHODOLOGY EMPLOYED IN INVESTIGATING THE BUILDING	7
5	A DESCRIPTION OF ROSE COTTAGE	10
6	AN INVENTORY OF ROSE COTTAGE	15
7	A COMMENTARY ON THE CONDITION OF ROSE COTTAGE	17
8	AN ASSESSMENT OF SIGNIFICANCE	18
9	JUSTIFICATION OF THE SALVATION, DEMOLITION, STORAGE AND REBUILDING	21
10	CONCLUSIONS	27

1 INTRODUCTION

Scope and Purpose

1.01 White Young Green Planning and Design (WYG) has prepared this Assessment on behalf of Manchester Airport Developments Limited (MADL) in respect of a proposed development of two transit units to extend the Manchester Airport World Freight Terminal.

1.02 The scope of this Assessment is to consider matters relating to the salvaging, demolition, storage and rebuilding of Rose Cottage, a Grade II listed thatched roof brick built dwellinghouse of seventeenth century origin, necessitated by the proposed transit unit development.

1.03 The purpose of the Assessment is to justify the salvaging, demolition, storage and rebuilding of Rose Cottage, making reference where appropriate to the technical documentation which accompanies the planning application submitted. This Assessment and the reports which inform it are written having full regard to the guidance on listed building assessments contained within Planning Policy Guidance Note 15 (1994) 'Planning and the Historic Environment'.

1.04 Rose Cottage is one of a small number of buildings within the existing and proposed Operational Area of Manchester Airport and is one that is included on the List of Buildings of Special Architectural or Historic Interest. MADL commissioned Woodhall Planning and Conservation and WYG to assess the historical and architectural importance of Rose Cottage in the context of the proposed transit unit development.

Planning Policy Guidance Note 15 (1994) 'Planning and the Historic Environment'

1.05 PPG15 provides comprehensive advice on the protection of listed buildings.

1.06 Paragraph 3.5 states that the issues relevant to the determination of all listed building consent applications will be:

- the importance of the building, its intrinsic architectural and historical interest and rarity, in both national and local terms;
- the particular physical features of the building which justify its inclusion in the list;
- the building's setting and its contribution to the local scene, e.g. it forms an element in a group, park, garden or other townscape or landscape, or where it shares particular architectural forms or details with other buildings nearby; and
- the extent to which the proposed works would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area or the enhancement of its environment.

1.07 Paragraph 3.17 states that:

> **'...the Secretaries of State would not expect consent to be given for the total or substantial demolition of any listed building without clear and convincing evidence that all reasonable efforts have been made to sustain existing uses or find viable new uses, and these efforts have failed; that preservation in some form of charitable or community ownership is not possible or suitable...or that redevelopment would produce substantial benefits for the community which would decisively outweigh the loss of resulting from demolition.'**

1.08 Paragraph 3.19 indicates that, where proposed works would result in the total or substantial demolition of a listed building, the following considerations should be addressed:

- the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;
- the adequacy of efforts to retain the building in use; and
- the merits of alternative proposals for the site.

Technical Documentation

1.09 This Assessment is part of the technical documentation which accompanies an application for listed building consent in respect of the Rose Cottage at Hasty Lane, Woodhouse Park, Manchester. A plan illustrating the location of Rose Cottage is attached at Appendix 1. A plan of the proposed transit unit development is attached at Appendix 2.

1.10 Woodhall Planning and Conservation completed in April 2008 a historical assessment of Rose Cottage. A copy of the historical assessment is bound separately and submitted as part of the technical documentation with the application for listed building consent.

1.11 The Woodhall Planning and Conservation document is referred to hereafter as the Historical Assessment. The Historical Assessment provides the detailed assessment necessary for this Assessment to present a fully informed justification for the translocation of Rose Cottage.

1.12 Rose Cottage is included on the List of Buildings of Special Architectural or Historic Interest as a Grade II listed building. A listing description is provided at Appendix 3.

1.13 This report should be read in conjunction with an Archaeological Desk Top Study (Archaeological DTS) prepared in November 2007 by PJO Archaeology. A copy of the Archaeological Study is included at Appendix 4

1.14 MADL has submitted a planning application for two transit units on land at Runger Lane adjacent to the existing air cargo facility. In comment with the application for listed building consent, the planning application is informed by a comprehensive package of technical documentation. A Planning Statement provides full details of the proposed development and a full Environmental Statement is submitted, which assesses comprehensively the environmental affects of the proposed development.

Structure of the Report

1.15 The remainder of the report comprises:

Section 2 : A description of the site;

Section 3 : References documentary sources;

Section 4 : The methodology employed in investigating the building;

Section 5 : A description of Rose Cottage;

Section 6 : An Inventory of Rose Cottage;

Section 7 : A commentary on the condition of Rose Cottage;

Section 8 : An assessment of significance;

Section 9 : Justification of the salvation, demolition, storage and rebuilding; and

Section 10 : Conclusions

2 SITE DESCRIPTION

2.01 Manchester Airport is situated in south Manchester approximately 14 km south of Manchester City Centre. It is approximately 1.5 km south of Wythenshawe Town Centre, 4 km to the south east of Altrincham and 10 km to the north west of Wilmslow. The Airport is situated in the greenbelt and to the south west residential development gives way to agricultural land featuring isolated dwellings and pockets of woodland.

2.02 The listed building application site is x.x hectares and located on Hasty Lane, which is within the Manchester Airport Operational Area and near to the World Freight Terminal and Junction 6 of the M56. The site is occupied by Rose Cottage and its curtilage including outbuildings. It is bounded to the north by open greenbelt land; Hasty Lane to the south and open greenbelt land beyond this; other residential dwellings to the west; and another residential property to the east, to which Rose Cottage is joined. A garage workshop and warehouse used formerly for the storage of motor vehicles is located beyond the integral dwelling to the east and beyond this are Runger Lane and the apron and World Freight Terminal. National, regional and local planning policy fully supports the growth of Manchester Airport. Policy E2.1 is concerned with the Airports development within the greenbelt and states; *'The City's Council is committed to enhancing the Airport's status as a major international airport serving northern England because of the benefits this will bring to Manchester. The Council will therefore look favourably on further development related to the operational efficiency and amenity of the Airport.....the Council will support future airport related development in the greenbelt.'*

2.03 The salvaging, demolition, storage and rebuilding of Rose Cottage is required to facilitate the development of two transit units, which will form an extension to the World Freight Terminal. Junction 6 of the M56 is one of the principal means of access to the Airport and the motorway links to the M6 and M60, providing access to regional and national locations. The site is ideally placed to accommodate the proposed use, both with regard to its location – directly adjacent to the Airport's existing World Freight Terminal with direct access to the Airports apron area – and its accessibility to the motorway network.

3 CARTOGRAPHICAL EVIDENCE AND ADMINISTRATIVE BOUNDARIES

3.01 Historical evidence suggests that Rose Cottage was for some considerable time an isolated dwelling at the junction of Hasty Lane and Yewtree Lane. The cottage is in the former civil parish of Ringway, much of which is now developed as Manchester Airport and associated facilities which first operated in 1938. Local government reorganisation in 1866 placed Ringway in Bucklow East District. In 1937 Ringway became part of Bucklow Rural District and Ringway Civil Parish transferred to Hale Urban District and Civil Parish. This administrative arrangement remained in place until 1974 when local government reorganisation placed Ringway in the Wythenshawe district of Greater Manchester.

3.02 The residential dwelling which is integral to Rose Cottage appears to be a later addition in this location, as are the other residential properties on Hasty Lane. The garage workshop and warehouse to the east of Rose Cottage is on the site of former riding stables and some of the buildings from the former use may have been retained. Development of Manchester Airport at Ringway resulted in the demolition of other dwellings in the vicinity of Rose Cottage. Historical evidence suggests that these dwellings either pre-dated or are contemporary with the Rose Cottage.

3.03 The Archaeological DTS uses a number of maps to record the history of the planning application site area. The Burdett historic map of 1777 (see Appendix 4) identifies the settlements of Hale Chapel, Hale Barns Green and Ringway and by virtue of this includes useful background information in respect of charting the history of Rose Cottage. The road from Hale Barns Green (Halebarns) to Ringway Chapel is shown as Hasty Lane and Yewtree Lane.

3.04 The Tithe Award of 1838, with its accompanying Map of 1841 (see Appendix 4), made in accordance with the 1836 Tithe Act shows much of Hale divided between three large estates: Egerton Wilbraham; Isaac Harrop; and Lord Stamford. Rose Cottage is shown to be on land outside of these three holdings on a smaller holding, ownership of which is not certain. Rose Cottage is shown on the Tithe Map.

3.05 OS produced its first map of Cheshire in 1843, but its scale is too small to be of use in charting the history of Rose Cottage and its environs.

3.06 OS published its first map at 1:2,500 scale in 1872-1877 and revised these in 1898-1899 and 1909-1910. The first 1:2,500 scale maps shows two buildings on the north side of Hasty Lane, at the Junction with Yewtree Lane, one of which is Rose Cottage and the dwelling that is integral to it. On the 1898-1899 and 1909-1910 revisions of the map, the settlement pattern around the junction of Hasty Lane and Yewtree Lane appears little changed.

3.07 On a latter map of 1938, there is little change to the immediate vicinity of the site although two additional dwellings on Hasty Lane to the east of Rose Cottage are shown. Aerial photographs from the 1940s and 1950s and an updated OS map of 1954 show a similar pattern of dwellings around Rose Cottage to that recorded on the OS map of 1938.

3.08 A 1971 aerial photograph shows development in the vicinity of Rose Cottage, with land taken over for construction of the M56/A538 interchange. The construction of the M56 serviced Hasty Lane.

3.09 Rose Cottage and the built form of Hasty Lane have remained unchanged materially over the period since 1971.

3.10 Development of the Airport around the site over the last quarter century has consisted of:

- The construction of the Cargo Centre in 1984, 1986 and 1991;
- The construction of Terminal 2 in 1989;
- Thorley Runger Lane Diversion 1988;
- The construction of the Travelodge Hotel in 2006;
- The construction of the Premier travel Inn in 2007; and
- The construction of a 3rd Hotel in 2007.

4 THE METHODOLOGY EMPLOYED IN INVESTIGATING ROSE COTTAGE

4.01 Rose Cottage is aligned with its long axis oriented east-west and with its principal (front) elevation to the south. Figure 2 of the Historical Assessment illustrates the current ground floor and first floor layout of Rose Cottage. Figure 3 of the Historical Assessment illustrates the suggested original layout. Rose Cottage is a two-storey dwelling of three bays, Walls are brick built and painted externally, and the roof is thatched.

Listing of Rose Cottage

4.02 PPG15: Planning and the Historic Environment indicates that buildings on the List are graded to reflect their relative architectural and historic interest. Grade I buildings are those of exceptional interest, Grade II* buildings are particularly important buildings of more than special interest, and Grade II buildings are those of special interest.

4.03 The main criteria that the Secretary of State applies in listing are:

- **Architectural interest** – To be of special architectural interest a building must be of importance in its architectural design, decoration or craftsmanship: special interest may also apply to nationally important examples of particular building types and techniques and significant plan forms;
- **Historic interest** – To be of special historic interest a building must illustrate important aspects of the nation's social, economic, cultural, or military history and/or have close historical associations with nationally important people. There should normally be some quality of interest in the physical fabric of the building itself to justify the statutory protection afforded by listing.

4.04 Rose Cottage is Grade II listed. In this regard, the cottage is not identified as being of exceptional interest, nor of particular importance. Rose Cottage dates from the seventeenth century and it is noteworthy that all buildings built before 1700, which survive in anything like their original condition, are listed.

4.05 With regard to the exterior of Rose Cottage, the listing description (Appendix 3) states that Rose Cottage is of 'English garden wall' bond brick with thatch roof. The brickwork is painted white, but it is clear that the principal method of construction is as described in the listing description. The thatch roof is to 'eyebrow' form above the first floor windows, which is visible clearly. The clustered chimney-stacks above the first and second bays are also in brick topped with varying styles of clay pots.

4.06 Regarding the interior of the building, reference is made to the chamfered beams throughout with 'run-out' stops. The central first floor room is open to the roof, purlins being supported on crosswalls.

4.07 The listing description includes reference to both external and internal features, which indicates that the building is listed having regard to both.

4.08 Rose Cottage is not within a group of contemporary buildings and none of the other buildings on Hasty Lane are listed. Rose Cottage is not listed because of any group value (Section 3 of this Assessment confirms its isolated nature until the nineteenth century) and there are not any known close historical associations with nationally important people or events. Rose Cottage has limited relevance with regard to charting the social and cultural heritage of the country. On these bases, it is reasonable to conclude that the Secretary of State listed Rose Cottage in 1986 by virtue of it pre-dating 1700 and, in terms of specific merits, in light of its architectural interest only.

Method of Assessment

4.09 There is a three-bay arrangement to Rose Cottage. In terms of the form and layout of the building, a principal consideration is whether this three-bay arrangement is original or whether the form and layout of the building has changed over time. It is important for a listed building appraisal to determine the extent to which the form and layout of a building is original and to what extent the current form of the building is the result of alteration of extension. The location of the original entrance, and whether this is retained, is an important consideration in any listed building assessment.

4.10 It is important to examine the walls of a property in detail as the type and coursing of brickwork will allow a determination of the extent to which the building is original or amended through rebuilding, reconfiguration or extension.

4.11 The assessment will consider whether the windows, doors and frames are original, which is unlikely given the age of the building, or more modern replacements. There is a porch at the property, which is very likely to be a modern addition and this will be confirmed. The assessment will also identify whether windows and doors are in the same place as would have been the case originally and whether any original openings are no longer in use.

4.12 The number and age of chimneys within a property provides a good indication of how the form of the property has changed over time. The assessment will identify where the original chimney or chimneys are located, assuming that they still remain, and identify any later additions or removals. The relocation of or addition of chimneys is valuable in concluding on how the form of the property has changed over time.

4.13 The property has a thatched roof and, given that re-thatching is required on a regular basis, there is certainty that replacement of the thatch will have occurred on numerous occasions.

The roof structure could however be original and it is important to consider whether the form and materials (other than the thatch) of the roof are original.

4.14 In addition to consideration of whether the roof timbers and other materials are intact, it is important to consider whether structural timber elements, flooring and other original construction materials remain intact. The internal assessment will consider the form and layout of staircases, assessing whether these are original, and other internal features such as internal doors, wood panelling and other architectural decoration contemporary with the construction of the property.

5 A DESCRIPTION OF ROSE COTTAGE

5.01 Rose Cottage is a two storey dwelling with three bays; brick walls (painted); a thatched roof; and a brick chimney-stack. Photograph 1 attached to the Historical Assessment illustrates the current form and appearance of Rose Cottage. It is contiguous with the building next door and is included in the List of Buildings of Special Architectural or Historic Interest as Grade II, the property next door is not listed.

5.02 The listing description (Appendix 3) dates the building as seventeenth century. The Historical Appraisal does not question the accuracy of the list description in this regard.

5.03 Woodhall Planning and Conservation and WYG are of the opinion that the building is appropriately listed as Grade II. The building dates from the seventeenth century and it was normal practice to place on the list, as a matter of course, all buildings, from this period, provided that a building survives in anything like its original condition.

Relationship with the Contiguous Property

5.04 The Historical Appraisal makes reference at Paragraph 2.12 to the relationship between Rose Cottage and the property that it is contiguous with. The contiguous relationship between the two properties is clear from a view of the front elevation (see Photograph 8 of the Historical Appraisal). The boundary between the two properties to their rear elevations is complicated by a small structure (see Photograph 7 of the Historical Appraisal), which is attached to the rear of Rose Cottage but forms part of the curtilage of the contiguous property. Clearly visible in Photograph 7 is a blocked-up opening, suggesting at some point that this structure was part of Rose Cottage.

5.05 The structure to the rear of Rose Cottage and its contiguous neighbour is of brickwork common to the rear extension of the property. This brickwork post-dates the original brickwork. It is difficult to chart the history of the site chronologically, but it is likely that the contiguous property post-dates Rose Cottage and possible that it post-dates the structure to the rear of dwellings.

5.06 The Historical Appraisal identifies that the contiguous property, although considerably altered, does demonstrate many features and proportions similar to Rose Cottage. The height and depth of the buildings are common as are the window apertures. Other features are different. Externally, the roof, chimneystack and wall treatment differ on the two properties.

5.07 It is not possible absolutely to state that the property contiguous with Rose Cottage post-dates it. The maps included in the Archaeological DTS (Appendix 4), and particularly the 1841 re-drawn Tithe Map, are inconclusive with regard to whether the contiguous property

existed at the time of survey. Regard should be paid to the fact that the contiguous property is not listed. As set out above at Paragraph 4.04 all buildings which pre-date 1700 are listed if they remain in anything like original condition. The simple conclusion that can be drawn from this fact is that either the contiguous property does not pre-date 1700, and therefore must post-date Rose Cottage, or it altered to such an extent that is deemed not worthy of listing.

Plan Form

5.08 The Historical Assessment identifies that the surviving roof structure and floor timbers (described in more detail below) indicate that the present three-bay arrangement of the house is original. The survey completed by Woodhall Planning and Conservation has established that the modern layout of Rose Cottage is a reflection of the original building. Works to the building have altered it considerably over time.

5.09 Figure 2 of the Historical Assessment details the current layout of Rose Cottage. The front entrance leads into second bay, which is used as a living room currently. The living room is at the centre of the current dwelling. At the rear of the property, behind the living room are two smaller rooms. In the first bay, adjacent to the living room is a dining room, with stairs leading to the first floor. To the rear of the dining room and adjacent to the rooms connected to the living room in second bay is a utility room. In the third bay, adjacent to the living room is a kitchen from which a second set of stairs leads to the first floor. The ground floor of the third bay includes a bathroom. There are not any further rooms to the rear of the third bay.

5.10 The stairs in the first bay lead up from the dining room to Bedroom One. Bedroom One extends across the full extent of the ground floor dining room, but there is not direct access to the other two bedrooms at first floor level. Bedroom Two and Bedroom Three are accessed using the staircase from the ground floor kitchen. On ascending the stairs, a landing is reached which provides access to Bedroom Two in the second bay and Bedroom Three and a bathroom in the third bay. Bedroom Two extends across the full extent of the ground floor living room and Bedroom Three extends across the kitchen and bathroom in the ground floor of the second bay.

5.11 The list description suggests that Rose Cottage was originally a '*...3-unit baffle-entry plan with 2 storeys*'. Woodhall Planning and Conservation suggests otherwise, considering that the dwelling was built originally with a cross-passage. Figure 3 of the Historical Assessment illustrates the suggested original layout of Rose Cottage.

5.12 The current layout of the property can be compared with the interpretation of Woodhall Planning and Conservation of the original layout of the property (Figure 3 of the Historical Assessment). In this illustration, a cross-passage is visible clearly. To one side of the

cross-passage (first bay) a cow-house is shown and to the other side of the cross-passage (second bay) a kitchen/living room is shown. The third bay, off the kitchen/living room, is the inner room.

5.13 Rose Cottage is altered considerably from its original form.

5.14 Typically, a dwelling to cross-passage format would have comprised a kitchen/living room and an inner private room to one side of the cross-passage and either a service room or cow-house to the other.

5.15 In this format of dwelling, the property would have contained one fireplace only and the kitchen/living room would have been the only space to be heated. Paragraph 2.04 of the Historical Assessment provides further details on the concept of a cross-passage.

5.16 It is feasible that the cross-passage at Rose Cottage backed on to the main hearth serving the kitchen/living room. It is clear in Photograph 4 attached to the Historical Appraisal that the chimney-stack at Rose Cottage is to one side of the front door. The off-set positioning of a chimney-stack is typical of a dwelling that was built with a cross-passage.

5.17 The only caveat to this conclusion is that the Historical Appraisal considers that the position of the front door is likely to have changed. The original entrance to a property is important in any assessment seeking to identify the extent to which a building is original. It is apparent that at some point the front door was relocated to provide entry into the current living room directly. This is considered in more detail in Paragraph 2.06 and Paragraph 2.12 of the Historical Appraisal.

5.18 The internal inspection which informed the Historical Appraisal identified that additional fireplaces and chimney-stacks have been added to Rose Cottage over time. It is apparent that the original chimney-stack survives in what is now the living room at ground floor level and Bedroom Two on the first floor (see Figure 2 and Photograph 5 of the Historical Appraisal). A more recent addition is a second chimney, which rises through what is used currently as dining room at ground floor level and is Bedroom One at first floor level (see Figure 2).

Walls

5.19 Photographs 1, 4, 6, 7 and 8 of the Historical Appraisal show clearly that Rose Cottage is constructed of brick in English Garden Wall Bond. The external walls exhibit evidence of at least three phases of construction. Woodhall Planning and Conservation observed, in examining the painted brick of the external elevations, that the lowest five or six courses are to of a later type to the panels above these lower courses. Photograph 6 illustrates the unusual layers of brick.

5.20 The Historical Appraisal comments at Paragraph 2.07 that this is an unusual arrangement and one which is difficult to assess without further intrusive investigation. It is evident that the lower brickwork courses are not original and must have been replaced or renovated at some point.

5.21 The Historical Appraisal identifies that the earlier brickwork is of a size and character which corroborates the listing description of the property as seventeenth century. The two phases of more modern brickwork, including the brickwork in the lowest five of six courses, are later. The most recent additions to the brickwork structure probably date from the middle of the twentieth century.

5.22 It is commonplace for buildings contemporary with Rose Cottage to be timber framed. In this regard, the Historical Appraisal concludes that there is no evidence to suggest that the walls were timber framed originally, with the timber framing having been removed at some time. The walls of Rose Cottage have always been constructed of brick, which have been replaced or rebuilt in part over time as a result of the building being extended or general maintenance and improvement.

Windows and Doors

5.23 The Historical Appraisal identifies that all of the windows are modern replacements. The porch to the front elevation and giving entrance to second bay is also a modern addition. Original windows and doors have not been retained.

5.24 As discussed above, the front door is not in its original position. Whereas the front door would have provided access originally to the cross-passage, between the first and second bays, it now leads directly in to the second bay and the living room. The cross-passage, which split the original kitchen/living room from the cow-house, is now part of the first bay and what is now the dining room.

Roof

5.25 Woodhall Planning and Conservation conclude in their Historical Appraisal that the roof is the original structure. The roof has a simple form, with diagonally-set ridge piece and a single purlin on each side. The purlins span between the dividing walls and support common rafters. The inspection that informed the Historical Appraisal did not identify timber trusses in the party walls and no evidence was found for wind braces in the roof.

5.26 As noted above, the thatch on a thatched-roof building of this nature is replaced at regular intervals. Unfortunately the Council do not require planning consent or Listed Building

consent for the re-thatching of the roof as it is classed as repair and maintenance, so details of the most recent re-thatching are not available.

Internal Features

5.27 The Historical Appraisal identifies that, in addition to the roof timbers detailed in paragraph 5.25, there are significant and authentic timber elements that survive in their original positions. These include floor joists and bressumer beams, which are illustrated by Photograph 2 and Photograph 3 of the Historical Appraisal.

5.28 In common with the brickwork elsewhere on Rose Cottage, the chimney-stacks were constructed in a number of phases.

5.29 All of the internal doors are modern replacements and the Historical Appraisal does not identify any evidence of original examples. The two staircases in the first and third bays were introduced to the property in the twentieth century.

6.0 INVENTORY

Exterior

6.01 *South*: Brickwork (See Photographs 1, 4 and 6 of the Historical Appraisal) – painted. Five or six courses of modern engineering brick (twentieth century intervention) visible below original panels above. No evidence of the building having been timber-framed. Modern replacement windows, comprising two in each bay of one at ground floor and one at first floor level. Modern brick built and painted porch with brick wooden pitched roof;

6.02 *West*: Brickwork (See Photograph 1) – rendered finish and painted. Modern extension in red-brick, unpainted. Ventilation grills (visible in the south and west elevations) indicate that the five or six course of modern engineering brick (twentieth century intervention) visible on the south elevation are replicated on the west elevation. No evidence of the building having been timber-framed. Modern replacement window to the rear of the west elevation at ground floor level; no other windows. Original roof beams project beyond the face of the rendered brickwork. Telecommunications equipment attached.

6.03 *North*: Brickwork (See Photograph 7) – painted. Modern extension in red-brick, unpainted. Three courses of modern engineering brick (twentieth century intervention) visible. Small structure attached to the rear of Rose Cottage but forming part of the curtilage of the contiguous property brick built (painted) with a slate tiled roof and modern wooden features. There is no evidence of the building having been timber framed. There are two windows at ground floor and town windows at first floor. The windows are all modern, those in the original part of the building being replacements.

6.04 *East*: Gable end of the property is contiguous with the adjoining property.

6.05 *Roof*-covering: Modern thatch on the original part of the dwelling. Wooden pitched roof to the porch and slate tiled roof to extensions appended to the North elevation.

6.06 *Stacks*: Brick built with varying styles of pots.

Interior – Ground Floor

6.07 *First bay* (Dining Room/Utility Room): Adjustments to the original form to connect the cow-house the rest of the building and remove the cross-passage. Original roof beams in part. Twentieth century staircase leading from the dining room to Bedroom Two. Modern replacement door to the second bay (living room). Second, not original, fireplace and chimney breast.

6.08 *Second bay* (Living Room/Other Rooms in a modern extension): Original roof beams including bressumer beams in the living space. Modern doorways to the rear rooms (modern extension) and to the third bay (kitchen). Modern bow window to south elevation.

6.09 *Third bay* (Kitchen/Bathroom): Original roof beams including bressumer beams. Modern doorway between the kitchen and bathroom and similar modern doorway linking with the living room. Twentieth century staircase leading to the first floor landing area. Original fireplace and chimney breast.

Interior – First Floor

6.10 *First bay* (Bedroom One): Modern staircase leading from first floor dining room to first floor bedroom. Original roof structure and timbers comprising purlins and jack rafters. No doorways from Bedroom One to other rooms at first floor level.

6.11 *Second bay* (Bedroom Two): Original roof structure and timbers comprising purlins and jack rafters (Photograph 5 of the Historical Appraisal). Chimney breast but not an active fireplace. Modern doorway to the landing area in Bay 3.

6.12 *Third bay* (Bedroom Three, bathroom and landing area): original roof structure and timbers with some interventions. Twentieth century staircase from the ground floor kitchen to the first floor landing area. Modern doorways and doors between the landing area, Bedroom One, Bedroom Two and the bathroom.

7 CONDITION OF ROSE COTTAGE

7.01 Rose Cottage is lived-in and is maintained in good condition. The photographs attached to the Historical Appraisal illustrate the generally good order in which the property is maintained. The roofing thatch has deteriorated through natural ageing and is moss-covered in part but is generally in good order. There is not any evidence of damp, rising damp or dry-rot.

7.02 Both the original building and more modern additions are in good order. The additions appear to be twentieth century in the main and are not of any intrinsic or historical value. The extent to which the property differs from its original form as a result of the development of extensions and the addition and/or replacement of features and external furniture detracts from the architectural and historical value of the property.

7.03 The property is well kept and the external doors and windows are in good order. The windows and doors, and the porch to the front (South) elevation are modern additions and are not of historical value.

7.04 The building is in good condition, but due to remodelling of its format, the addition of extensions periodically and the surrounding land uses e.g. the M56 motorway, the architectural and historical merit and value of Rose Cottage is diluted. Rose Cottage is an attractive residential dwelling with range of surviving original features from its seventeenth century construction, including the original brickwork in the main. Re-modelling and intervention diminishes its worth overall as a building of historical interest, notwithstanding that its inclusion on the List of Buildings of Special Architectural or Historic Interest at Grade II level is appropriate.

8 ASSESSMENT OF SIGNIFICANCE

8.01 Rose Cottage was included in the List of Buildings of Special Architectural or Historic Interest in November 1986 and has remained on this list thereafter. A copy of the formal statutory listed building description is included at Appendix 3 of this Assessment.

8.02 The Historical Assessment completed by Woodhall Planning and Conservation has, in general terms, confirmed the accuracy of the date and function of the Rose Cottage provided by the listing description. The surviving timbers (both in the floors and the roof) suggest that the current three-bay arrangement is original. It is therefore reasonable to assume that the modern layout of Rose Cottage is a reflection of the original plan, although it has been considerably altered over time.

8.03 The list description is erroneous and misleading potentially in suggesting that the house was originally a baffle-entry house. Woodhall Planning and Conservation considers it more likely that the house was built with a cross passage, with a cow-house to one side (first bay). The cow-house is now incorporated into the habitable part of the house, the cross-passage is removed and the entrance (formerly to the cross-passage) is relocated to provide direct access to the living room in the second bay.

8.04 There is no evidence of Rose Cottage ever having had timber-framed external walls. The building was constructed originally to English Garden Wall bonded brick style and remains in this form.

Assessment

8.05 The type of house represented by Rose Cottage dating from the seventeenth century – single storey with a kitchen/living room and an inner private room to one side of a cross-passage and either a service room or cow-house to the other built of basic materials and offering limited accommodation – is reflective of the earliest surviving form of vernacular house in the Cheshire and Lancashire Plains. Such properties have been identified in some numbers and are not considered to be rare.

8.06 The period of time in which Rose Cottage was built is characterised by an improvement in building techniques, advancing upon the medieval peasant house which pre-date the seventeenth century style of dwelling to which Rose Cottage belongs. There are features common to Rose Cottage and its medieval predecessors, such as the open nature of the living space and the use of one bay as a cow-house. The use of the western bay as a cow-shed is implied by the evidence suggesting the property included originally a cross-passage. If the centre line of the main chimney-stack falls to one side of the front door, as it does on Rose Cottage, this is normally an indication of the building having had a cross-passage.

8.07 Rose Cottage is no longer in original form, with the cow-house integrated into the main ground floor living space of the dwelling, an extension erected to the rear of the property and the creation of three bedrooms and a bathroom at first floor level.

8.08 The kitchen/living room is akin to an open hall common to the medieval peasant house. The survival of the open hall into the seventeenth century is well documented. Investigators of the Royal Commission on Historic Monuments (England) have identified a number of such dwellings of this type in the Midlands which date from the seventeenth and eighteenth centuries. The RCHME has identified at Tattenhall, Weaverham and Wistaston in Cheshire seventeenth century plan-form houses of a similar form and character to Rose Cottage.

8.09 Rose Cottage has many original features, but the architectural and historical value of the building is affected by more modern additions.

8.10 The brickwork, save for some of the lower coursing, appears to be original on the original sections of the building. However, the external walls exhibit evidence of at least three phases of construction. The rear extension to Rose Cottage is a twentieth century addition, which is not of any architectural merit and detracts from, rather than contributes to, the historical value of the property.

8.11 The roof appears to be the original structure, in its very simple form. Internal and external inspection of the property to inform the Historical Appraisal identified original features, comprising rafters, ridge pieces and a simple purlin on each side. The thatch on a cottage of this nature is replaced at regular intervals and as such is not of intrinsic value itself.

8.12 All of the windows and external doors are modern replacements. The porch is evidently a modern addition, and leads directly to the living room through the doorway in the south elevation. It is likely that the main entrance to the building was relocated when the cross passage was removed.

8.13 Original arrangements within the house have also been altered. In addition to the cow-house being incorporated as part of the main living space and an extension being erected to the rear, the establishing of three bedrooms and a bathroom at first floor level necessitated the introduction of two staircases, which both date from the twentieth century. There is obviously more than one fireplace at Rose Cottage, although there would have been one only originally, and it appears that the earliest chimney is the one surviving in the current living room and Bedroom Two. At some point in the history of the house, an additional chimney was added and this rises through the dining room and Bedroom One. In common with the external doors, none of the internal doors are original examples.

8.14 All other features recorded in the building are not original and the great majority are demonstrably nineteenth century or later.

8.15 Rose Cottage is an example of a cottage, originally constructed in the seventeenth century but it has been subsequently altered. Other than the external brickwork and the roof of Rose Cottage, which from inspection appears to be the original structure, there is little about the cottage that is original. The walls forming the south and west elevations show evidence of new brickwork being inserted at the lower five or six course. The north elevation is the recipient of a twentieth century extension which not of architectural or historical interest. The thatch of the roof is one incarnation of periodic replacement. Internally, the original cross-passage layout is replaced by a more contemporary layout for a residential dwelling and the front door is relocated to facilitate this. A second chimney breast is introduced and two twentieth century staircases provided access to three bedrooms and a bathroom at first floor level. The original form of the building is no longer apparent and for the reasons cited the historical and architectural value of the building is arguably limited particularly due to the significant changes to the setting of the Listed Building and the surrounding area.

9 JUSTIFICATION FOR THE SALVATION, DEMOLITION, STORAGE AND REBUILDING OF ROSE COTTAGE.

9.01 Guidance on use, alternation and demolition of listed buildings is provided by paragraphs 3.8 to 3.19 of PPG15 (1994). The policies of the development plan reflect this guidance.

9.02 The strategy for the management of all listed buildings within the operational area of Manchester Airport, referred to at paragraph 1.04 of this Assessment, establishes that the approach to any listed buildings that need to be relocated as a result of essential development of airport infrastructure will be subject to the methodology of survey, record, dismantle, store and use the dismantled components of architectural and historic in the construct of a new building. The construction of new buildings using salvaged components will take place on sites outside of the airport Operation Area. The survey, record, dismantle, store and new construction approach was the methodology adopted in respect of listed buildings affected by the second runway development. These buildings were relocated successfully demonstrating both experience of building relocation and a track record of delivery on relocation.

9.03 In each future case involving the salvage of component parts from a listed building and new build using the component parts, MADL will sign a unilateral undertaking detailing the works to be carried out. The unilateral undertaking should be reference on and inextricably linked to any planning permission granted.

9.04 The survey, record, dismantle, store and new construction approach will be adopted in respect of the relocation of Rose Cottage. Rose Cottage, or component parts of it, will be preserved for incorporation in a future residential development. Although the ultimate result will be the preservation of architecturally important features, it is appropriate to justify the proposed works in light of the PPG15 guidance on the demolition of listed buildings.

9.05 Paragraph 3.8 of PPG15 stresses the importance of listed buildings generally having viable economic uses:

> **'Generally the best way of securing the upkeep of historic buildings and areas is to keep them in active use. For the great majority this must mean economically viable uses if they are to survive...The range and acceptability of possible uses must therefore usually be a major consideration when the future of listed buildings...is in question'.**

9.06 With regard to the impact of alterations or extensions on listed buildings, Paragraph 3.12 of PPG15 states that:

> **'...it is important to balance the effect of any changes on the special interest of the listed building against the viability of any proposed uses and of alternative, and possibly less damaging uses. In judging the effect of any alternation or extension it is essential to have assessed the elements that make up the special interest of the building'.**

9.07 Paragraphs 3.16 to 3.19 of PPG15 deal specifically with the demolition of listed buildings. Paragraph 3.17 states that:

> **'The Secretaries of State would not expect consent to be given for the total or substantial demolition of any listed building without clear and convincing evidence that all reasonable efforts have been made to sustain existing uses or find viable new uses, and these efforts have failed; that preservation in some form of charity or community ownership is not possible or suitable...; or that redevelopment would produce substantial benefits for the community which would decisively outweigh the loss resulting from demolition'.**

9.08 Paragraph 3.19 indicates that where proposed works would result in the total or substantial demolition of a listed building, the following considerations should be addressed:

- The condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;
- The adequacy of efforts to retain the building in use; and
- The merits of alternative proposals for the site.

Justification of the Application Site Selection

9.09 Paragraph 3.8 is clear that best way of securing the upkeep of historic buildings is to keep them in active use. Rose Cottage is in active use currently as a residential dwelling and is well kept under the ownership and the stewardship of Manchester Airport. Rose Cottage would have the potential to remain viable as a residential dwelling if the extension to the Airport World Freight Terminal did not proceed, however its setting within the local environment is affected by its proximity to the M56 motorway and to the World Freight Terminal of Manchester Airport. The transit unit development cannot be delivered if Rose Cottage remains in situ. It is the substantial benefits to the economy and the local community, of the proposed development of the extension to the Airport World Freight Terminal that justify the translocation of Rose Cottage.

9.10 Section 6 of the Planning Statement by WYG, submitted as part of the technical documentation produced to assist the Council with its determination of the planning application for the Airport World Freight Terminal expansion, presents the case of very special circumstances.

9.11 There is a specific requirement for expansion of the Airport World Freight Terminal on the application site which justifies the impact upon Rose Cottage. The proposed development is essential to the operational efficiency of the Airport. Cargo throughput at Manchester airport has grown significantly from 34,900 tonnes in 1985 to 150,849 tonnes in 2006. Manchester Airport had achieved this growth through the expansion of its freight aircraft operations and through as a result of an increase in long-haul passenger services. For Manchester Airport to develop the cargo market still further and meet the demand of

operators for additional handling capacity, there is a need to extend cargo operations at the site considerably.

9.12 The size of site required to accommodate the extension to the Airport World Freight Terminal is dictated by the demand for additional floorspace (from operators) and the need identified. The location of the Airport World Freight Terminal extension is dictated by operational requirements influenced by HMRC and DfT requirements. The buildings proposed are transit units, which handle freight which arrives by road and leaves by air (or vice versa). The format of the operation is such that an airside and a landside yard are required for each transit unit. A landside yard has to have direct access to the airport apron area, once a security point is cleared.

9.13 The proposed development needs to be adjacent to the existing active Airport Operational Area and contiguous with the existing Airport World Freight Terminal. The application site is the only site which offers meets the site location criteria for the transit unit development. The location selected is a logical extension of the existing Airport World Freight Terminal, adjoining the existing facility. This will ensure ease of use, aid operational efficiency, make best use of the existing Operational Area and satisfy security requirements. in view of the impact of the proposal, including the requirement to remove Rose Cottage, alternative options were considered:

- **Intensification** – MADL has sought to make the most efficient use of the existing cargo area at the airport. There is no further physical or operational capacity within the existing cargo area, which is why an extension of operations spatially is now required if the airport is to meet the need identified and the demand of operators. Failure to provide an enhanced Airport World Freight Terminal will result in the airport being unable to meet the need and demand identified and business would be lost ultimately to other airports;
- **Off site alternatives** – The transit units proposed have to be adjacent to the existing Airport World Freight Terminal and have direct access to the apron area. The need for a landside and an airside yard with each unit means that there is no scope for alternative off-site provision; and
- **On site alternatives** – The need to integrate the transit units proposed with the existing Airport World Freight Terminal restricts the number of practical alternatives; in fact, there is not an on-site alternative. Other sites within the Operational Area or adjacent to it are distant from the existing Airport World Freight Terminal, which is not a workable solution, and in most cases not allocated for airport use in the development plan (outside of the Operational Area).

The Potential to Retain Rose Cottage

9.14 The architect appointed to design the transit unit development (RPS) considered alternative layouts for the proposed development to determine whether the retention of Rose Cottage as part of the development is a realistic option. The layout of the Airport World Freight Terminal extension is determined by operational requirements and the need to provide airside and landside yards for both units and a security point, which will allow direct cargo access into the apron area for loading on to aircraft. There is not any scope to retain Rose Cottage in situ whilst achieving the necessary development required to meet the need and demand identified and to satisfy Civil Aviation Authority Requirements and the Department for Requirements.

9.15 Even if it were practical to design the extension to the Airport World Freight Terminal so as to allow for the retention of Rose Cottage, the size of the cargo units proposed would result in the dwarfing of Rose Cottage and a serious adverse effect on its setting would be caused. Also, its location within a controlled and restricted area would make it far more difficult to provide the building with an economic use; it would no longer be suitable for residential use.

The Special Interest and Importance of Rose Cottage

9.16 The guidance in PPG15 makes it clear that in determining an application for the demolition of a listed building, the special interest (Paragraph 3.12) or importance (Paragraph 3.19) of the listed building in question is a critical consideration.

9.17 Rose Cottage is Grade II listed and is not of such architectural or historical interest that it merits Grade II* or Grade I listing. The building dates from the seventeenth century and all buildings that date from prior to 1700, which remain in anything like their original form, are listed as a matter of course. Rose Cottage is listed because of its age as much as anything else.

9.18 Rose Cottage has a number of original attributes, including its English Wall Bond brickwork and its roof structure. The form of the building has changed over time, from a single storey cottage with a cross-passage flanked by a kitchen/living room and a cow-house to a more traditional layout. The loss of the cross-passage resulted in the relocation of the entranceway, to provide direct access into what is now used as the living room. Twentieth century extensions to the property have changed its appearance considerably and the windows or doors, internal or external, are not original. Other internal alterations resulted in the installation in the twentieth century of two staircases, leading to three bedrooms and a bathroom at first floor level, and the installation of a second chimney breast. Overall, Rose Cottage is much changed from its original form which reduces its significance as a listed building and particularly as one retained in situ.

9.19 Rose Cottage is typical of a seventeenth century Cheshire/Lancashire cottage and many examples exist elsewhere in north Cheshire. The RCMHE has identified similar style cottages in the Midlands area. The style of Rose Cottage is common to other examples and is changed considerably from its original form and layout.

9.20 The key strength of the MADL approach is that the original and architecturally significant components of Rose Cottage can be dismantled and used as part of a new building. In addition to preserving the architecturally and historically important components of the building, it will offer the opportunity to eliminate some of the less sympathetic additions added to the building in more recent times. In accordance with PPG15, the dismantling of Rose Cottage will allow the preservation of the architecturally and historically important elements.

9.21 The proposal to survey, record, dismantle, store and reuse architecturally and historically important component parts of Rose Cottage is the most appropriate option available to both deliver the extension to the Airport World Freight Terminal which is required and preserve those components of Rose Cottage that are of architectural or historical merit. If the extension to the Airport World Freight Terminal cannot be provided because of a need to retain Rose Cottage, the ability of Manchester Airport to fulfil the expanded cargo role envisaged will be inhibited and this will undermine its development as a major UK hub for cargo distribution, to the detriment of the local economy and that of the wider north west region.

9.22 In view of the limited architectural and historical value of the building, the impact that Manchester Airport has had already on Rose Cottage already, the severe impact that would be caused to the setting of Rose Cottage through developing the Airport World Freight Terminal around it, the demand and need for the proposed development and the substantial community benefits that the development will bring justify the relocation of Rose Cottage. The retention of important components of Rose Cottage, using the survey, record, dismantle, store and new construction approach, is a justifiable solution to preserving those elements of the building that are of architectural and historical interest whilst allowing the development to proceed.

9.23 Opportunities will be taken, where possible, to re-use individual elements of Rose Cottage where these are of architectural or historical interest. In mitigation for the loss of Rose Cottage in its current setting, the building will be recorded archaeologically prior to its dismantling. The roof timbers, which can be stored and reconstructed, should be subject to dating by dendrochronology. The brief for this work, including arrangements for the depositing of the resulting records with appropriate bodies, could be agreed by the Council and English Heritage.

9.24 All works relating to the surveying, recording, dismantling, storage and reuse of component parts of Rose Cottage can be controlled appropriately by the imposition of conditions on any listed building consent and the signing of a unilateral undertaking by MADL.

Contiguous Dwelling

9.25 The dwelling which is contiguous with Rose Cottage is not included on the List of Buildings of Architectural or Historic Merit and as such there is no requirement *per se* to consider the loss of this building with regard to its intrinsic value.

9.26 The loss of the contiguous building has implications for Rose Cottage both in terms of its structure and its setting. As Rose Cottage is to be dismantled, the structural implications are restricted to ensuring that important features are not damaged during the dismantling process. The survey of Rose Cottage will include a survey of the contiguous property to identify any elements of Rose Cottage (roof structure for example) that are to be dismantled, stored and used in a new building which extend into the contiguous property. Any such elements will be preserved but it is not intended that any other elements of the contiguous property will be subject to the surveying and recording process.

10 CONCLUSIONS

10.1 Rose Cottage is a two-storey dwelling with painted brickwork and a thatched roof. It is contiguous with an adjacent dwelling. The building dates from the seventeenth century and retains many original features. It is, however, considerably altered from its original form. Rose Cottage is in the ownership of Manchester Airport. The building is in residential use and is well maintained.

10.2 Rose Cottage is included in the List of Buildings of Special Architectural or Historic Interest as Grade II. All buildings which pre-date 1700 and survive in anything like their original form are included on the List.

10.3 Woodhall Planning and Conservation completed in April 2008 an assessment of the architectural and historical merit of Rose Cottage. It is likely that the dwelling was originally to cross-passage format, with a cow house to one side of the cross-passage and a living room/kitchen and inner room to the other side. The cross-passage does not survive and the cow-house is now part of the much extended main dwelling, which includes three bedrooms and a bathroom at first floor level. The entranceway is relocated from its original position.

10.4 The building is brick built and there is evidence of at least three periods of construction. The principal walls of the cottage are in the main original although the lower five or six courses are modern replacements. The rear extensions to the building are twentieth century additions. Internally, there are significant original timber elements that survive. The staircases are twentieth century additions. The porch to the front of the building is a modern addition and all of the windows and doors are modern replacements.

10.5 The relocation of Rose Cottage is required to facilitate extension of the Manchester Airport World Freight Terminal by Manchester Airport Developments Limited (MADL). There is a demand and a need for the extension to the facility which handles international freight arriving or leaving by air. It is essential that the additional facility is contiguous with the existing Airport World Freight Terminal and has direct access to the apron area of the airport, through the on-site security point. The application site is the only site on which the extension to the Airport World Freight Terminal can be located realistically.

10.6 The elements of Rose Cottage that are of architectural or historical importance will be preserved and used as component parts in a new building. The approach that will be adopted is to survey, record, dismantle, store and use component parts as part of a new building outside of the Operational Area. This approach is justified fully given the limited architectural and historical value of Rose Cottage. MADL will enter into a unilateral undertaking with regard to the preservation of important elements of Rose Cottage. The process for surveying, recording, dismantling and storing the building can be the subject of

conditions attached to any planning permission granted. The location for new build incorporating component parts of Rose Cottage will be determined through discussions and negotiations with the Council and should be the subject of a condition attached to any planning permission granted.

10.7 MADL, has an established track record in dealing with Listed Buildings, intends that the approach advocated in respect of Rose Cottage will be followed in respect of any other listed buildings within Operational Area where works are required to facilitate necessary expansion and growth of the Airport. This is consistent with the approach adopted to listed buildings as part of the Second Runway development.