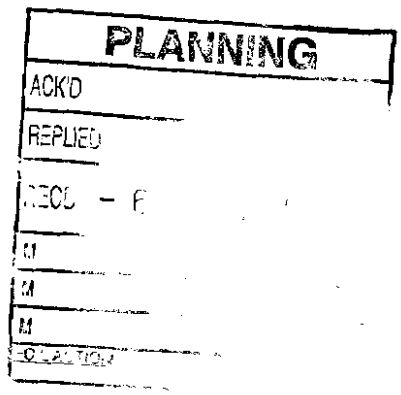


ROSE COTTAGE,
HASTY LANE (north side)
RINGWAY,
MANCHESTER,
GREATER MANCHESTER

Grade II

House. C17 with C20 alterations and additions at rear. English garden wall bond brick with thatch roof. 3-unit baffle-entry plan with 2 storeys and C20 porch and rear additions. 3 bays each with C20 replacement bow and casement windows on each floor. Eyebrowed thatch above first floor windows and clustered chimney stack between bays 1 and 2. Interior: chamfered bressumer beam supported on replacement spere post. Chamfered beams throughout with run-out'stops. The central first floor room is open to the roof, purlins being supported on crosswalls.

Patrick

pjo ARCHAEOLOGY

Ottaway

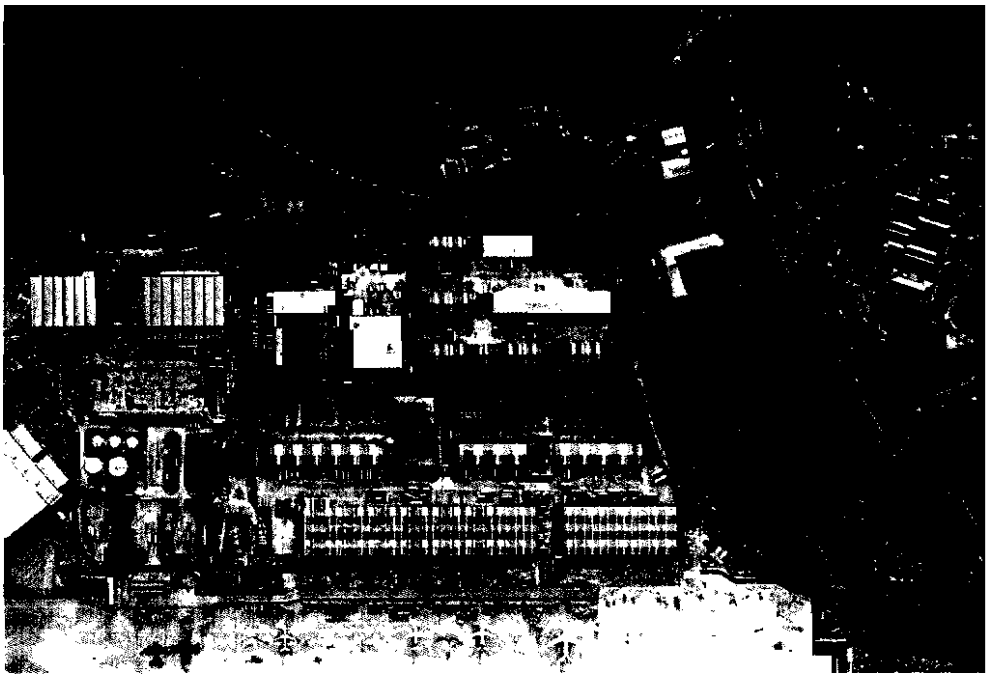
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Proposed Cargo Area, Manchester Airport
Archaeological Desk-top Study

By Dr Patrick Ottaway FSA MIFA

For Woodhall Planning and Conservation

November 2007



© *PJO Archaeology*, Tower House, Fishergate, York YO10 4UA
Tel: 01904 567372 Mobile: 07920 282590
Email: patrick@pjoarchaeology.co.uk www.pjoarchaeology.co.uk

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Abbreviations

OS	Ordnance Survey
NMR	National Monuments Record
SMR	Sites and Monuments Record (now Historic Environment Record)
VCH1	Victoria County History of Cheshire, Volume 1
VCH2	Victoria County History of Cheshire, Volume 2

1. INTRODUCTION

1.1 Document status

This document is an archaeological desk-top study of an area of land (hereafter 'the site' or 'the site under review') in the former Civil Parish of Ringway, District of Wythenshawe, Greater Manchester (Fig.1, Pls1 and 3). It is primarily intended to provide an assessment and review of the survival and significance of any archaeological sites, historic landscape features, ancient monuments and structures on the site. Included is a gazetteer of sites and structures in the immediate area recorded on the Greater Manchester SMR (Appendix 1).

The document has been commissioned from *PJO Archaeology* by Woodhall Planning and Conservation. It forms part of a wider study of the site for White, Young and Green commissioned from Woodhall.

PJO Archaeology is an independent archaeological consultancy offering a range of services to commercial developers. It is based in York, but works throughout the UK. *PJO Archaeology* is managed by Dr Patrick Ottaway, formerly Head of Fieldwork at York Archaeological Trust.

1.2 The site

The site (centred on SJ806 854) is a roughly oval shape and lies near the southern boundary of Greater Manchester. It is located east of Hale Barns and Warburton Green, suburbs of Hale, and north-west of Manchester International Airport. To the west and south-west the site is bounded by the M56 and to the east by Runger Lane, a minor road running south towards the A538 Altrincham – Wilmslow trunk road.

The site is divided into two unequal parts, the southern being the larger, by Hasty Lane.

1.3 Current land use

The southern and larger part of the site is for the most part a field under rough pasture with a pond near its eastern side. On the north-east side of the field is a disused section of Runger Lane which was re-sited a little to the east in *c.* 1993. Between the disused section and the current line of Runger Lane is a densely wooded plantation. On the north side of Hasty Lane are a number of residential properties including Rose Cottage, a Listed Building. On the junction of Hasty Lane and Runger Lane is a motor vehicle repair and servicing establishment the premises of which occupy much of the northern part of the site.

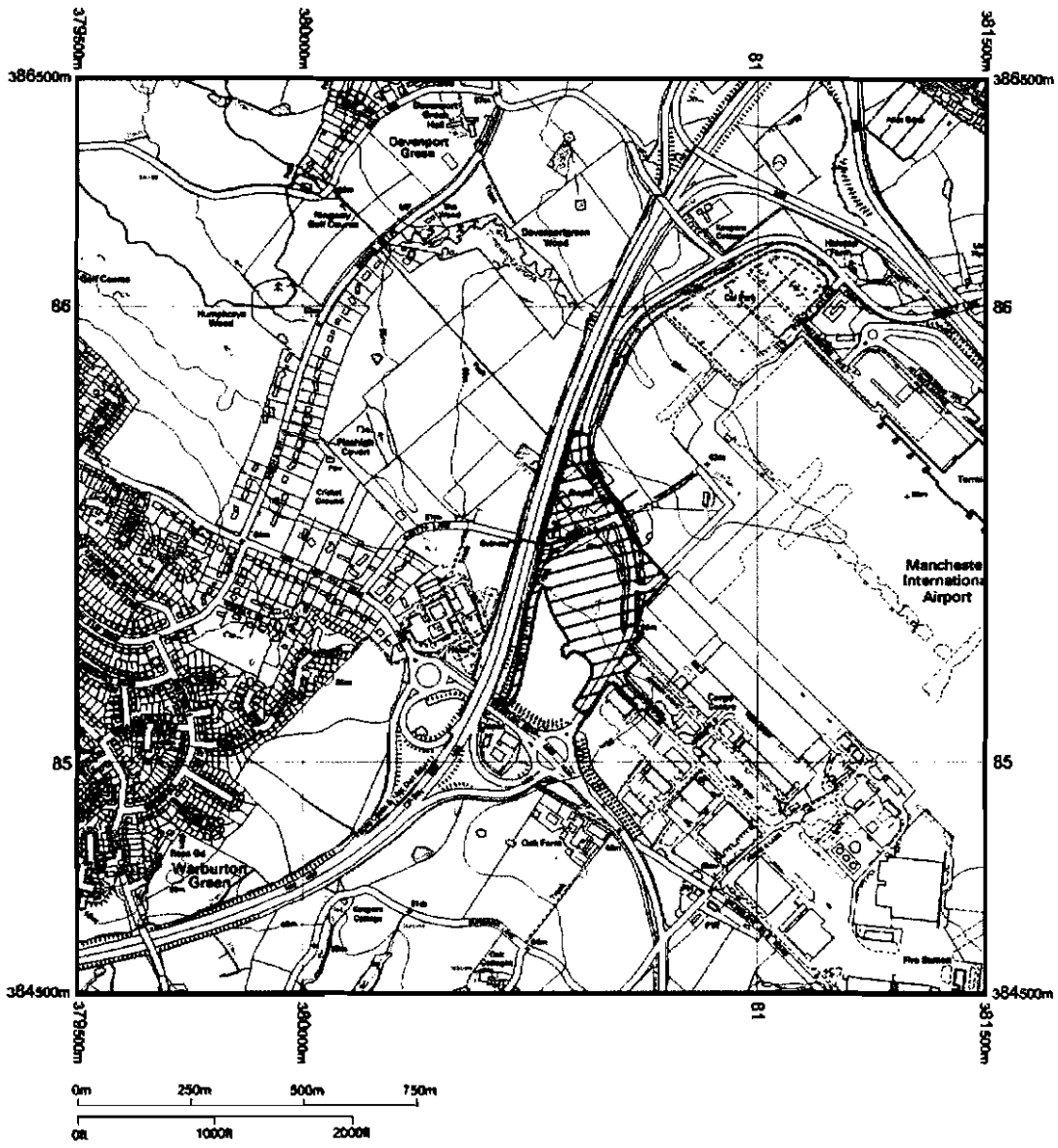


Fig.1 Site location. Ordnance Survey © Crown copyright. All rights reserved. Reference No. 00577300



Plate 1 Aerial view of the site and environs in 1973 (© GMGU)

2. PLANNING AND THE HISTORIC ENVIRONMENT

2.1 Archaeology

The primary legislation covering archaeology and planning is the Town and Country Planning Act 1990. The development control process follows the provisions of Planning

Policy Guidance Note 16: *Archaeology and Planning* (PPG16; Department of the Environment 1990).

PPG16 establishes procedures to ascertain the archaeological impact of a development so that the local authority can make an informed decision on how best to safeguard archaeological remains. PPG 16 is based on the principle that archaeological remains are a valuable and finite part of the nation's heritage that should ideally be preserved in situ.

In the event of development on the site under review archaeological planning advice would be provided by the County Archaeologist for Greater Manchester.

There are no Scheduled Ancient Monuments on the site.

2.2 Listed Buildings

There is one Listed Building on the site (see Section 6). Primary legislation covering Listed Buildings is the Town and Country Planning Act 1990 and Planning (Listed Buildings and Conservation Areas) Act 1990. Local Authority practice in relation to Listed Buildings is covered by Planning Policy Guidance Note 15: *Planning and the Historic Environment* (PPG15; Department of the Environment 1994).

3. METHODOLOGY

3.1 Sources

This document is based on consultation of the following sources of evidence:

- Greater Manchester Sites and Monuments Record curated by Greater Manchester Archaeological Unit. The archaeological sites and historic buildings revealed by a search of the SMR in an area up to 1km from the centre of the site are listed in Appendix 1.

- Aerial photographs curated by Greater Manchester Geological Unit and National Monuments Record (listed in Appendix 2).

- Maps of the area including the OS maps of which the first edition dates to 1843 (listed in Appendix 3).

- English Heritage (National Monuments Records) Pastscape web-based resource (www.pastscape.org), although no entries were found within the site.

- Secondary sources as listed in Section 10 below.

3.2 Site walkover

A site walkover and limited photographic record was undertaken on 12 October 2007.

4. TOPOGRAPHY AND GEOLOGY

4.1 Topography

The site lies in the northern part of the Cheshire lowlands, or Cheshire Plain, flanked by the Central Sandstone Ridge to the west and the western foothills of the Pennines to the east. The site is *c.* 1.6km north of the river Bollin which flows north-westwards to the Mersey.

The site is for the most part on fairly level ground at c.66m OD, being on a low ridge which runs from Warburton c.12km to the north-west, through Bowdon, 5km distant, to Hale Barns and on towards Ringway church to the south-east. About 250m to the north-east the original ground level dips slightly into the bed of a brook running south-east / north-west which probably joined the Timperley Brook at Davenport Green Wood to the north-west. Original ground level also slopes down a little to the south of the site.

4.2 Geology

The underlying site geology is composed of Triassic deposits of Mercia Mudstones (or Keuper Marl) above Triassic Sandstone. Above the Triassic in the Ringway region there are drift deposits of clayey till and, in places, sand and gravel (VCH1, 11-19). Ground investigation in 2006-7 for hotel construction immediately to the south of the site confirmed the presence of stiff clay over Mudstone. The clay was clearly visible on the day of the site walkover where exposed during ongoing construction to the south-west of the site under review. A little to the north of the site the Tithe Map of 1841 (Fig.3) records the field name House Sand Field on the south side of the brook which probably indicates the nature of the drift in that immediate area.

5. ARCHAEOLOGY AND HISTORY

5.1 Introduction

This section presents an account of the archaeology and history of the site and its immediate environs from earliest times to the present day as represented by archaeological sites and finds, landscape features, and historic monuments and structures. The evidence is drawn from archaeological excavation, survey and chance finds, historic maps, aerial photographs and secondary historical sources.

5.I Prehistoric Period

5.1.1 Introduction

Evidence for prehistoric activity and occupation in the region surrounding the site is sparse. It is confined largely to chance finds rather than material from archaeological

excavation or systematic survey and fieldwalking. In north-eastern Cheshire the clay lands were probably extensively wooded in prehistoric times and in any event difficult to work with the simple tools available. The wetlands, or mosses, of the area may, however, have been focuses for early settlement. Palaeoenvironmental work at Warburton Moss, *c.* 12km to the north-west, suggests gradual clearance of woodland in that area from the Neolithic onwards (Nevell 1997, 15). Nearer to the site and immediately east of Ringway lay the former wetland of Shadow Moss (marked on Burdett's Map of Cheshire; Fig.2) and now the site of Manchester Airport.

One might also expect some evidence for settlement to survive on islands of sand or gravel near river valleys, for example on any well-drained terraces above the river Mersey or its tributaries such as the Bollin. This was demonstrated in 1997-8 at the site of Oversley Farm, Styal (SJ 8156 8338), *c.* 2.1km south-east of the site under review which was excavated in advance of a new runway at Manchester Airport (Garner 2007). The excavation produced an important sequence of prehistoric occupation on the sands and gravels of a natural escarpment overlooking the Bollin. Any similar locations in the region could potentially have remains of prehistoric settlement. These might possibly include the bed of the brook immediately north-east of the site under review where as, noted above, a 19th century field name suggests a sandy subsoil.

There follows a brief survey of the evidence for the principal prehistoric periods in the Ringway region.

5.2.2 Mesolithic (c.8700 – 4000BC)

Mesolithic sites in Cheshire are largely confined to the western Pennines. However, an important lowland site at Tatton Mere, *c.* 7km to the south-west of the site under review produced a wealth of lithics (stone artefacts) whilst hearths of the 6th millennium BC were found c.1km to the north of the Mere (VCH1, 37). Alderley Edge *c.*9km to the south-east is thought on the basis of lithic material to have been a seasonal camping site of hunting groups (Timberlake 2005, 7-8). Mesolithic flints have also been found in excavations at Timperley Old Hall c.4km north-west of the site, adjacent to Timperley Brook (Nevell 1997, 12). Further away, to the north-east, at Mellor, *c.*17km from Ringway, Mesolithic flints have been found on the sort of promontory site in the western Pennine foothills often preferred for prehistoric occupation (Noble and Thompson 2005, 20-1).

5.2.3 Neolithic (c.4000 – 2500BC)

There is little evidence for Neolithic settlement in north-east Cheshire (Timberlake 2005, 10). However, at Oversley Farm there were the remains of early and late Neolithic structures and a hollow way which remained a routeway until almost the present day (Hodgson and Brennand 2006, 32-3; Garner 2007). The site also produced 1.44kg of Neolithic pottery and 51 lithics. The only other excavated Neolithic site in the area is at Tatton Mere which produced evidence for post-built structures and a pit with charred grain dated to the 4th millennium BC (VCH1, 42; Higham and Cane 1999). In addition

VCH1 notes a possible Neolithic axe from Cheadle and an axe of uncertain provenance from Wilmslow. Another axe has been found near Styal, but possibly not in its original place of deposition (SMR No. 1255.1.0; GMAC 1994).

5.2.4 Bronze Age (c.2500 – 750BC)

Evidence for Bronze Age activity in Cheshire derives largely from the Central Sandstone Ridge and the western edge of the Pennines which includes the tongue of high land of which Alderley Edge is a part. The eastern Cheshire Plain was probably a region more or less as sparsely settled in the Bronze Age as it had been formerly. However, the potential of the lowlands for sites of this period has, as for the Neolithic, been shown by a particularly important sequence of early – late Bronze Age date from Oversley Farm. This included a number of structures, pits and a continuation in use of the hollow way. In addition 9.247kg of pottery and 298 lithics were found, amongst the largest assemblages from north-west England.

Late Neolithic – Early Bronze Age flints were found in excavations at Timperley Old Hall along with a possible stone structure of the period (Nevell 1997, 13). Evidence for Early Bronze Age settlement was also found at Arthill, 1km south of Dunham Park (ibid., 14), *c.*6.75km to the north-west of the site under review. However, Oversley Farm and these two other sites apart, much of the evidence for the Bronze Age in north-east Cheshire remains chance finds. They include the early Bronze Age cremation burial contained in a collared urn accompanied by a bronze dagger, found in 1839-40 in what may have been a barrow cemetery at Wilmslow Common. Two additional collared urns come from Wilmslow and what are thought to have been Bronze Age urns were found at Dunham Park in the 18th century (Nevell 1997, 14). In addition, VCH1 records three cinerary urns, a perforated mace head and a perforated hammer from Cheadle, and a perforated stone hammer from Bowdon. Late Bronze Age palstaves are recorded in VCH1 as coming from Cheadle and from Wilmslow where a small hoard was found. A recent find is a Bronze Age spearhead from Woodhouse Park, Wythenshawe (GMAC 1994).

5.2.5 Iron Age (c.750BC – AD60)

Evidence for this period in north-east Cheshire is once again very limited. The picture in the lowlands is one of a scattered population engaging in subsistence agriculture and struggling, perhaps, to cope with climatic deterioration at the beginning of the 1st millennium BC. However, the pollen record from the Mersey Basin suggests 'major and sustained woodland clearance over many centuries at the end of the 1st millennium BC and during the first centuries of the 1st millennium AD' (Nevell and Roberts 2005, 110). The purpose of this must have been to clear land for farming communities.

Until recently the best-known hill forts and other ditched enclosures in Cheshire were concentrated on the Central Sandstone Ridge or west of it. However, the picture has changed somewhat recently with the discovery of a major enclosed hill top settlement at Mellor in the north-east of the county. Significant remains of a number of roundhouses

along with collections of pottery and other artefacts were found (Noble and Thompson 2005). At Oversley Farm the Iron Age was represented solely by a single four post structure and a pit. It should also be noted, however, that a small ditched enclosure was found at Great Woolden Hall near Urmston, Greater Manchester (formerly Lancashire), *c.* 10km north-west of the site (Nevell 1989). Great Woolden Hall is probably typical of the region in late prehistory. A number of others in the Mersey Basin have been identified by aerial photography and shown to have had late prehistoric origins (Nevell 1997, 15; Nevell and Roberts 2005, 115).

In addition, note should probably be made of the best known discovery of Iron Age date in north-east Cheshire which is the preserved body of Lindow Man from Lindow Moss near Wilmslow. Previously thought to be Bronze Age, it is now dated to the 1st century AD (Nevell 1997, 17).

5.3 Roman period (c.AD60- 410)

What later became Cheshire probably lay within the tribal lands of the Cornovii, one of the peoples of Britain known to the Romans. A boundary with the Brigantes who occupied much of the north of England in the immediate pre-Roman period is likely to have been formed by the river Mersey. The Roman army first entered the region in strength in AD60 during a campaign by Suetonius Paulinus intended to subdue north Wales, but cut short by the revolt of Boudicca in the years 60-1. It was not until after Vespasian became emperor (AD 69) that the region was taken under full Roman control, perhaps during the governorship of Agricola (*c.*78-84) who founded the fortress at Chester (*Deva*) in *c.* 78. Forts at Northwich (*Condate*) and Manchester (*Mamucium*) also belong to this period.

The site under review lies *c.* 12.5km south of Roman Manchester and between the line of two major Roman roads. The first runs from Manchester to Chester via Northwich and is followed for much of its line by the A56 trunk road which at its closest passes *c.* 5.5km to the west. The second runs from Manchester to Buxton lying at its closest *c.* 15.5km to the east. Based on topographical and place-name evidence it is thought that a secondary Roman road may have run from the Manchester to Chester road along the low ridge of land (referred to in 4.1 above) between Bowdon and Hale Barns, and on towards Ringway church (ibid., 21), perhaps followed by the A538 and so lying just to the south of the site.

Evidence for Roman settlement in the region of the site has until recently been sparse. VCH1 commented in1987 that apart from a few scattered finds of pottery and coins, settlement evidence was apparently absent from an area in the centre of Cheshire defined by a line from Northwich to Wilderspool in the west to another between Bramhall, Alderley Edge and Congleton in the east. As in prehistoric times, the reason for this was thought to be the unsuitability of the clayey soil for arable agriculture. However, the picture is now changing and on the sand and gravel island at Oversley Farm, for example, there were traces of a Roman post-built structure with an oval plan, and a little pottery and a brooch were found (Garner 2007). Similar islands in the region may also produce

settlement evidence in due course. At Mellor there was substantial evidence for settlement from the 1st – 4th centuries, although largely in the form of ditches and artefact assemblages rather structures (Noble and Thompson 2005, 33-4). At the Great Woolden Hall site noted above occupation continued into the Roman period. In the Mersey Basin as a whole Nevell and Roberts (2005, 115) comment that the dominant settlement type in the period is the ditched enclosure under 2ha in extent, of which nineteen had been located by the end of the 1990s.

5.4 Anglo-Saxon period (c.410-1066)

Archaeological and historical evidence for north-east Cheshire in the Anglo-Saxon period is slight. As in previous periods, settlement on the whole was probably sparse with much of the area wooded. The only site thought on the basis of archaeological excavation to have been occupied in the 5th – 7th centuries is at Tatton Park where the remains of timber buildings were found (Higham 1993, 66-7). However, there are no known Anglo-Saxon cemeteries and no early churches, although church yards with curvilinear plans are thought to indicate early Christian sites (VCH1, 240-1). Examples in the north-east of the county exist at Bowdon, Warburton and Wilmslow. The early origin of Bowdon church is also indicated by its mention in Domesday Book and its role as the mother church for Hale and Ringway in the medieval and post-medieval periods. Furthermore, there are some fragments of Anglo-Saxon sculpture in Bowdon church.

Place-names can give some impression of how settlement developed in the Anglo-Saxon period. Certain forms such as '-ham' and '-ingham', may indicate relatively early, i.e. pre-Norman Conquest settlements and estate centres. Altrincham would be an example of an 'ingham' name in the vicinity of the site, but otherwise both forms are scarce in north-east Cheshire. Another possibly early name form is '-hlaw' meaning a mound, usually taken to be a mound used as a communal meeting place. This can be found as the second element in Wilmslow.

Place-names with components of Viking Age or Norse origin (9th – 10th century) in Cheshire are largely in the north-west of the county, but nearer to Ringway one can point to Rostherne and Hulme.

The administrative structure of late Anglo-Saxon England was based on districts known as Hundreds subdivided into smaller districts known as townships. The fundamental unit of land ownership and legal identity was the manor. Ecclesiastical organisation was based on the parish. VCH1 (p.267) suggests that in Cheshire this structure probably had its origins in the 10th century. Occupation of this period which also continued beyond the Norman Conquest has been attested at Timperley Old Hall (Nevell 1997, 50).

5.5 Medieval period (1066 – c.1550)

5.5.1 Introduction

Cheshire was conquered by the Normans in the years 1069-70 and found itself under the lordship of William I's newly created Earl of Chester who in return for defending the Welsh border, was allowed considerable freedom to manage his own affairs. What became officially known as the County Palatine from the 1290s apparently retained a measure of independence until the reign of Henry VIII (VCH2, 36).

5.5.2 Domesday

Domesday Book (1086) and other sources suggest that, on the whole, Cheshire at the time of the Conquest was still relatively poor and sparsely populated compared to many parts of England. Many areas on the clay lands were probably wooded to judge by place-names ending in '-ley' which suggest clearance during the medieval period. Ashley is an example immediately west of Ringway. The Domesday settlement pattern appears to have been based on farmsteads and hamlets rather than nucleated villages and this remained the case throughout the medieval period and afterwards.

At the time of Domesday Ringway belonged to the manor and township of Hale in Bochelau (later Bucklow) Hundred. The extent and boundaries of Hale are not exactly known, but Dore (1972, 9) has pointed out that the names of settlements, including Ringway, in the 16th century township are known and so the boundaries at that time can be reconstructed and probably do not differ much from those of Domesday. The 16th century also probably correspond closely to the boundaries shown on later maps including the Tithe Map of 1841 and early OS maps. Ringway lies on the eastern side of the township.

Domesday tells us that in 1066 Hale belonged, with Bowdon and Dunham, to a Saxon lord Aelfward. In 1086 they belonged to the Norman baron Hamo de Massy based at his chief manor of Dunham and his family remained the lords until the mid-14th century. Recorded under the entry for Hale, Domesday Book (VCH1, 359) refers to one hide of land which paid geld (i.e. tax) and to land for 2 ½ ploughs. There were three villeins and one radman (or roadman, a person of uncertain duties) who had two ploughs, and there was a wood one league long by half a league wide. There was also an enclosure and a hawk's eyrie – eyries were usually associated with woodland – and a half an acre of meadow. The value of Hale was given as 15 shillings in 1066, but in 1086 it was worth only 12 shillings and was found waste. These low values suggest that Hale's population was small and impoverished, although its pre-Conquest value was greater than that of Dunham and its 1086 value greater than that of Bowdon. The significance of the term 'waste' is not clear, but may mean it was not wealthy enough to tax further.

The wood was probably that known later as Ullerswood, and is thought by Dore (1972, 16-18) to have lain in the eastern part of Hale township. He cites the evidence of field

names in the 1838 Tithe Award to suggest that fields in Ringway were cleared of woodland in the medieval period. In addition, other significant local place-names include Higher and Lower Mainwood (meaning mean or common wood) belonging to farms now under the airport runway. Relict parts of Ullerswood within Ringway probably exist today as Sunbank Wood and Cotteril Clough.

As Domesday indicates, not all of Ringway was wooded and Dore (ibid., 22-3) has used field names, some from the Tithe Award of 1838 and accompanying map of 1841 (Fig.3), and some from earlier documents, to suggest that zones in Hale, but not including the site under review, were occupied by open arable fields of medieval type. Ridge and furrow which is usually characteristic of medieval open field agriculture is recorded on the SMR on the basis of aerial photographs immediately east of Davenport Green c.750m north of the site under review in an area identified by Dore as open fields.

5.5.3 Ullerswood Castle

In the later 12th century the de Massy family were supporters of the Earl of Chester when in 1173-4 he was a leading figure in a revolt against Henry II. It is thought that this is the date of an adulterine, i.e. illegal, castle held against the king's forces during the rising. Ullerswood castle probably lies *c.*1.25km south of the site a little to the west of Castle Hill Farm on Mill Lane (SJ800 838) where a recognisable mound is now surmounted by a modern building and trees. There was probably a simple motte with a keep on top of it and possibly an outer bailey. In the years 1174-7 the Earldom of Chester was in the king's hands after the revolt was crushed and the castle was presumably destroyed.

5.5.4 The Ringheye

In 1281 Hamo de Massy made a grant of lands in Hale to one Jurdan de Davenport. Jurdan's grant (surviving as a Tudor copy) mentions Hale's pasture in Ringway (Dore 1972, 21-2). At the same time Hamo proposed to enclose woodland at Ringway as a park, presumably to allow the breeding of animals such as deer for hunting. This is the first documented mention of the name Ringway which in its earliest form was Ringheye, meaning a circular (or ring-shaped) hedged enclosure (Dodgson 1970, 28).

The location of the Ringheye is uncertain, but on the basis of map evidence which shows an area neatly enclosed by roads and public footpaths likely to have an origin of some antiquity, it may be suggested that the park was in an area in the southern part of Ringway. This area includes Sunbank Wood and a number of fields the names of which the Tithe Award and accompanying map suggest were once woodland. The area is by no means strictly speaking a ring and at c.60ha (150 acres) not comparable in size to Dunham Park or Tatton Park, but it is similar in shape and size to other small medieval parks. It is possible, of course, that the park was of greater extent and included the site currently under review, but this is not apparent on basis of the available evidence.

5.5.5 Medieval settlement

Tithe figures for Hale in the early 16th century suggest that new, small settlements had emerged in the township during the medieval period (Dore 1972, 24). They include Applethropp, as it was known in Tudor times, or Etrop as it appears on the Tithe Map (Fig.3) and on early OS maps, which lay immediately north-east of the site. Others lay at Davenport Green, Warburton Green and Halebarns. Road junction sites appear to have been particularly favoured which suggests that a small settlement of this period may have existed on the site under review at the junction of Hasty Lane and Yewtree Lane (for their line see Fig.4). Although there is little structural evidence earlier than the 17th century, many farms and houses in Ringway may have origins in the medieval period at which time the plots - or tofts - in which they stand or stood were defined. These tofts would, perhaps, have included that for Rose Cottage (see 5.6 below) and others on Hasty Lane where it runs through the site under review.

The origins of a place of worship at Ringway appear uncertain, but there was a Chapel of Ease from 1515 onwards, presumably on the site of the present church. A Chapel of Ease was intended to save the local residents a journey to the mother church for ordinary services. The mother church was still at Bowdon and it would have retained marriage, baptism, burial and tithe rights in respect of the people of Ringway.

5.6 Post-medieval period (c.1550 – 1837)

5.6.1 Maps and Settlement

From the 16th – mid 18th centuries the settlement pattern in north-east Cheshire remained one of hamlet and farmstead (Nevell 1997, 59) which is to some extent reflected in the early maps of Cheshire by Saxton (1577) and Speed (1610). The landscape was predominantly pastoral except in areas of moss and woodland, and agriculture was focused on dairy production.

Although Hale is omitted from the earliest maps of Cheshire, there is no reason to suppose that the population of the township was in decline in the Tudor period or subsequently. Burdett's map of Cheshire published in 1777 (Harley and Laxton 1974; Fig.2) does show Hale and is the first map to show a little useful detail for the site under review. It shows that the modern spelling of Ringway was now established and the layout of routes is recognisable as the basis for that which survives today. The roads from Hale Barns Green (Halebarns) to Ringway Chapel is shown as are Hasty Lane, although Etrop is not named, and Yewtree Lane which joins Hasty Lane close to where Runger Lane now meets it.

5.6.2 Enclosure

Enclosure of the medieval open fields in north-east Cheshire may have begun as early as 14th century, but the process appears to have been undertaken on a large scale during the

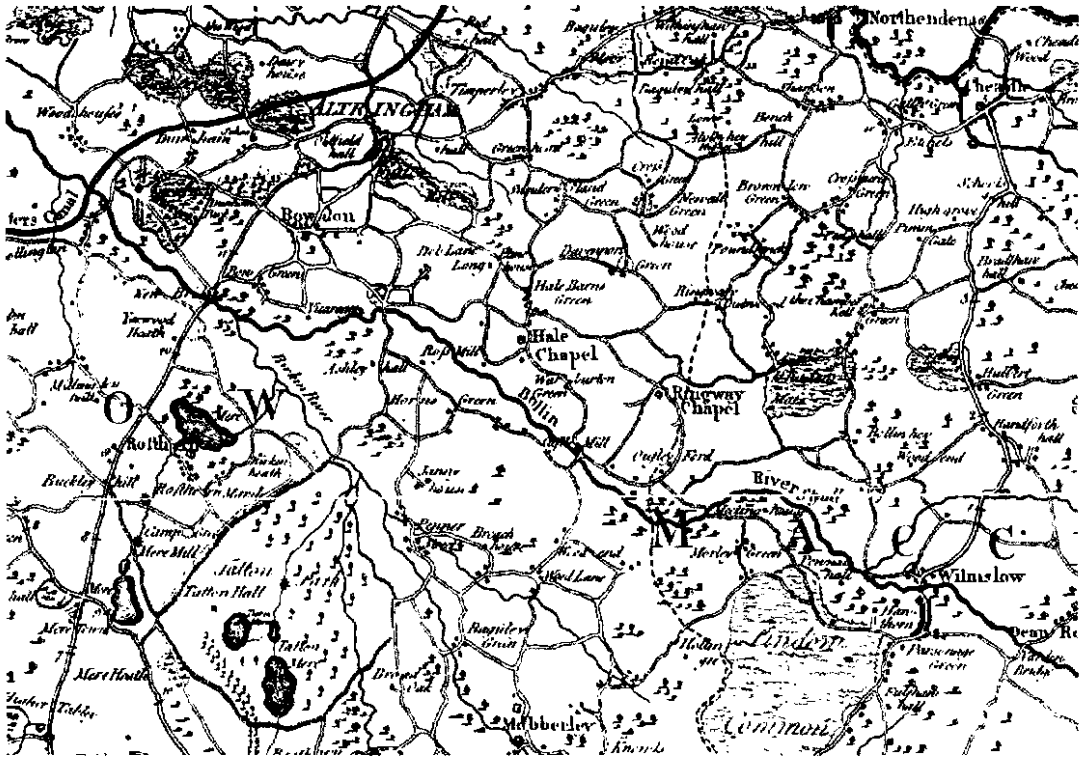


Fig.2 Extract from P.P. Burdett's map of Cheshire, 1777

18th and made for a radical change in the appearance of the landscape (Nevell 1997, 116). In the case of Hale this perhaps took place at the beginning of 18th century when a good deal of land in Hale, but not the site under review, belonged to the Crewe family of Crewe Hall who became the lords in 1720. The extent of the Crewe estate in Hale was plotted, albeit approximately, by Dore (1970, 42), based on documentary evidence. Enclosure created a field pattern which probably remained more or less unchanged until 1841 when the Tithe Map was made.

5.6.3 Buildings

A number of buildings, mostly on farms, in Ringway parish are known to have or in the case of those demolished, to have had fabric of the 16th – early 19th centuries. As noted they may in some cases, at least, represent rebuilding of medieval structures and are indicative of the rising prosperity of the local farming community. Those recorded on the SMR within *c.* 1km of the site under review are listed in Appendix 1. On the site itself stands Rose Cottage, a thatched brick building of 17th century origin (Pl.2).



Plate 2 Rose Cottage

By the mid-17th century Ringway chapel had, like other remote places of worship in England, become a resort for a nonconformist congregation of extreme Puritan views. However, in 1721 the nonconformists were turned out by the Crewes. The chapel was demolished c.1723 and rebuilt in 1730 for use of tenants on land owned by both the Stanleys and the Crewes (ibid., 45).

5.7 Victorian – Modern (1837 – 2000)

5.7.1 Introduction

In an era of rapid industrialisation and population increase in the north-west of England Ringway retained a largely rural character, at least until the coming of the airport in 1938. This is in spite of the expansion southwards of the Manchester suburbs to which Hale now belongs, and, paradoxically perhaps, the airport has prevented their encroachment on the area from the north and east.

5.7.2 The Tithe Award

A good place to start an account of the history of the site in this period is the Tithe Award of 1838 with its accompanying map of 1841 (Fig.3) made in accordance with the

provisions of the 1836 Tithe Act which allowed for commutation of payments in kind to the church to payments in money. The pattern of land ownership in Hale as a whole indicated by the award appears on a plan published by Dore (ibid., 65) which shows much of Hale divided between three large estates, those of Egerton Wilbraham based at Tatton, Isaac Harrop and Lord Stamford. Ownership of the site under review and in its immediate vicinity included land in all three estates as well as some smaller holdings as is shown in Table 1.

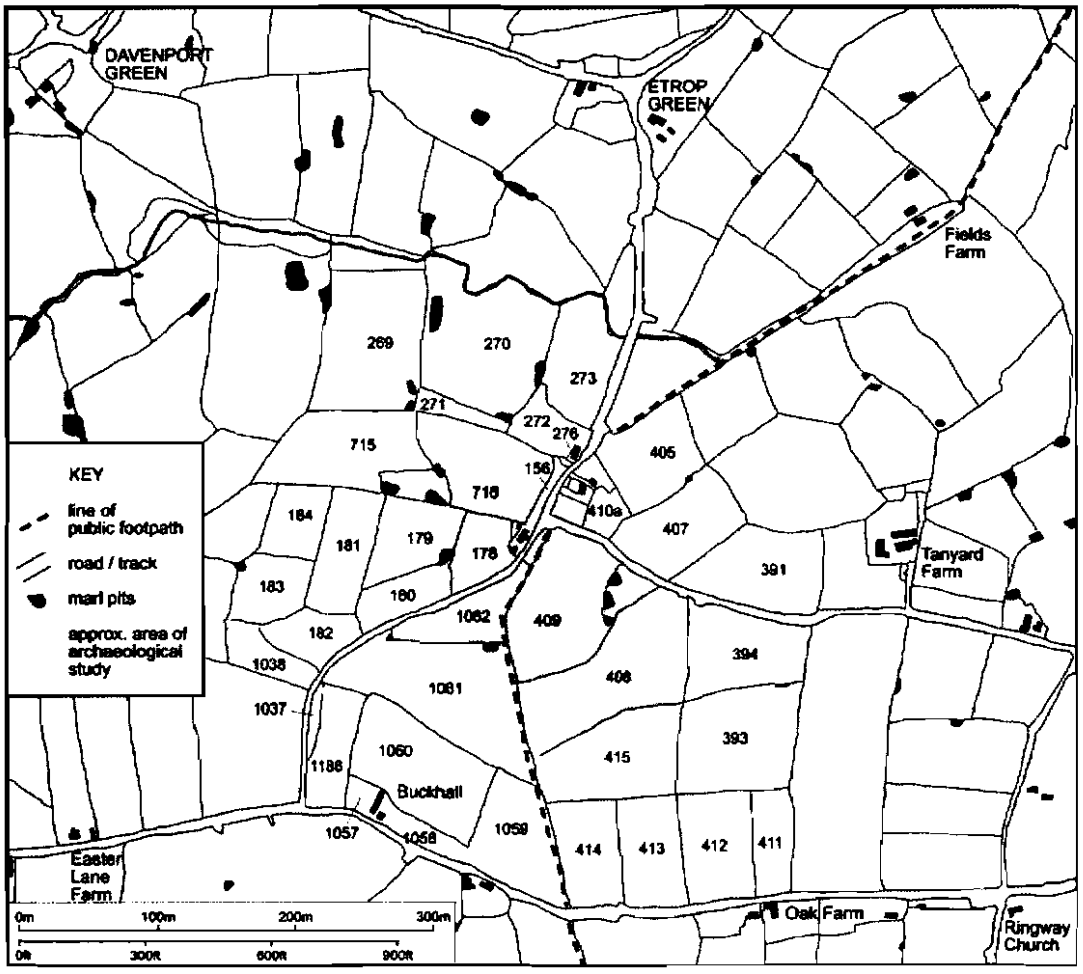


Fig.3 Part of Ringway re-drawn from the Tithe Map of 1841

Table 1 Landownership and field names in the site vicinity recorded in Tithe Survey of 1838

Earl of Stamford's Estate

No	Field Name
178	Meadow
179	Great Marl field
180	Little Marl field
181	Long Field
182	Crutched Acre
183	Lower end of Ollerhay
184	Upper end of Ollerhay

Egerton Wilbraham Estate

269	Broad Hey
270	Broad Field
271	Tong Croft
272	Croft
273	House Sand Field
276	Cottage and garden
391	Meadow
393	Higher Field
394	Further Nick Field
405	The Bent
407	Old Wood
408	Nearer Nick Field
409	Lamb's Meadow
410a	Croft
411-5	Unnamed

Isaac Harrop Estate

715	Near Hob Field
716	Furthermost Hob Field
718b	Lamb's Croft

Table 1 continued

Ann Elizabeth Ashton's Land

1057	House, outbuildings and gardens
1058	Long Croft
1059	Sand Field
1060	Barn Meadow
1061	Horse pasture
1062	Little Acre



Plate 3 Aerial view of the site and environs in 1979 (© GMGU)

As noted above the map and survey probably reflect the layout of the landscape as it emerged after enclosure (although the map is not very accurate when compared with later OS maps). In spite of subsequent changes to field boundaries, an aerial photograph of 1973 in the GMGU collection (Appendix 2) shows the boundaries of Fields 408-9 and 413-5 very clearly (Pl.1). It may also be noted that an aerial photograph of 1979 (Pl.3),

also in the GMGU collection shows clear soil marks in 410a, The Croft, just to the east of the site under review which may represent the vanished pre-modern buildings implied by the name.



Plate 4 View south of the footpath and western edge of field south of Hasty Lane (415 on the Tithe Map); M56 to the right

Although considerably altered since medieval times, the 1838 landscape may have preserved some relict features of earlier times. Particular mention may be made of a right of way, also shown as a footpath on the later OS maps, which runs from the north-east to Hasty Lane, passes Rose Cottage and then runs to the south on the western boundary of Fields 408-9 and 414-5 (Pl.4). This and the hedgerow defining the boundary may be of some antiquity and survive today beside the M56, although the path was clearly diverted to the west half way between Hasty Lane and the Wilmslow Road by the time of the 1882 OS map.

The award and map also give some indication of the local agricultural regime. The importance of pasture for stock is shown by the name Lamb's Meadow for Field 409, suitably close to the Rose Cottage and adjacent dwellings from which the lambs' well-being could be monitored. A similar location in respect of Buckhall Farm is to be seen for Field 718b, Lamb's Croft. In addition, Field 1061 is named Horse Pasture. The

importance of marling, i.e. mixing lime and clay for fertilizer, is indicated by the names of Fields 179-80 and the pond on the site under review clearly has its origins as three marl pits in Field 409. Many other marl pits shown in other parts of the map. The conversion of former woodland to pasture is indicated by the names of Fields 405 and 407, respectively The Bent (meaning clearing) and Old Wood. A small patch of woodland also shown on later OS maps is probably shown as the space north of Field 179. The western part survives today, the remainder having been destroyed by the M56.

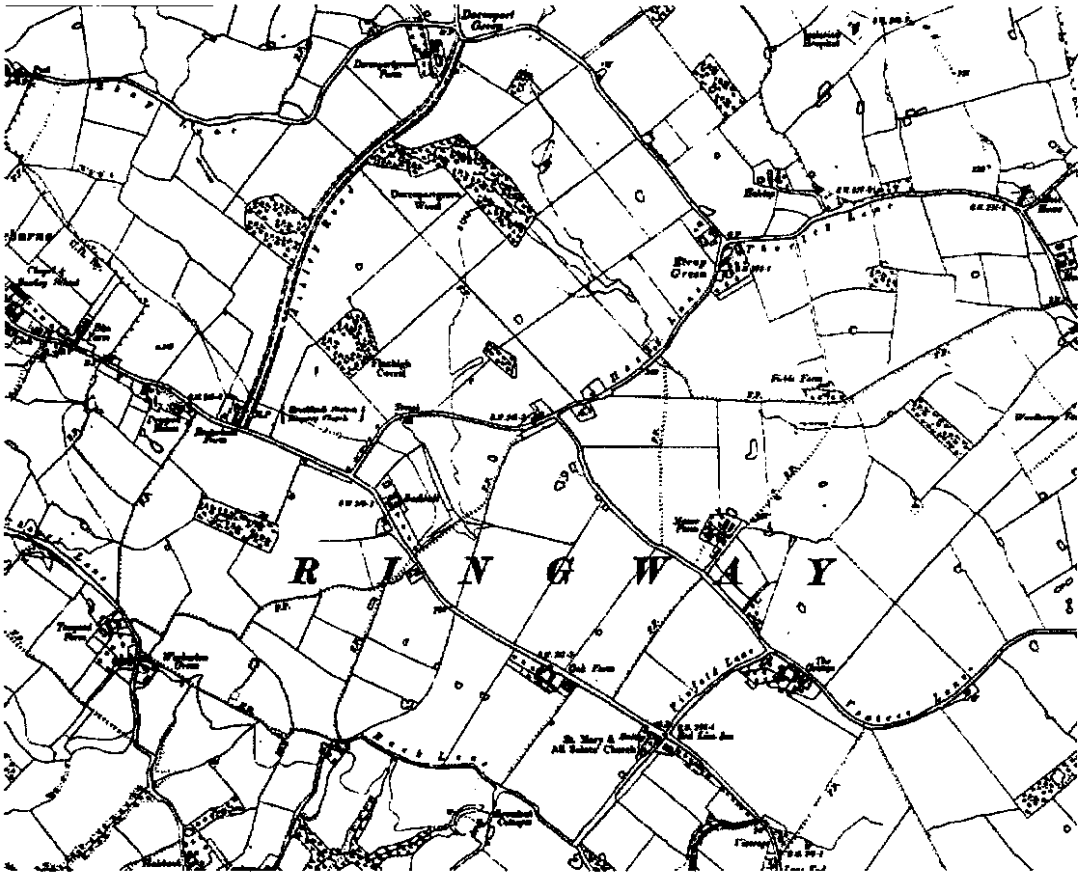


Fig.4 Extract from OS Map 1910 (original scale 6 inches = 1 mile)

5.7.3 Administrative changes before 1939

In 1866 local government reorganisation placed Ringway in Bucklow East district. Ringway Chapel remained a Chapel of Ease until Ringway became a separate ecclesiastical parish in 1867. The 18th century chapel was demolished in 1894 and a new church of St Mary and All Saints was consecrated in April 1895. In 1900 the Civil Parish of Ringway was created which in 1901 had a population of 491. In 1934 Ringway was chosen as the site of Manchester's airport which opened in 1938. In 1937 Ringway became part of Bucklow Rural District and Ringway Civil Parish was transferred to Hale Urban District and Civil Parish.

5.7.4 Maps and settlement up to 1939

The first OS map for Cheshire dates to 1843 but at 1 inch to 1 mile the scale is too small to give much useful data for this report. More useful are the early OS maps at 1:2500 and 6 inches : 1 mile, the first edition of which was surveyed in 1872-7 with subsequent revisions in 1898-9 and 1909-10 (Fig.4). In respect of settlement they show, firstly, on the site itself two properties on the north side of Hasty Lane at the junction with Yewtree Lane. One of these is presumably Rose Cottage and the other the house still standing next to it. Two other properties, also shown on the Tithe Map, appear one on each side of Hasty Lane just to the east of the junction with Yewtree Lane.

In the immediate area, the maps depict an essentially agricultural landscape. To the north-east is the hamlet of Etrop Green, and there are a number of farms: Buckhall, Easterlane Farm, Oak Farm, Fields Farm, and a Tanyard Farm, to the east, by 1909 re-named Manor Farm, presumably to distinguish it from another Tanyard Farm at Warburton Green to the south-west. Other features in immediate area include to the north-west two areas of woodland, Flaxhigh Covert and Davenport Green Wood.

The field system in the area on the 1882 map is probably much as it was after enclosure in the 18th century and has changed little since the Tithe Map of 1841 although Fields 408-9 and 415 had been combined into one.

On the 1898-9 and 1909-10 revisions of the map the settlement pattern around the junction of Hasty Lane and Yewtree Lane appears little changed. However, by 1898 what had been once been five fields (408-9, 413-5) are now shown as one, and to the east what had been four (393-4, 411-2) is now one. To the north-west there had been a major reorganisation of fields to create a very regular rectilinear pattern on a north-west / south-east alignment. The small patch of woodland a little to the north-west of Rose Cottage remains as do Flaxhigh Covert and Davenport Green Wood. To the east of the junction of Hasty Lane and Yewtree Lane there also appears to have been reorganisation of fields. On the 1909-10 editions (Fig.4) a new east- west division has been introduced into the field south of Hasty Lane. Traces of this can be seen on aerial photographs.

On the 1938 OS map (Fig.5) there is again little change to the immediate area of the site under review, although what appear to be two new houses have been built west of Rose Cottage and apparently in the same plot which has been extended to the north. Outbuildings in the narrow plot of land on the south side of Hasty Lane have been extended. In addition, an electric power line suspended on pylons crosses the site. A riding school is shown more or less on the site occupied by the present motor repair depot.

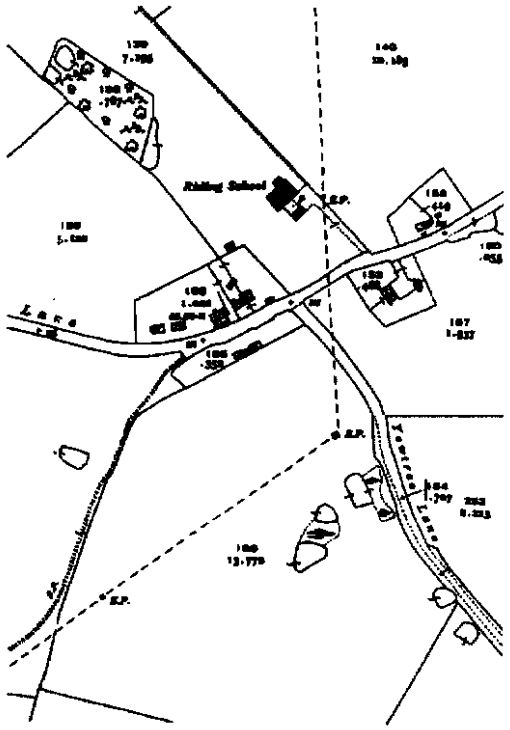


Fig.5 Extract from the 1938 OS map (original scale 1:2500).

5.7.6 World War Two

During World War Two Manchester Airport became a military airfield and the runways and other facilities were enhanced for military use. It was also used by Fighter Command for aircraft production and as a Parachute Training School. In 1946 it became a Civil Airport once more.

5.7.7 After World War Two

Since the war, there was little change to the landscape of the site under review and its immediate environs until the 1960s, although a few additional structures were erected in and around the local farms. On Hasty Lane around the road junction with Yewtree Lane, the aerial photos of late 1940s and early 1950s and the 1954 OS map show a picture much as it was on the 1938 OS map.

By the 1960s the encroachment of the suburbs to the north-west had almost reached the site and to the east the airport was gradually expanding. In 1962 a new passenger terminal was opened and 1967 OS map shows other airport buildings close to the north-east side of the site.

As noted the field south of Hasty Lane (i.e. what had been 408-9, 413-5 on the Tithe Map) had been divided into two by 1909. In the immediate post-war period, however, aerial photographs show differences in the agricultural regime, i.e. between pasture and arable in the central part (the former Fields 408 and 415) which closely, if not exactly, reflect the division into the original five fields. On the 1945-6 photographs in the NMR the three marl pits (now the pond) are still in a wedge-shaped area of rough pasture as they had been in 1841. What appears to be a small unroofed structure is shown in the north-east corner of the field, adjacent to Yewtree Lane on the site of an earlier marl pit. This was not on the 1938 map and appears to have disappeared by the time of the 1954 OS map. In the early 1960s what had been two fields became one and an aerial photograph of 1967 in the NMR shows it all as pasture.

A 1971 aerial photograph shows the southern part of the field had been taken over for the M56 / A538 interchange. At the same time Runger Lane was built to join Yewtree Lane to the A538. The M56 and A538 trunk road were completed in 1973. By 1971 also, to the north of the Hasty Lane – Yewtree Lane junction a new plot had been created which now houses a car repair depot, probably in part re-using the riding stables. The aerial photograph of 1973 reproduced as Pl.1 shows a roughly rectangular feature at the south end of the field which may be a temporary enclosure for stock or perhaps was a compound for the road builders.

In 1974 as a result of Local Government reorganisation Ringway became part of the Greater Manchester district of Wythenshawe.

A freight terminal / cargo centre was added to the airport in 1986 after the runway was lengthened in 1981. This centre was located south-east of Runger Lane and construction involved the removal of much of Yewtree Lane. A further airport terminal was opened in 1989 and the cargo depot was extended up to Runger Lane. The surviving stretch of Yewtree Lane from the junction with Runger Lane to Hasty Lane was abandoned by 1993 and Runger Lane was moved to the east. This involved removal of a property on the south side of Hasty Lane shown on the Tithe Map (west of Croft 410a) and later OS maps.

A second major runway was completed in 2001. At about this time the southern part of what remained of the field south of Hasty Lane was made into a separate property accommodating the Travelodge. The field is at the time of writing being reduced again by the construction of another hotel.

7. Survival of Archaeological Remains and Research Potential

Based on what is currently known, any archaeological research potential of the site under review is largely related to the landscape, economy and settlement of the medieval and later periods. Having said this it should be borne in mind that the Oversley Farm site (Garner 2007) has shown that the remains of more ancient settlements may survive in the Cheshire lowlands where there are islands of lighter soils, especially when combined with locations adjacent to or overlooking rivers and streams. One of the problems of

locating these settlements is that land on a predominantly clay geology is not as amenable to the use of aerial photography as on land with, for example, chalk or limestone geologies. Furthermore, opportunities may be limited for detecting ancient settlement from the air by means of crop marks or soil marks in those areas, as in the case of the site under review, where the land has been either largely pasture or woodland and there has been little arable agriculture (Hodgson and Brennand 2007, 31).

The aerial photographs (see Appendix 2) of the fields and other open ground on the site under review show little which could be interpreted as early (i.e. pre-17th – 18th century) settlement; the only features that show up being soil marks of field boundaries and marl pits which also appear on the 1841 Tithe Map. However landscape features probably of greater antiquity which still survive in the landscape include Hasty Lane, the surviving stretch of Yewtree Lane abandoned after the movement east of the north end of Runger Lane, and the footpath which runs south from Hasty Lane with the hedgerow on its east side.

Should any buried archaeological remains of the pre-medieval period survive in the immediate vicinity, then it is perhaps closer to the brook to the north of the site where they will be located. Surviving remains of the medieval and post-medieval periods may, however, exist on land adjacent to Hasty Lane where a small settlement existed at the junction with Yewtree Lane by the time of the Tithe Award of 1838. Its earlier origins are, however, suggested by the 17th century date of Rose Cottage which, as noted above, may well be a successor to earlier buildings within a plot of which the boundaries may also be of earlier date. The narrow plot of land south of Hasty Lane is another potential survival from the medieval period. Between the current junction of Runger Lane and the former junction is land, now under woodland, which is referred to as Croft 410a on the Tithe Map. As noted an aerial photograph (Pl.3) of 1979 shows soil marks which may represent buildings or other features. Any buildings would presumably be earlier than 1841 as the croft is shown empty on the Tithe Map.

In advance of redevelopment some form of investigation of these plots would be warranted. Should medieval remains survive they would be of importance for the study of a region where as Newman and Newman (2007, 97) comment 'For most rural settlements of all types, there is a lack of excavated data, so that we know very little about food production and consumption, living conditions or health and hygiene'. As far as the post-medieval period is concerned, many aspects of the economy, landscape and social context of farming and settlement in the region are well documented in written sources (Nevell 1997, 115-21), but archaeological investigation can provide additional data on individual settlements and their character. The study of agriculture and rural settlement in the post-medieval period has been identified by Newman and McNeil (2007, 119-22) as an important research theme for the region in the English Heritage archaeological resource assessment and research agenda exercise.

8. Archaeological implications of development

In the event of development on the site involving substantial groundworks a programme of archaeological investigation focused primarily on land adjacent to Hasty Lane can be justified on research grounds.

In outline, an appropriate investigation strategy for below-ground archaeological remains on the site, in line with PPG 16 and local planning authority procedures, would be, first of all, a programme of non-intrusive investigation including surface survey of landscape features and geophysical survey to allow identification of below ground archaeological remains. The next stage would be targeted evaluation excavation to determine the character, date and state of preservation of any buried remains. Should these two stages produce remains considered significant then further fieldwork may be required by the planning authority in mitigation of the impact of development. In any event, an archaeological watching brief on the development during the construction phase would probably be appropriate.

Throughout the process described above a developer should allow for providing access to the site and for making sufficient resources and time available for archaeological work.

9. Acknowledgements

I am grateful to Norman Redhead and Elizabeth Chantler of Greater Manchester Archaeological Unit for making data from the SMR available. Thanks are also due to staff at GMGU and NMR for providing aerial photographs, and to staff at Trafford Local History Library for assisting with literature and map searches. Information on geotechnical aspects of the site and on recent developments at the airport was kindly provided by Jon Bottomley, Land Use Planning Manager at Manchester Airport. Finally I am grateful to David Patrick who annotated Figure 1 and drew Figure 3.

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Appendix 1

Gazetteer of Sites and Structures recorded on the Greater Manchester SMR and NMR within c.1km of site centre (Listed buildings shown in bold)

SMR No.	Site Name	Grid Ref.	Description
1495.1.0	Thorley Cottage	SJ 8076 8635	19th century or earlier buildings (demolished)
1497.1.0	Ridge and furrow	SJ 8047 8626	Ridge and furrow
1498.1.0	Ridge and furrow	SJ 8057 8637	Ridge and furrow
2028.1.0	Etrop Green	SJ 8110 8591	Group of buildings of early 19th century or earlier (demolished)
2210.1.0	Structures near Haletop Farm	SJ 8130 8606	Buildings of early 19th century or earlier (demolished)
3698.1.0	Etrop Green Farm (site of)	SJ 8096 8598	16th century and later farm house (demolished 1989)
3706.1.0	Structure	SJ 8076 8637	19th century or earlier buildings (demolished)
3735.1.0	**Davenport Green Hall**	SJ 8035 8640	17th century and later farm house
7392.1.0	Keeper's Cottage	SJ 8089 8619	17th century and later farm house (demolished)
7789.1.0	Easter Lane Farm (site of)	SJ 7985 8555	19th century or earlier buildings (demolished)
7920.1.0	Davenport Green Village Core	SJ 8030 8640	Settlement (with moated site)
8420.1.0	**Rose Cottage**	SJ 8060 8550	17th century and later house
8421.1.0	**Ridgeways Farmhouse** (site of)	SJ 8058 8547	18th century farmhouse (demolished 1994)
8629.1.0	**Yewtree House** (Halebank)	SJ 7990 8440	Mid 18th century farmhouse
8638.1.0	**1-2 Thorley Lane, Haletop Farm**	SJ 8120 8609	17th century and later farmhouse
9581.1.0	Broad Oak Farm	SJ 8043 8450	Farm buildings, mostly recent
9582.1.0	Ringway Chapel	SJ 8089 8469	Site of 16th and 18th century chapel, and church of 1895
9583.1.0	Pinfold Farm (site of)	SJ 8119 8487	Farm buildings
9707.1.0	**Buckhall Farm**	SJ 8024 8529	18th century farm house and farm buildings (and modern hotel)

Appendix 2

List of aerial photographs

Curated by Greater Manchester Geological Unit (all vertical views)

Code	Date	Subject
N/a	7 June 1973	Site plus area around up to 1km
N/a	28 August 1979	Site plus area around up to 1km to east
N/a	9 June 1984	Site plus area around up to 1km to north and east
N/a	20 June 1989	Site plus area around up to 1km to north
379848x385808	1997	Site plus area up to 750m around
000	2000	Site plus area up to 250m around

Curated by NMR (all vertical views)

Sortie No.	Library No.	Start Frame	End Frame	Start Ref.	End Ref	Date
RAF/3G/TUD/UK /182	223	5099	5100	SJ804855	SJ807854	07-May-46
RAF/82/1007	1570	200	201	SJ803850	SJ807850	01-Sep-54
RAF/540/1630	1672	47	49	SJ809854	SJ803853	01-Jun-55
OS/67112	9318	6	6	SJ805852	SJ805852	30-May-67
OS/71467	11850	35	36	SJ802855	SJ807855	05-Sep-71
OS/71467	11850	55	55	SJ804853	SJ804853	05-Sep-71
OS/72284	11919	109	110	SJ806854	SJ802854	26-Jul-72
OS/86110	12847	36	38	SJ809855	SJ803850	15-Jun-86
OS/93053	14319	220	220	SJ805853	SJ805853	25-Mar-93
OS/58001	20029	98	99	SJ806856	SJ809856	02-Apr-58

Appendix 3

List of historic maps consulted

Christopher Saxton, 1577, Cheshire, c. ½ inch = 1 mile
John Speed, 1610, Cheshire, c. ½ inch = 1 mile (largely a redrawing of Saxton)
P.P. Burdett 1777, Cheshire, 1 inch = 1 mile
Tithe Map of Hale by E. Nicholson, 1841, c.1:4000
First Edition OS, 1843, 1 inch = 1 mile
1882 OS, Sheet 18, 1:2500 and 6 inches = 1 mile
1899 OS, Sheet 18, 1:2500 and 6 inches = 1 mile
1910 OS, Sheet 18, 1:2500 and 6 inches = 1 mile
1938 OS, Sheets 018 SE, 6 inches = 1 mile
1954 OS, SJ88NW, 6 inches = 1 mile
1967 OS, SJ88NW, 6 inches = 1 mile
1977 OS, SJ88NW, 1:10,000